AGENDA
BPAC
Bicycle Pedestrian Advisory Committee

NOTE: THIS IS AN IN-PERSON MEETING

Conference Room 609/610 Growth Management Department
Planning & Regulation Building
2800 N Horseshoe Dr, Naples

March 15, 2022
9:00 a.m.

1. Call to Order

2. Roll Call

3. Approval of Agenda

4. Approval of the January 18, 2022 Meeting Minutes

5. Open to the Public for Comment on Items not on the Agenda

6. Agency Updates
   A. FDOT
   B. MPO

7. Committee Actions
   None

8. Reports & Presentations (May Require Committee Action)
   A. Paradise Coast Trail Feasibility Study Update – Michelle Avola-Brown, NPC
   B. Office of Greenways and Trails System Plan and Map Update
   C. Florida’s E-Bike Laws
   D. Draft Transportation Improvement Program Sheets for Review and Comment

9. Member Comments

10. Distribution Items

11. Next Meeting Date
   April 19, 2022 – 9:00 a.m.

12. Adjournment

PLEASE NOTE:
The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO’s planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO’s planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Ms. Danielle Bates (239) 252-5814 or by email at Danielle.Bates@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Bates, at 2885 South Horseshoe Dr., Naples, FL 34104.
1. **Call to Order**  
   Mr. Bonness called the meeting to order at 9:09 am.

2. **Roll Call**  
   Ms. Bates called roll and confirmed a quorum

**Members Present**  
Joe Bonness  
Alan Musico  
Andrea Halman  
Kim Jacob  
Claudia Keeler  
Mark Komannecky  
Anthony Matonti  
Dayna Fendrick  
George Dondanville

**Members Absent**  
Patty Huff  
Larry Smith  
Dr. Mort Friedman

**MPO Staff Present**  
Scott Philips, Principal Planner  
Brandy Otero, Principal Planner  
Danielle Bates, Administrative Assistant

**Others Present**  
Lorraine Lantz, GMD, Transportation Planning

3. **Approval of the Agenda**  

   *Ms. Fendrick moved to approve the agenda. Second by Mr. Musico. Carried unanimously.*

4. **Approval of the November 16, 2021 Meeting Minutes**
**Mr. Philips:** We received an email from Deb Chesna asking us to adjust the minutes, on page 9 from “We can’t mark a shoulder [bike] lane if posted speed is over 45 mph, but there could be a buffered bike lane” to “We can’t mark a shoulder as a [bike] lane if posted speed is over 45 mph, but there could be a buffered bike lane if the speeds are reduced.” And on page 10 to update “It’s a matter of having 3 planners, vs. 300 engineers in District 1” to read “It’s a matter of having 3 planners, vs. 300 engineers in District 1 to aid in the understanding of the link between transportation and land use which determines the users of the roadway.”

**Mr. Matonti:** Another edit is on page 8, it says Ms. Matonti moved instead of Mr.

**Mr. Musico:** Another edit is that my proposal was change Everglades City to a 3, it reads to a 5 now.

*Mr. Musico moved to approve the November 16, 2021 minutes as revised. Ms. Halman seconded. Carried unanimously.*

5. **Open to the Public for Comment on Items Not on the Agenda**

None.

6. **Agency Updates**

A. **FDOT**

*Ms. Chesna:* Only update for the group is to let them know the Florida Office of Greenways and Trails (OGT) has a new interactive GIS based website and they’re looking for public input to update OGT’s Greenways and Trails System Plan and Maps. The Trails System and Maps plan is updated every 5 years.

B. **MPO**

*Mr. Philips:* None

7. **Committee Action**

7.A. **Elect Chair, Vice Chair**

*Mr. Musico:* Typically, the incumbents would let you know if they’re willing to continue, that’s how we did in the past. Then open it up if anyone else wants to throw their hat in ring.

*Mr. Bonness:* I’d prefer to move on, but if no one else I’ll step in. Would prefer to see someone else or Anthony move up.

*Mr. Matonti:* I am willing to stay as Vice Chair or move into the Chair position.
Mr. Bonness moved to elect Mr. Matonti as Chair. Mr. Musico seconded. Carried unanimously.

Mr. Musico: Are there self-nominations?

Mr. Bonness: I will follow in as Vice Chair.

Mr. Musico moved to elect Mr. Bonness as Vice Chair. Ms. Halman seconded. Carried unanimously.

Mr. Philips: This will start in February.

7.B. Endorse Prioritized Ranking of New Projects

Mr. Philips: The packet includes the final project rankings based on the November 16 meeting, we wanted to make sure the final rankings are in the correct order to before they go to board for final adoption. The project rankings will go to TAC and CAC and then the Board.

Mr. Matonti: Has funding changed?

Mr. Philips: No

Mr. Dondanville: What’s the total?

Mr. Philips: $5 million

Mr. Musico: Keep in mind, lots of these projects ask FDOT to do design, design is usually 20% of cost, and when FDOT does design, only design portion gets funding in year. There’s a two-year delay between design and construction and building. For most of these it’s a portion of that total cost that come out of $5 million, my expectation is all get funded and might have surplus. When applicant puts in for FDOT to do design, only design is booked for that year, 2026. Leave it this way because there’s sufficient funding.

Mr. Bonness: Good observation on funding.

Mr. Musico: It’s a good list, lots of thought, diligent, get it funded.

Mr. Musico moved to endorse Prioritized Ranking of New Projects. Ms. Fendrick seconded. Carried unanimously.

7.C. Review and Comment on Collier County Road Resurfacing Plan

Mr. Bonness: This is the five-year plan for resurfacing in the county, we’re asked to review to see if there’s anything we can push, changes, look for bike lanes, or striping plans modified.
Ms. Fendrick: I didn’t see Everglades City CR 29, so I sent an email to Anne and Trinity, asking for an update. In May 2020 CR 29 was scheduled for FY 21, but I didn’t see it. It became county resurfacing because the county maintains it. We also asked for the cross section to extend to Circle North on Collier Avenue and the city sent request to the county manager.

Ms. Lantz: CR 29 was based on funding availability. It needs actual design because of drainage. I don’t know if its funding availability or in the budget, I can follow up and see the status.

Ms. Fendrick: The approval for northern segment?

Ms. Lantz: This was phase 2, we are waiting, and phase 3 is the same thing. I’ll follow up and let you know or pass it on.

Mr. Philips: We received this list on Friday, as we receive comments, we’ll put them together and seek answers.

Mr. Bonness: Please look for modifications, individual knowledge might be useful.

Ms. Fendrick: Marked and removed what does that mean?

Mr. Bonness: What happens is survey crew goes through and puts paint markings on the road, you see that 6 months ahead of paving. When repaving that’s how we’d see. I’m thinking that’s what that means, that they put markings on the roadways, you may be able to find them on the roadway.

Ms. Fendrick: Will they provide another 5-year plan?

Mr. Bonness: It’s like the FDOT list, they’ll add more onto the list, next year there should be additional roads.

Mr. Matonti: Will this come back next month?

Mr. Philips: Yes

Mr. Bonness: From a paving standpoint, there’s annual paving contracts—low bid contract, price per ton—there’s also Collier County work programs done more on individual contracts. These are purely a new surface; it doesn’t usually include modifications to gutters and curbs. Individual projects are usually notified, as they’re happening, they must hit in design phases, like the Vanderbilt Beach Road Extension, which has multi-year design phases at 30%, 60%, etc.

Ms. Halman: There’s not many in Immokalee?

Mr. Philips: The current TIP has several projects in Immokalee, but not sure on additional or new projects.
Ms. Halman: Is that the reason?

Mr. Philips: We can check, please email us your questions.

Mr. Bonness: I think the local roads in Immokalee are substandard, they wouldn’t be going on overlay, it’s probably a complete project with drainage and sidewalks.

8. Reports & Presentations (May Require Committee Action)

8.A. FDOT Pedestrian Bicycle Strategic Safety Plan

Ms. Chesna: Presented on Florida’s Bicycle Pedestrian Focused Initiative Update along with the Florida Pedestrian and Bicycle Strategic Safety Plan presentation in the agenda packet. [Referring to the FDOT Pedestrian and Bicycle Strategic Safety Plan.] A statewide coalition puts this out. It’s an approach to bringing together all the partners in the state, and sharing ideas, so you don’t have to reinvent the wheel about what can be done to drive down the crash statistics. Collier is low on list, the best in state. Each [FDOT] district has a champion, Chesna is the champion for District 1. The National Highway Traffic Safety Admin audited FDOT’s plan and gave suggestions. The coalition meets every quarter. MPO can attend, law enforcement, EMS, and FDOT meet to develop new approaches to safety. One new approach is Safe Systems, looking at a corridor as a whole, rather than spot locations. Focus areas are data analysis and evaluation, law enforcement and emergency services, driver education and licensing, legislation. These groupings have goals and objectives. The plan disputes popular myths, such as: 1. Crashes involving people walking and biking usually occur at intersections. Most pedestrian crashes actually occur at midblock. Most bicycle crashes occur at intersections. FDOT is looking at protected intersections, opportunity to enhance intersections, protected 90 degree turn so that you see the people. Myth 2. Seasonal tourists are responsible for most crashes. Not true. Local drivers are most at fault. Myth 3. The aging population is responsible for the most crashes. Age group 31-50 contributes to the most crashes. Myth 4. Most crashes affecting people walking and biking involve drugs or alcohol. Not true. FDOT’s Central Office is promoting changing behavior - aggressive and distracted driving and going fast are the main issues. FDOT’s infomercials promote understanding how behavior impacts everyone else.

Mr. Dondanville: The chart on page 36 of the agenda packet shows Collier County is the 25th worst county out of 60+?

Ms. Chesna: They appeared as the most dangerous because of design.

Mr. Matonti: Dangerous by Design is a metro area, so we’re lumped in with Fort Myers and Cape Coral.

Mr. Musico: The most important piece in packet is the top of page 13 [page 27 in the agenda packet], it shows that the current way we develop land in Collier and all of Florida is we have 100-acre Planned Unit Developments (PUD) with 1000 doors and one or two entrances. That approach forces 6-lane highways that are difficult to cross and no other alternatives instead
of a diverse network. How we develop land causes issues, everything else is anecdotal. BPAC cannot deal with this, local governments must make those decisions, and as long as we build monstrous PUDs, we make everything worse.

**Ms. Chesna:** FDOT decided to start thinking differently and think of context classification so we can figure out users and destinations. Secretary Nandam put together a planning studio to talk to local governments about land usage that cause roads to be fast, long, dangerous trips. One is trip purpose, drives alone are 78%, which is not ideal. Even with infrastructure, land development patterns are suburban; even in the City of Naples, that roadway design is suburban—when you get access management cutoff, the roadway is sped up, there are pedestrians everywhere—lots of things need to evolve. When I lived here, I worked with the Health Department and tried to talk to developers, but when it comes to land development, it requires comprehensive planning to change that. How do we slow down US 41? There’s no enclosure, nothing that makes people feel like they need to slowdown, the developments are way back.

**Members** discussed preplanned versus organic growth over time, the lack of interconnectivity and sidewalk. These issues need to be discussed this with people in charge of the Land Development Code and comprehensive planning. Members also discussed law enforcement addressing speeds and behavior more, along with ideas like preventing right turns on red lights.

**Mr. Komanecky:** Are these based on raw numbers?

**Ms. Chesna:** The number of crashes used Signal 4 and Cars Database data, Signal 4 is up to date but not validated, the Cars Database is from 2020 and used because its validated.

**Mr. Komanecky:** Those are raw numbers so Dade is at top because there’s so many people.

**Mr. Musico:** It would be more interesting to look at it per capita, it’s more indicative of the safety of infrastructure.

9. **Member Comments**

There was a discussion on returning to hybrid meetings due to the pandemic and convenience. **Ms. Otero** responded that the Governor’s executive order that allowed for all virtual meetings expired, and a quorum is required in the room due to the Sunshine Law. Additionally, the MPO does not have the staff, technology, or funds to provide hybrid meetings that work well but will tell MPO Executive Director and staff will look further into the matter.

10. **Distribution Items**

None.
11. **Next Meeting Date**

February 15, 2022 – 9:00 a.m. In-Person Only Meeting

12. **Adjournment**

*The Chair adjourned the meeting at 10:21 a.m.*
EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8A

Paradise Coast Trail Feasibility Study Status Update

OBJECTIVE: To receive a status update on the Paradise Coast Trail Feasibility Study from the Naples Pathways Coalition (NPC).

CONSIDERATIONS: The Naples Pathway Coalition (NPC) contracted with Kimley Horn to conduct a Feasibility Study of the proposed 70-mile Paradise Coast Trail. It is anticipated that the Paradise Coast Trail will connect Naples to the Collier Seminole State Park, Ave Maria, and to the proposed Estero Bonita Rail Trail, which runs along a Shared-Use Nonmotorized (SUN) Trail Network alignment in Lee County.

STAFF RECOMMENDATION: For the committee to be informed about the NPC’s Paradise Coast Trail Feasibility Study.

Prepared By: Scott Philips, Principal Planner

ATTACHMENT(S):

1. PCT Presentation
Study Partnership

Study Team Lead

Study Team Consultant

Study Team Partners

Study Advisor
The NPC Vision for the Paradise Coast Trail

- A premier 70+ mile multi-use trail connecting Naples to destinations throughout Collier and beyond
- A safe, separated 12’ wide pathway to significantly advance bicycling and walking opportunities
The Paradise Coast Trail will serve as a major corridor within Collier County’s bicycle and pedestrian network.
Why the Paradise Coast Trail?

Advances the Collier MPO Bicycle and Pedestrian Master Plan

Advances the FDEP Greenways and Trails Network

Advances the FDOT Shared-use Nonmotorized (SUN) Trail Network
Collier MPO Resolution

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE NAPLES PATHWAYS COALITION’S PARADISE COAST TRAIL VISION

WHEREAS, the Collier Metropolitan Planning Organization adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Bicycle and Pedestrian Master Plan identifies SUNTrail Alignments and Spine Pathway Corridors that form an integrated, high-priority pathway network, and Existing + Proposed Facilities as a visual summary of the project priorities for major roadways and the spine trail network; and

WHEREAS, the Naples Pathways Coalition envisions the Paradise Coast Trail as a 70-mile, separated pathway built exclusively for non-motorized use; and

WHEREAS, the Bicycle and Pedestrian Master Plan Design Guidelines recommend providing separated shared use paths where feasible to make active transportation and recreational opportunities readily available for persons of all ages and abilities; and

WHEREAS, the Paradise Coast Trail will significantly advance Collier MPO’s bicycling and walking network by providing direct connections between the City of Naples, Golden Gate City, Immokalee, Ave Maria, and other areas; and

WHEREAS, the Paradise Coast Trail is consistent with and advances key components of the Collier MPO’s Bicycle and Pedestrian Master Plan, the Florida Greenways and Trails System Plan and Shared-Use Nonmotorized (SUN) Trail Network.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1) The Collier MPO supports the concept of the Paradise Coast Trail envisioned by the Naples Pathways Coalition, as shown in Attachment “A,” subject to the policies and design guidelines contained in the Collier MPO Bicycle and Pedestrian Master Plan.
The purpose and planned use of the PCT is to be...

- A premier facility that connects Naples to destinations throughout Collier County and beyond, serving as a catalyst for trail-based business and economic activity
- An inviting corridor that draws visitors and residents to explore the beauty of the Paradise Coast
- A 70+ mile spine trail that links and significantly advances Collier County’s bicycling and walking network
Paradise Coast Trail Purpose

The purpose and planned use of the PCT is to be...

• A premier facility that connects Naples to destinations throughout Collier County and beyond, serving as a catalyst for trail-based business and economic activity

• An inviting corridor that draws visitors and residents to explore the beauty of the Paradise Coast

• A 70+ mile spine trail that links and significantly advances Collier County’s bicycling and walking network
Paradise Coast Trail Purpose

• A safe, separated, non-motorized path that provides healthy recreation and accommodates the following uses:
  • Walking
  • Hiking
  • Jogging
  • Bicycling
  • Rollerblading/Skating
  • Walking with Strollers
  • Walking with Dogs
  • Use of Mobility Assistive Devices for Persons with Disabilities
A safe, separated, non-motorized path that provides healthy recreation and accommodates the following uses:

- Walking
- Hiking
- Jogging
- Bicycling
- Rollerblading/Skating
- Walking with Strollers
- Walking with Dogs
- Use of Mobility Assistive Devices for Persons with Disabilities
Overview of the Process

VISION

FEASIBILITY STUDY

ENVIRONMENTAL PHASE

DESIGN

RIGHT OF WAY

CONSTRUCTION
The Study

Project Launch and Charter
Data Collection and Inventory
Systemwide Feasibility Analysis and Concepts
Coordination and Outreach
Implementation Action Plan
Pathway Report
Priority Segment Environmental Review

- Project Segmentation
- Segments Grouped
- Evaluation Matrix
- Alternative Alignments
- Conceptual Typical Sections
- Construction Cost Estimates
- ROW Requirement Estimates
## Estimated Schedule

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<tr>
<th>Task</th>
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<th>2022</th>
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<td>Project Launch and Charter</td>
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<td>Data Collection and Inventory</td>
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<td>Priority Segment Environmental Review</td>
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- **Public Open House**: January 2022
- **Public Open House**: May 2022
Thank You
Michelle Avola-Brown – NPC Executive Director
239.777.7718
michelle@naplespathways.org

Jim Wood, AICP – Study Team Project Manager
407.982.3300
jim.wood@kimley-horn.com
EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8B

Report on Office of Greenways and Trails (OGT) Map Update

OBJECTIVE: For the committee to receive a report on the OGT map update.

CONSIDERATIONS: The OGT has announced it is updating the Florida Greenways and Trails System Plan, including the Opportunity and Priority maps. The previous update occurred in 2018. OGT prefers to receive updates in the form of GIS shapefiles submitted electronically, along with a narrative of the status and need for each corridor. The deadline for submitting is May 31st. Individuals and stakeholders (including local governments and MPOs) may submit comments. More information can be found at this link: Florida Greenways and Trails System Plan and Maps | Florida Department of Environmental Protection

The MPO’s 2019 Bicycle and Pedestrian Master Plan (BPMP) proposed a clean-up amendment to the Shared-Use Non-Motorized (SUN) Trail alignment involving the Livingston Road corridor, including the FPL easement and connecting to the Rich King Greenway, as shown in Attachment 1. Subsequent to the adoption of the BPMP, the Naples Pathways Coalition began work on a Feasibility Study for the Paradise Coast Trail. The outcome of this study may suggest further revisions to that alignment that should be brought forward through the advisory committee process to the MPO Board for approval to submit to the OGT. In order to meet the May 31st deadline, the review schedule would be as follows:

- April 19: BPAC review and endorse
- April 25: TAC/CAC review and endorse
- May 13: MPO Board approval
- May 31: OGT submittal deadline

STAFF RECOMMENDATION: for the committee to receive a report on the OGT map update with an opportunity to ask questions and comment on the proposed approach.

Prepared By: Anne McLaughlin, Executive Director

ATTACHMENT(S):

1. SUN Trail alignment proposed in 2019 BPMP
Florida’s e-Bike Laws

**OBJECTIVE:** For the committee to be informed about Florida’s current e-bike laws and regulations.

**CONSIDERATIONS:** Electric assisted bicycles are becoming an increasingly common sight on streets, bike paths, and sidewalks. The attached presentation provides an outline of current Florida Statutes regarding e-bike classifications and where they can be operated.

**STAFF RECOMMENDATION:** None

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Presentation on E-Bike Laws
FLORIDA’S E-BIKE LAWS

COLLIER MPO BPAC
MARCH 15, 2022

PRESENTED BY: SCOTT PHILIPS,
COLLIER MPO PRINCIPAL PLANNER
Florida statute 316.003(23) defines an e-bike as a "bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts" and is identified as being in one of the following classifications.

- **Class 1**: The electric motor assists the rider when pedaling and stops assisting when the e-bike reaches 20 miles per hour (mph);
- **Class 2**: Is equipped with a motor that may be used exclusively to propel the bike; the motor must stop propelling the bike once it reaches the speed of 20 mph;
- **Class 3**: Is equipped with a motor that assists propelling the bike when the rider is pedaling and stops assisting the rider when it reaches the speed of 28 miles per hour.

Florida is one of 41 states that has adopted the three-tier e-bike classification system.
In 2021 Florida enacted legislation to regulate Electric Bicycles (F.S. 316.20655).

- Essentially the regulation applies the same road rules to e-bikes and human-powered bicycles and allow e-bikes to go where traditional bicycles are allowed.
- However, Florida Statute 316.008 allows Cities, Counties, or state agencies with jurisdiction to restrict where e-bikes are allowed or operated.

**Examples:**

- **City of Ft Myers Beach** Ordinance 18-02, Section 28-24
- **Florida State Parks** & **Florida’s SUN Trail** do not permit e-bikes to operate on state trails using the electric assist motor.
- **National Parks:** Park Superintendents may authorize the use of classified e-bikes.

- When in doubt, check local rules and regulations.
e-bikes do not require licenses, registration or insurance.

There are no age restrictions for e-bike users. However, helmets are required for children under the age of 16.

Riders of e-bikes are considered 'vulnerable road users' under F.S. 316.027, which deals with crashes involving death or personal injury.

In Florida, all e-bikes built after January 2021 must have a permanent label attached stating the e-bike’s classification level. The label must also identify the motor wattage, and top motorized speed. If the e-bike is modified in any way, the label must be revised to reflect and identify the modification.
What You Should Know

Children and young teenagers have likely never driven a vehicle before and are not familiar with traffic laws. They are often unaware of the traffic around them as well as traffic hazards that exist.

We have all seen it, a young child riding a scooter or motorized scooter down the street or sidewalk, not paying attention to traffic on the roadways and not obeying cross signs or traffic lights.

General Guide to State Law Requirements

- Although Go-peds/gas scooters are considered motor vehicles, they are not regulated and therefore are not subject to the law.

City of Naples Police Department

A Guide to Mopeds, Go-peds, & Motorized Scooters

For more information contact:
Naples Police Department
355 Riverside Circle
Naples, Florida 34102
(239) 213-4844

Motorized Scooters and Go-Peds

Motorized scooters and go-peds are small two or three-wheeled vehicles that a person may ride or sit upon to operate or ride. Some have electric motors and some have gas engines. The steering is controlled by the use of a T-shaped handlebar. Motorized scooters and go-peds cannot be legally operated on public roadways, sidewalks, or bicycle paths.

Mopeds and Motorized Bicycles

Mopeds have a 70 cc or less engine with two wheels and can travel a maximum speed of 30 miles per hour. Motorized bicycles have electric or human power and can travel a minimum of 20 miles per hour. Both mopeds and motorized bicycles have pedals and may be operated solely by human power. A moped must have at least a Class II driver’s license and registration to legally operate a moped. The operator of a motorized bicycle does not require a driver’s license.

Permit 16 years old and older may operate a moped or motorized bicycle on public roadways. Mopeds and motorized bicycles can be operated on sidewalks and bike paths only if operated solely by human power. Persons under 16 years old may only operate mopeds on private property and must wear protective headgear securely fastened upon their heads.

Where can my child ride a motorized scooter or go-ped?

A juvenile may ride motorized scooter and go-peds on private property with permission from the owner of the property (e.g., driveway, yard). A juvenile may not ride motorized scooter or go-peds on sidewalks, bike paths, or roadways.

If motorized scooters or go-peds are illegal to ride on the roadways and sidewalks, then why are businesses allowed to sell them?

It is not against the law to possess, use, or operate a motorized scooter or go-ped, as long as you are on private property. Therefore, it is not against the law for businesses to sell them.

What are the consequences should my child be stopped by a law enforcement officer while riding his motorized scooter, go-ped, moped, or motorized bicycle?

A parent who operates or allows a juvenile to operate any motorized scooter, go-ped, moped, or motorized bicycle in violation of this law may be subject to the following:

- If caught operating a moped or motorized bicycle using engine power, a motorized scooter or go-ped, or riding a bicycle on a sidewalk, the operator will be issued a ticket warning traffic citation for operating a motorized scooter on a sidewalk.

Florida Statute 316.095.

- The operator is also eligible to receive a citation stating for engaging in an exceptional motor vehicle. This is a commendation which requires a mandatory court date and the operator is subject to arrest. Florida Statute 316.051.

- To operate a motor vehicle in the State of Florida, the operator must possess a valid driver’s license. If the operator is caught operating a motor vehicle without a valid license, he or she is subject to a criminal citation, mandatory court appearance, and arrest. Florida Statute 312.203.

- Persons who knowingly drive a person who has an illegal license to operate a moped or a motorized scooter or go-ped on a public street and shall be cited for violation of Florida Statute 312.203, ‘‘Operating an Unauthorized Motorized Bicycle.’’ This is an arrestable violation.

Note: All criminal violations involve consents of a Florida Traffic Citation, mandatory court date, and arrest.
(m) Certain Toys Prohibited.

(1) Motorized models that are fuel or electric powered including: planes, cars, rockets, or boats are not permitted within a park with the following exceptions:

(i) Electric powered, radio-controlled toy vehicles;
(ii) Electric powered planes at Winterberry Park except during athletic events;
(iii) Electronically controlled, wind powered sail boats at the Mackle Park Lake;

(2) Motorized scooters, motorized skateboards, and motorized bicycles are not permitted on park roads, walks, trails, or athletic courts.
ORDINANCE NO. 18-02

AN ORDINANCE OF THE TOWN OF FORT MYERS BEACH, TO BE KNOWN AS THE TOWN OF FORT MYERS BEACH BICYCLE AND VEHICLE SAFETY ORDINANCE; REPEALING AND REPLACING ORDINANCE 03-04; AMENDING CHAPTER 28 OF THE CODE OF ORDINANCES; PROVIDING AUTHORITY; TITLE AND CITATION; BICYCLE REQUIREMENTS AND PROHIBITIONS; CODIFICATION; PENALTY; SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the TOWN OF FORT MYERS BEACH has not only the right, but the obligation, to analyze potential safety problems in a conservative manner to protect the health, safety and welfare of the citizens and visitors to the TOWN;

SECTION 28-84. ASSISTED BICYCLES PROHIBITED. No bicycle having any type of helper motor and having two or more wheels shall be driven upon any public sidewalk, path, or beach. This section does not apply to motorized wheelchairs having three or more wheels. Electric scooters and all types of motorized mopeds are prohibited.
Draft Project Sheets FY23-27 Transportation Improvement Program (TIP)

**OBJECTIVE:** For the committee to review and comment on the Draft FY 2023-2027 TIP Project Sheets.

**CONSIDERATIONS:** Collier MPO has prepared draft FY 2023-2027 TIP Project Sheets using the most recent iteration of the Florida Department of Transportation (FDOT) FY 2023-2027 Tentative Work Program.

**STAFF RECOMMENDATION:** The MPO requests committee members review and provide comments.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Draft FY 2023-2027 Bike & Pedestrian TIP Project Sheets
Project Description: BPAC PRIORITY 2013-2017

Work Summary: BIKE PATH/TRAIL

Lead Agency: COLLIER COUNTY

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Prior Years Cost: Future Years Cost: Total Project Cost: 1,879,376

COLLIER MPO FY 2023 - 27 TIP
**COLLIER MPO FY 2023 - 27 TIP**

**4380922 CR 901/VANDERBILT DR FROM VANDERBILT BEACH RD TO 109TH AVENUE N**  
(Formally project 4380921)

**Project Description:** BPAC PRIORITY 2014-2017-02  
Prior Years Cost: 151,000
Future Years Cost: 0  
Total Project Cost: 860,075

**Work Summary:** SIDEWALK

**Lead Agency:** COLLIER COUNTY  
Length: 1.214

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Total: 709,075  
2045 LRTP: P6-2, Table 6-1

**Google Earth Image:**

![Map of Naples Park, Vanderbilt Dr., Vanderbilt Beach Rd. with 109 Ave N and Immokalee Rd. highlighted.](image)
4380932 GREEN BLVD FROM SANTA BARBARA BLVD TO SUNSHINE BLVD

Project Description: BPAC PRIORITY 2017-03, 16-03, 15-03, 14-06

Work Summary: BIKE LANE/SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 1.040

Total Project Cost: 1,084,670

Prior Years Cost: 0

Future Years Cost: 0

Total 2045 LRTP: P6-2, Table 6-1

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**Project Description:** BPAC PRIORITY 2015 & 2016-08

**Work Summary:** BIKE LANE/SIDEWALK

**Lead Agency:** NAPLES

**Lead Agency:**

**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:** 349,407

**2045 LRTP:** P6-2, Table 6-1

**Revised Project Name**

**Project Name:** ORCHID DRIVE SIDEWALK & BIKE LANE CONNECTION

**Total Project Cost:** 349,407

**2045 LRTP:** P6-2, Table 6-1
### Project Description:
BPAC PRIORITY 2017-05, 16-05, 15-05, 14-09

### Prior Years Cost:
300,156

### Future Years Cost:
0

### Total Project Cost:
2,280,905

### Work Summary:
BIKE LANE/SIDEWALK

### Lead Agency:
NAPLES

### Length:
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### 2045 LRTP:
P6-2, Table 6-1

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The Naples Beach Hotel & Golf Club

Gulf Shore Blvd

South Golf Dr.
4433753  COLLIERS COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES

**Project Description:** BPAC PRIORITY 2017-13, 16-13, 15-03; 5’ BIKE LANES

**Work Summary:** SIDEWALK

**Lead Agency:** COLLIER COUNTY

**Length:** 2045 LRTP: P6-17, Table 6-8

**Total Project Cost:** 800,460

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**Prior Years Cost:** 0

**Future Years Cost:** 0

**Total Project Cost:** 800,460

![Map of Lake Trafford and Pepper Rd](Google Earth)
# COLLIER MPO FY 2023 - 27 TIP

**4433754  COLLIER COUNTY LAKE TRAFFORD ROAD SIDEWALK AND BIKE LANES**

**Project Description:** BPAC PRIORITY 2017-11, 16-11, 15-11

**Work Summary:** SIDEWALK

**Lead Agency:** COLLIER COUNTY

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| 2045 LRTP: | P6-17, Table 6-8 |

**Length: 2045 LRTP: P6-17, Table 6-8**

Prior Years Cost: 0

Future Years Cost: 0

Total Project Cost: 572,675
**LIVINGSTON FPL TRAIL EXT FROM RADIO RD TO COLLIER COUNTY LINE**

**Project Description:** JOINT COLLIER COUNTY/MPO SUNTrail APPLICATION 2019

**Work Summary:** BIKE PATH/TRAIL

**Lead Agency:** COLLIER COUNTY

**Length:** 2045 LRTP: P4-45

**Total Project Cost:** 1,100,000

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**Map Image:** Livingston FPL Trail between Radio Rd. and Immokalee Rd.
4480691  WIGGINS PASS SIDEWALK FROM VANDERBILT DR TO US 41

Project Description: BPAC 2020 PRIORITY RANK 2

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

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Prior Years Cost: 2,429,213
IMMOKALEE CITY SIDEWALKS - VARIOUS LOCATIONS

Project Description: BPAC 2020 PRIORITY RANK 1

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Prior Years Cost: 161,097
Future Years Cost: 0
Total Project Cost: 880,143

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Total: 0 | 719,046 | 0 | 0 | 0 | 0 | 719,046 |

2045 LRTP: P6-17, Table 6-8
**GOODLETTE-FRANK RD SIDEWALKS - VARIOUS LOCATIONS**

**Project Description:** BPAC 2020 PRIORITY RANK 2

**Work Summary:** SIDEWALK

**Lead Agency:** COLLIER COUNTY

**Length:**

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**Total**

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**Total Project Cost:** 652,006

**2045 LRTP:** P6-17, Table 6-8
COLLIER MPO FY 2023 - 27 TIP

4481271  COLLIER ALTERNATE - MULTIPLE SEGMENTS

Project Description: BPAC 2020 PRIORITY RANK 2 - ALTERNATE BIKE LANES

Work Summary: BIKE LANE/SIDEWALKS

Prior Years Cost: 130,000
Future Years Cost: 0
Total Project Cost: 1,173,099

Lead Agency: MARCO ISLAND
Length: 2045 LRTP: P6-17, Table 6-8

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San Marco Rd, Seagrape Drive, and Winterberry Drive are shown in the diagrams.
### Project Description:
BPAC 2020 PRIORITY RANK 2

### Work Summary:
SIDEWALK

### Lead Agency:
COLLIER COUNTY

### Length:
12.011

### Total Project Cost:
329,230

#### Phase Fund 2022/23 2023/24 2024/25 2025/26 2026/27 Total
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PE SU 58,719 0 0 0 0 58,719
CST SU 0 0 270,511 0 0 270,511

#### Total
58,719 0 270,511 0 0 329,230

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**Prior Years Cost:**

**Future Years Cost:**

**Total Project Cost:** 329,230

---

**2045 LRTP:** P6-17, Table 6-8
4481291  
NAPLES MANOR SIDEWALK - VARIOUS LOCATION 4 SEGMENTS  

Project Description:  
BPAC 2020 PRIORITY RANK 2 (Caldwell, Holland and Shultz)  

Work Summary:  
SIDEWALK  

Prior Years Cost:  
Future Years Cost:  
Total Project Cost: 1,663,478  

Lead Agency:  
COLLIER COUNTY  

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2045 LRTP: P6-17, Table 6-8  

Naples Manor  
E-14  
SECTION E - BIKE & PEDESTRIAN
4481301  GOLDEN GATE SIDEWALKS - VARIOUS LOCATIONS 4 SEGMENTS

Project Description: BPAC 2020 PRIORITY RANK 2

Prior Years Cost:  
Future Years Cost:  
Total Project Cost: 267,511

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

Length: 2045 LRTP: P6-17, Table 6-8

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Total 0       0       0 267,511 0 267,511

29th Place SW  24th Place  29th Place SW  Golden Gate Parkway  4th Terrace SW  7th Place SW
4481311  NAPLES SIDEWALKS ON 26TH AVE

Project Description: BPAC 2020 PRIORITY RANK 5

Work Summary: SIDEWALK

Lead Agency: NAPLES

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Prior Years Cost: 55,000
Future Years Cost: 678,588
Total Project Cost: 733,588

2045 LRTP: P6-17, Table 6-8
**Project Description:** BPAC 2020 PRIORITY RANK 3 (Hibiscus, Broadway)

**Work Summary:** SIDEWALK

**Lead Agency:** FDOT

**Prior Years Cost:**

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**Future Years Cost:**

**Total Project Cost:** 430,000

**2045 LRTP:** P6-17, Table 6-8
## 4493971 VANDERBILT BEACH RD FROM AIRPORT RD TO LIVINGSTON RD

**Project Description:** CORRIDOR STUDY CMC 2020 PRIORITY PROJECT 2

**Work Summary:** PRELIMINARY ENGINEERING

**Lead Agency:** COLLIER COUNTY

**Length:** 2045 LRTP: P6-17, Table 6-8

**Total Project Cost:** 431,000

**Prior Years Cost:** 0

**Future Years Cost:** 0

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**Vanderbilt Beach Rd**

**Copeland Ave.**

**Orange Blossom Dr.**

**Livingston Rd.**
4495141 91ST AVE N. SIDEWALK FROM VANDERBILT DR TO US 41

Project Description: CMC 2021 PRIORITY PROJECT 1

Work Summary: SIDEWALK

Lead Agency: COLLIER COUNTY

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Prior Years Cost: 
Future Years Cost: 
Total Project Cost: 1,137,458

2045 LRTP: P6-17, Table 6-8