

**CITIZENS ADVISORY COMMITTEE
OF THE
COLLIER METROPOLITAN PLANNING ORGANIZATION
2:00P.M.
2885 S. Horseshoe Drive Naples, Florida 34104
February 25, 2019 Meeting Minutes**

1. Call to Order

Ms. McLaughlin called the meeting to order at 2:07 p.m.

2. Roll Call

Mr. Ortman called roll and confirmed that a quorum was present.

CAC members ~~introduced themselves and the two newest members, Tammie Pernas and Suzanne Cross were welcomed to the Committee. made an introduction and welcomed the new CAC members.~~

CAC MEMBERS PRESENT

Gary Shirk, Chairman, At- Large (arrived late)
Karen Homiak, District I (arrived late)
Susan Jones, City of Naples
Pam Brown, At-Large
Rick Hart, Persons with Disabilities
Robert Anderson, District V
Robert c, City of Marco Island
Josh Rincon, Representative of Minorities
William Stephens, District IV
Tammie Pernas, Everglades City

CAC MEMBERS ABSENT

Russell Tuff, District III
Neal Gelfand, District II

MPO STAFF

Anne McLaughlin, MPO Executive Director
Eric Ortman, MPO Senior Planner
Karen Intriago, Admin. Assist.

FDOT

Victoria Peters, FDOT District 1 Liaison

OTHERS PRESENT

April Olson, Conservancy

3. Approval of the Agenda

Mr. Phelan moved to approve the Agenda. Second by Mr. Hart. Carried unanimously.

4. Approval of December 3, 2018 Meeting Minutes

Mr. Rincon moved to approve the December 3, 2018 meeting minutes. Second by Mr. Phelan. Carried unanimously.

(Ms. Homiak arrived and took over the Chair roll.)

5. Open to Public for Comments on Items Not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters stated that FDOT has received the Congestion Management Committee (CMC) project applications for the FY2025 Work Program and are currently under review.

B. MPO Executive Director

None.

7. Committee Action

A. Elect Chair and Vice Chair

Mr. Stephens nominated Ms. Brown as Chair. Second by Ms. Jones. Carried unanimously.

Mr. Stephens nominated Mr. Phelan as Vice-Chair. Second by Mr. Anderson. Carried unanimously.

B. Endorse Draft Bicycle and Pedestrian Master Plan

Ms. McLaughlin stated the Bicycle and Pedestrian Master Plan has been in the works for over a year. The first written draft was released in August 2018. Staff received a significant number of comments. MPO staff and the consultant, Tindale Oliver, worked extensively to address the comments that were received and bring revisions to the chapters, maps and policy statements through the committee for review on a monthly basis. Today, staff would like to receive endorsement from the committee to be able to take the plan to the Board for approval in March. Ms. McLaughlin stated that additional items were added to the draft the committee reviewed last month, including: table of contents, executive summary, additional maps, and adjusted text to reflect committee comments. Several pathway concepts have been added to Table 10 on page 33. The Wilson Road connection has been added per discussion with the County. This an opportunity to discuss the design for extending Wilson Road to connect to the new sports stadium. Golden Gate Parkway is included as a complete streets project in Table 10 per discussion with Commissioner Saunders. The Immokalee CRA has expressed a desire to extend the sidewalk on Lake Trafford Road as a pathway to the lake itself; this has also been added to the list of potential spine pathway projects but would first require a study. Staff is still working on updated costs for Tables 13 and 14. Ms. McLaughlin stated that the comments received from the BPAC were minor correction and typos. Mr. Bonness mentioned that a shared used path to Logan Blvd between Immokalee and Lee County should be added to the plan, staff is working on obtaining the actual location for the path to incorporated it to the plan. The Sun Trail alignment was discussed in terms of removing the alignment through Rookery Bay due to concerns raised by the Conservancy of Southwest Florida. BPAC and TAC supported the deletion of the alignment. Each committee also agreed with the recommendation for no pavement expansion [for bike/ped facilities] on the loop connection through Marco Island and extensions along Capri Island and Shell Island Roads. The discussion regarding the County's roadway improvements into Goodland involved replacing "like with like" – the current pathway will be incorporated in the roadway improvements addressing drainage problems.

Ms. Olson stated that the Conservancy is in support of a non-motorized regional trail system. While looking at the plan she noticed a few alignments for the Southwest Coast Connector that are of environmental concern. These alignments could have a wetland and hydrologic impact and result in a mangrove die-off. Ms. Olson stated that some of the trails that are of concern have mangroves on both sides and some of them are in the Deltona Settlement. The Deltona Settlement was agreed upon in the

1980s between the Deltona Corporation and multiple parties. This settlement prevents inappropriate development that would have a long term, negative impacts to the environment. The Conservancy is one of five signatories on the settlement agreement. Ms. Olson noted that she spoke with Keith Laakkonen, the program administrator for Rookery Bay, and he mentioned that their management plan states that they don't allow bike paths and that he did not see that changing anytime soon. The Conservancy would like no increase of paved surfaces on Shell Road, Capri Road or Collier Boulevard. Noted that at BPAC and TAC it was stated that the project on Collier Blvd. from San Marco Rd. to Fiddlers Creek will just be restriped in the existing roadway and the Conservancy would be okay with this project because no impact will be done on the mangroves. Ms. Olson stated that the Conservancy worked with the County on the raising of Goodland Road and noted that water needs to flow between each side of the road. Currently, there is an existing paved shoulder which the County will be replicating the same foot print, and this would avoid a mangrove die-off. If any modification is being considered on CR92, the Conservancy would like to look over the specifics of those improvements to make sure the mangroves along those trails do not get affected.

Ms. McLaughlin reported that TAC had two additional comments. The first comment has to do with the deletion of references to specific vehicle lane width dimensions and speed to the cross sections in the chapter on design guidelines. The second comment was that the table on cost estimates should be updated.

Mr. Blain provided an overview of the process followed in developing the Master Plan. He noted that the existing conditions of the County's roadway network were examined to identify gaps. Crash data was reviewed to determine where the critical locations are. Wikimaps was used to solicit public comments and overlay those with the technical data to prioritize projects and locations along collector and arterial roadways where there was both a technical concern and public interest in addressing the problem. The goal for the plan was to provide a safe network for all users. The final version also includes references and acknowledgment of the local work that has been done throughout the community through the different agencies. Mr. Blain noted that the list for local roads were defined by investigating where there are gaps next to schools, transit stops and lower income areas that need access to walking and biking opportunities. The design guidelines matrix was developed to show what facilities would be most appropriate for different types of roadways throughout the community. The policy and implementation chapter builds off the Complete Street policies of local agencies and FDOT's guidance.

Ms. Pernas noted that the plan has a prioritized list that will need to be funded followed by engineer work, once these steps are completed, asking when and how actual projects will get funded. **Ms. McLaughlin** noted that bicycle and pedestrian projects are typically funded through federal SU funds allocated to the MPO for programming. The MPO Board divides these funds between bike ped, congestion management and bridge projects. The Board then votes on project prioritizes every year for FDOTs consideration for funding. Following the adoption of these priorities, MPO staff works with FDOT to have them programed into FDOT's Work Program and the MPO's Transportation Improvement Program.

Ms. Homiak moved to Endorse Draft Bicycle and Pedestrian Master Plan with the changes noted. Second by Mr. Anderson. Carried unanimously.

C. Endorse Amendment to FY2019-2023 Transportation Improvement Program

Mr. Ortman stated that FDOT has requested an amendment to FY2019- FY 2023 TIP to ensure authorization of federal funds and planning consistency. The project is from the Eastern Federal Lands Highway Division of the Federal Highway Administration. The project is to rehabilitate Fritz

Rd. in the Florida Panther National Wildlife Refuge, funding is for \$750,000. There was a 21- day public comment period from December 18 through January 8, no public comments were received.

Ms. Brown questioned why Fritz Rd. is being rehabilitated if it's located in a national wildlife panther refuge. **Ms. Peters** noted that it's a rehabilitation of an existing road.

Ms. McLaughlin stated that these are federal funds that can only be used on federal lands, and which are programmed by the federal agency and the Federal Highway Administration. The MPO doesn't have any option to program the funds somewhere else.

Under committee discussion it was noted that additional information and a map is needed to clarify the project purpose and what it entails.

Ms. McLaughlin stated that staff will report to the Board that the committee tabled this topic until further information is provided. Ms. McLaughlin noted that if FDOT gathers the additional information before the Board meeting, the Board may decide to approve the amendment.

Mr. Stephens moved to continue the Amendment to FY2019-2023 Transportation Improvement Program to the next committee meeting. Second by Ms. Brown. Carried unanimously.

8. Reports and Presentations (May require committee action)

A. Status 2045 Long Range Transportation Plan – Contract, Funding and 2015 Base Year

Ms. McLaughlin stated that this plan is the most significant plan that the MPO Board will produce. This plan has a 20-year horizon by federal law and is updated every 5 years. An update typically takes 2-years to complete. Ms. McLaughlin noted that the contract negotiations are nearing completion for the 2045 Long Range Transportation Plan (LRTP). Staff anticipated a cost on the order of \$351,000 based on discussions with other MPOs within District 1 and an understanding that the 2040 LRTP had cost on the order of \$300,000. Staff subsequently discovered that the actual cost of the 2040 LRTP totaled over \$600,000. The contract under negotiation would cost about \$492,000 to produce a basic plan covering all the required elements in the scope. The cost could go as high as \$590,000 to include optional tasks that would provide more flexibility in responding to public input. The options would be initiated only if needed as the plan unfurls, allowing staff to do additional data crunching and analyses. Ms. McLaughlin noted that the base amount of \$492,000 could be covered using PL funds made available due to the MPO not having to cover the cost of the D1 Travel Demand Model (\$30,000). The budget to cover optional services could come from tapping into SU box funds. Project number 4051061 in the Tentative Work Program had over a million in SU dollars in it when the Board reviewed the Work Program. The Board asked MPO staff to propose a spend down plan, so those funds would not be lost, FDOT and the County worked together and some of those funds were moved to the Pine Ridge Interchange study. Which left \$500,000 in FY2019/2020. MPO staff would like to use \$130,000 of these funds, but due to an FDOT Work Program rule, the MPO cannot tap into SU when carrying a balance greater than 20% of unspent PL funds. That is the situation the MPO is in, due to saving PL funds over the years to have sufficient budget to pay for the LRTP update. However, MPO staff is working with FDOT to develop a plan to spend down the PL funds to tap into SU funds when they are needed to complete the 2045 LRTP.

9. Member Comment

Mr. Stephens asked exactly what area he is representing in District IV. **Ms. McLaughlin** noted that he represents District IV because he has a business location there and it is Commissioner Taylor's district. Mr. Stephens noted that District was misspelled on his name plate. Staff later distributed a map showing where commission districts are located.

Ms. Brown asked if an orientation could be conducted to explain to new members of the committee exactly what the committee does and how projects go through the MPO's planning process. **Ms. McLaughlin** noted that Mr. Ortman has scheduled an orientation with two new committee members following the meeting and anyone who cannot make that meeting is encouraged to reach out to MPO staff to schedule an orientation at a more convenient time..

10. Distribution Item

None.

11. Next Meeting Date

March 25, 2019 – 2:00 p.m.

12. Adjournment

With no further comments or items to attend to, Ms. Brown adjourned the meeting at 3:20 p.m.