



AGENDA

BPAC

Bicycle Pedestrian Advisory Committee

NOTE: THIS IS AN IN-PERSON MEETING

Conference Room 609/610 Growth Management Division

Planning & Regulation Building

2800 N Horseshoe Dr, Naples

November 16, 2021

9:00 a.m.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the October 19, 2021 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
 - A. FDOT
 - B. MPO
7. Committee Action
 - A. Rate and Rank Project Submittals
8. Reports & Presentations (May Require Committee Action)
 - A. FDOT District 1 Active Transportation Plan
9. Member Comments
10. Distribution Items
 - A. Joint Lee/Collier Meeting Minutes
11. Next Meeting Date

January 18, 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.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
609/610 Conference Room, Growth Management Division
2800 N Horseshoe Dr
October 19, 2021 - 9:00 A.M.
Meeting Minutes**

1. **Call to Order**
 Mr. Bonness called the meeting to order at 9:05

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

Members Present

Joe Bonness
Alan Musico
Andrea Halman
Patty Huff
Kim Jacob
Claudia Keeler
George Dondanville
Mark Komanecky

Members Absent

Anthony Matonti
Dayna Fendrick
Larry Smith
Dr. Mort Friedman

MPO Staff Present

Anne McLaughlin, Executive Director
Scott Philips, Principal Planner
Danielle Bates, Administrative Assistant

Others Present

Michael Tisch, GMD, Transportation Planning
Victoria Peters, FDOT, Community Liaison
Tanya Merkle, FDOT, District 1 Liaison
Michelle Avola-Brown, Naples Pathways Coalition
Carey Komorny. public

3. **Approval of the Agenda**

Ms. Halman moved to approve the agenda. Second by Mr. Dondanville. Carried unanimously.

4. **Approval of the August 17, 2021 Meeting Minutes**

Mr. Halman moved to approve the August 17, 2021 minutes. Mr. Musico seconded. Carried unanimously.

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

None.

6. **Agency Updates**

A. **FDOT**

Ms. Peters: Introduced Tanya Merkle, new District 1 liaison, coming from construction, lots of experience.

Regarding question on Multi-use Corridors of Regional Economic Significance (M-CORES) from last meeting: confirmed with FDOT that it's completely stopped. The legislature approved three main corridors for infrastructure, internet, utilities, and roads to other regions. Followed SR 29 up to Polk County, it would go through the middle of the state. The purpose was to improve rural economies.

Regarding issues and accidents at Golden Gate Boulevard and US 41 mentioned last meeting: spoke to FDOT Traffic Operations and they're doing traffic analysis, the first step on intersection improvements, they'll gather data for a few months. Will let you know, it started a month ago, circle back with more info.

B. **MPO**

Ms. McLaughlin: Handouts on new safety project FDOT sent, it's a request to amend the 22-26 TIP to use American Rescue Plan Act (ARPA) stimulus funding to improve signalization at Rich King Greenway and Davis. The plan is to put in Pedestrian Hybrid Beacons in Fiscal Year (FY) 2022. Going to TAC and CAC in November and the Board in December.

Mr. Philips: The hybrid beacon is interactive push buttons for trail, the beacons are two red lights and a yellow light, when someone pushes the buttons the yellow turns red and traffic stops, when yellow flashes again the traffic moves.

Ms. Peters: Trying to push ARPA funding super quickly. Received a question at the White Cane Walk: will it also be audible for visually impaired? Good question, will bring it up.

Ms. Halman: Will you update ones already in? There's one in Immokalee at Second and Main Street. **Ms. Peters:** It's a case by cases basis for updating current ones, but all new projects are using the updated standards. Collier got 25% of state's funding from the stimulus package due to good teamwork and collaboration between FDOT and the County.

Ms. McLaughlin: Reminder to please bring a face covering to the Joint Meeting at the Collaboratory.

7. **Committee Action**

None

8. **Reports & Presentations (May Require Committee Action)**

8.A. FDOT District 1 Active Transportation Plan

Ms. McLaughlin: Looks like a good plan, Deborah Chesna was excited to present, but couldn't be here today. Will post to GIS and the safety website on the MPO website. Plan on having the presentation in November.

8.B. Preliminary Project Scoring Matrix

Ms. McLaughlin: There's still time to submit more information to bump up the score, Mr. Tisch's presentation will show helpful data. One change is that County has lowered the District 2 total request from \$2 million.

Mr. Tisch: Presented on crash data (attachment 1).

Mr. Musico: An accident is defined when police report is filed, a serious accident is when police report states the person was transported by EMS to medical facility. **Ms. McLaughlin:** This is the typical definition.

Ms. Jacobs: Naples Park has 20 incidents but is only rated a 2 because there are no fatalities. The number of crashes should be considered a red flag for the potential of a fatality.

Ms. McLaughlin: The points are meant to give the highest score to [implementing] a safety project mentioned in a Road Safety Audit, this is the gold standard. It's not always design, its often behavior, so better enforcement would help. Scoring system emphasized serious injuries and fatalities over total crashes. Keep this in mind for possible revision in the next Bike-Ped Master Plan.

Ms. Halman: Education is important. In Immokalee most of the adults and children don't wear bike helmets. **Ms. McLaughlin:** Communities where English is not a first language are disproportionately affected by crashes. Agree that safety education is critical. Need to provide materials in Spanish and Haitian Creole. **Ms. Halman:** Can assist with finding translators.

Ms. Huff: Blue Zones wanted to bring all biking communities together to coordinate. **Ms. McLaughlin:** They had an informal committee, the farthest it got was having agencies and communities posting the same safety messages. Now the focus is on Complete Streets. The County Sheriff also gets involved and does community outreach and enforcement based on need demonstrated by crash statistics, contributing causes.

Ms. Jacob: District 2's submittal is now just Vanderbilt Beach Road (VBR) but that doesn't really include Naples Park anymore. The President of the Naples Park Association did a survey via social media and emailed people in the community; 77% were in favor of sidewalks in Naples Park. Would like a meeting with MPO and County staff to get the priority back to sidewalks in Naples Park.

Mr. Bonness: VBR already has sidewalks on both sides, except one small area, Naples Park has no sidewalks. There was a walkability study done 10 years ago for Naples Park. Try to reference that instead of starting from scratch.

Mr. Musico: The focus should be on sidewalks in communities then connecting those communities.

Mr. Dondanville: Are swales a concern? **Mr. Tisch:** There is room in Naples Park for sidewalks. They are leaving 5 ft of space after the Stormwater-Sewer project.

Members continued the conversation on sidewalks in Naples Park. A meeting between the members of Naples Park, the MPO, Trinity Scott, and Commissioner Solis was recommended. It was also recommended to review the old walkability study for the area.

9. Members Comments

Ms. Keeler: Recently there was a child fatality on Immokalee Road. There's a need for bike lanes on Immokalee. The news reported the County accepted the study for improving Immokalee Rd. The study showed a 2 mile stretch from Livingston Road to Logan Boulevard will have 67% more traffic. Lorraine Lantz (Project Manager) wants more input from the community on this project.

Mr. Bonness: Immokalee Road has 14-foot outside lanes in addition to two standard 12 ft. lanes, the wider lane accommodates bike traffic. There is enough asphalt to restripe the road. Sometimes there are turn lanes as narrow as 8 ft., this helps with traffic calming. **Ms. McLaughlin:** At 45 mph (speed limit for Immokalee Road) FDOT wants 12-foot lanes.

Ms. Peters: FDOT looked at reducing the speed on US 41 and found it would be more dangerous and lead to more rear-end crashes as those who speed would still speed and those who don't would follow the reduced speed limit.

Ms. Halman: Is there more money coming from FDOT for bike projects? **Ms. Peters:** It seems like more money will be put in safety, but not sure when. Florida uses every dollar of safety money, not all states do. The stimulus was good but large-scale funding will not happen often. Deborah Chesna is a good advocate for this community in getting more safety funding.

Ms. Huff: Florida Bicycle Association can arrange for speakers and videos for safety education in communities. Everglades City is hosting a musical festival on November 6. Everglades City bicycle tours have also started.

Mr. Dondanville: Would like to clarify meaning of Vision Zero for the MPO Board.

Ms. McLaughlin: Secretary Nandam gives an excellent presentation every year on Vision Zero when the Board reapproves FDOT's Vision Zero safety targets annually. The next presentation will be soon.

A discussion on safety and improving bike-ped facilities and Complete Streets followed. Members agreed improving facilities helps safety.

10. Distribution Items

none

11. Next Meeting Date

October 26, 2021 – 10:00 a.m. Joint meeting with Lee BPCC at the Collaboratory, 2031 Jackson St, Ft. Myers, FL. In-person Only Meeting.

November 16, 2021 – 9:00 a.m. In-Person Only Meeting

12. Adjournment

The Chair adjourned the meeting at 10:44 a.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Review, Rate and Rank Project Submittals

OBJECTIVE: For the committee to review, rate and rank project submittals

CONSIDERATIONS: The Cities of Marco Island and Everglades City, Collier County and MPO staff have submitted final TA applications. The applications are provided in **Attachments 1, 2, 3 and 4**. A blank project scoring sheet is provided in **Attachment 5**. The MPO's Preliminary Project Scoring Matrix based on the MPO's Bicycle and Pedestrian Master Plan evaluation criteria is provided in **Attachment 6**. The matrix has been updated based on the TA applications and to note that Safe Routes to School (SRTS) should be included in the safety evaluation.

Collier County has asked the MPO to forward all four District 2 project submittals to FDOT for constructability reviews. The County has asked the Naples Park Homeowners Association (HOA) to conduct additional surveys and outreach to neighborhood residents during the high season to better gauge the level of support for building sidewalks in the area and to prioritize among the three projects submitted by the County.

The next steps in the Call for Projects process are:

- MPO forwards TA application forms to FDOT for constructability reviews.
- County continues to vet District 2 submittals in collaboration with the Naples Park HOA.
- BPAC endorses a final list of project priorities on or before April 20, 2022 meeting; followed by TAC/CAC endorsement of final list on April 26th.
- MPO Board previews list on May 14th.
- MPO Board approves final priority project lists on June 11, 2022.

STAFF RECOMMENDATION: That the committee conduct a thorough review of project submittals, consider staff's Preliminary Project Scoring Matrix, recommend adjustments as deemed necessary in order to arrive at a preliminary prioritized ranking, with the understanding that additional information will be forthcoming regarding the County's District 2 projects in Naples Park.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. City of Marco Island Submittal
2. City of Everglades City Submittal
3. Collier County Submittals
4. Collier MPO Submittal
5. Blank Project Scoring Sheet
6. MPO's Preliminary Project Scoring Matrix



FLORIDA DEPARTMENT OF TRANSPORTATION
[YEAR] TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR [dates]

APPLICANT INFORMATION

Agency/Organization Name: City of Marco Island, Florida			
Agency Contact Name: Timothy E. Pinter, P.E.		Title: Public Works Director	
Mailing Address: 50 Bald Eagle Dr.	City: Marco Island	State: FL	Zip Code: 34145
County: Collier	MPO/TPO (if applicable): Collier		
Telephone: 239-389-5000	Email Address: tpinter@cityofmarcoisland.com		

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

Local Agency Program Recertification is attached.

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: 10/12/2021
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: City of Marco Island			
LAP Sponsor/Implementing Agency Contact Name: Timothy E. Pinter, P.E.		Title: Public Works Director	
Mailing Address: 50 Bald Eagle Dr.	City: Marco Island	State: FL	Zip Code: 34145
Telephone: 239-389-5018	Email Address: tpinter@cityofmarcoisland.com		

PROJECT INFORMATION

PROJECT NAME/TITLE: Bald Eagle Drive Bike Lanes

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☐ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name: * Bald Eagle Drive		
<input type="checkbox"/> On-State System Road (State Roadway)	<input checked="" type="checkbox"/> Off-State System Road (Local Roadway)	Roadway number: Click here to enter text. (i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: San Marco Road Street Name/Mile Post/Other	North or East Termini: N. Collier Blvd. Street Name/Mile Post/Other
Project Length (in miles): 1.4	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: This Project will provide In-Road Bike Lanes along Bald Eagle Drive so that faster Cyclists can safely ride in the roadway and travel in the same direction as vehicle traffic, thus avoiding a major cause of accidents in Collier County. Bald Eagle is the second most heavily traveled roadway on Marco Island and does not have sufficient roadway at present to safely accommodate both vehicle and in road bicycle traffic. The Project will provide an important connection between the bike lanes previously installed on Bald Eagle (North of Collier Blvd.), and on Heathwood (South of San Marco). It will also provide an important linkage to the major east/west bike lanes currently on San Marco; and to the Sun Trail and Spine Pathways shown on page 33 of the Collier MPO Bicycle/Pedestrian Master Plan (BPMP).

Detailed Scope of Work:

A detailed scope of work is attached.	<input checked="" type="checkbox"/> Yes (Required)
<i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	
Conceptual or design plans are attached.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Typical Section drawings are attached.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe: See attached MPO Project Concept Sheet Application Form	

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Briefly explain: This Project is the #1 Unfunded Priority Project in the Marco Island Master Plan. This Master Plan was developed based on face to face interviews with over 2,500 Residents and Visitors, has been reviewed and endorsed by important Civic Organizations as outlined below, and approved by City Council in Resolution 18-30.	
Have public information or community meetings been held?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide a brief description and attach supporting documentation: The Marco Island Bike Path Committee meets quarterly to review the status of the Master Plan with City Staff. These Meetings are open to the public and the agendas and minutes are posted on the City's website. In addition, the Bike Path Committee conducts three Public Forums annually to update the Public on the Status of the Master Plan and solicit feedback. During these forums the Committee Members usually interact with 300-500 residents and visitors per year. Lastly, the Bike Path Committee gives MI City Council and the Public an Annual Update on the progress against the Master Plan at a formal City Council meeting.	
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): During the preparation of the Collier MPO Bike Ped Master Plan (BPMP), 190 of the comments received from the public specifically referenced the need to prioritize this Project. Separately, during the Public Forums conducted by the Marco Island Bike Path Committee, 508 additional signatures were received expressing Public Support for this Project. Lastly, the Master Plan and Project Priorities were reviewed with the following Civic Organizations and Letters of Endorsement were received from the Marco Island Charter Middle School, Marco Island Academy High School, Marco Island Police Department, Marco Island Chamber of Commerce, Marco Island Area Association of Realtors, Marco Island YMCA, and Marco Island Civic Association. Documentation of the 508 Signatures and the Letters of Endorsement from these Organizations were submitted to the Collier MPO for inclusion in the Appendices of the BPMP.	

Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? ☐ Yes ☒ No

If Yes, specify and provide documentation:

Click here to enter text.

Is environmental permitting required? ☐ Yes ☒ No

If Yes, specify and provide documentation:

Click here to enter text.

Provide any additional project specific information that should be considered:

Click here to enter text.

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☐ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☐ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input checked="" type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input checked="" type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

The City of Marco Island Public Works Department will maintain the bike lanes as part of the normal roadway maintenance program.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

Click here to enter text.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

Click here to enter text.

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

Click here to enter text.

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ 0	\$ 0	\$ 0
Project Development & Environmental Study (PD&E)	\$ 0	\$ 0	\$ 0
Design Costs/Plan Preparation	\$ 0	\$ 75,000.00	\$ 75,000.00
Environmental Assessment (s) associated with the design phase	\$ 0	\$ 0	\$ 0
Permits associated with the design phase (including	\$ 0	\$ 0	\$ 0

application fees, mitigation and permit acquisition work)			
Right-of-Way	\$ 0	\$ 0	\$ 0
Construction	\$ 802,475.00	\$ 0	\$ 802,475.00
Construction Engineering and Inspection Activities (CEI)	\$ 0	\$ 0	\$ 0
Other costs* (please describe) <i>Click here to enter text.</i> <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$ 0	\$ 0	\$ 0
TOTAL ESTIMATED PROJECT COST	\$ 0	\$ 75,00.00	\$ 877,475.00
PERCENT OF TOTAL PROJECT COST	91 %	9 %	100%

0



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.
SECRETARY

October 12, 2021

City of Marco Island
Ms. Marilyn Prigge
50 Bald Eagle Drive
Marco Island, FL 34145-3528

Subject: Local Agency Program Recertification

Dear Ms. Prigge:

Congratulations on City of Marco Island's Local Agency Program (LAP) recertification! This letter confirms that on October 12, 2021, the Department of Transportation staff has reviewed and approved all the required documents and assessments. Based on the staff required assessments conducted by the Federal Highway Administration Civil Rights Coordinator and State LAP Administrator, and past performance on State and Federal funded projects, City of Marco Island is LAP certified in the following functional areas and processes:

- Planning
- Design
- Construction
- Construction Administration

In order to maintain this certification, satisfactory performance and participation in the required training courses are necessary. Once again, congratulations, we look forward to your continuing partnership!

Sincerely,

DocuSigned by:
A handwritten signature in black ink that reads "Lisa Brinson". The signature is enclosed in a thin black rectangular border.

58AF18EC4483422...

Lisa R. Brinson

District LAP Administrator

cc: Lorraine Moyle, State Local Program Administrator
District LAP Certification Team

RESOLUTION 18-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARCO ISLAND, FLORIDA, ENDORSING THE MARCO ISLAND BIKE PATHWAYS COMMITTEE MASTER BIKE PATH PLAN AND TO CONTINUE TO SUPPORT FUNDING THROUGH THE BUDGET PROCESS, AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Marco Island provides for continuous citizen input and advice through a wide variety of boards and committees; and

WHEREAS, the Marco Island Bike Pathways (ad-hoc) Committee has worked with staff to create a Bike Pathways Master Plan, which was originally adopted by the City Council in 2009; and

WHEREAS, this Master Plan has identified Bike Lanes and Shared-Use Pathway Projects to allow both expert and novice riders to get around to most parts of the City by bicycle.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marco Island, Florida that:

Section 1. The above recitals are true and correct and incorporated herein.

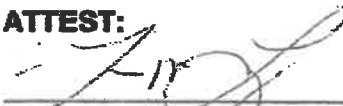
Section 2. The Marco Island City Council endorses the 2018 Marco Island Bike Path Master Plan shown in attached "Exhibit A."

Section 3. The City Council will continue to support funding for additional projects to complete the Master Plan program.

Section 4. This resolution shall take effect immediately upon its adoption.

Passed in open and regular session of the City Council of the City of Marco Island, Florida, this 16th day of April 2018.

ATTEST:



Laura M. Lizan, City Clerk

CITY OF MARCO ISLAND, FLORIDA

By: 

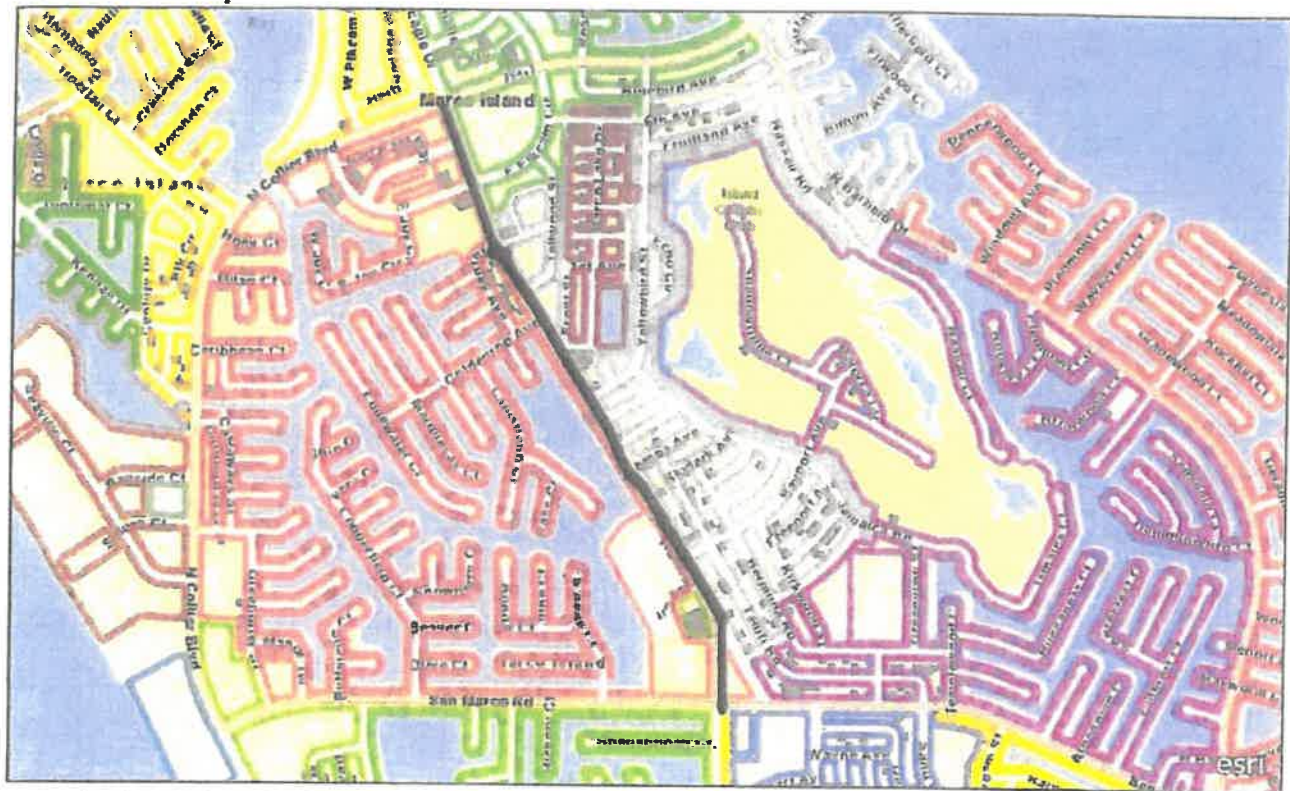
Jared Grifoni, Chairman

Approved as to form and legal sufficiency:



Alan L. Gabriel, City Attorney

Lot and Block Map



Lot and block information for Marco Island

0.3mi

County of Collier, Esri, HERE, Garmin, INCREMENT P, NG, USGS

Proposed Route for Bike Lanes

Bald Eagle (Collier Blvd to Heathwood)

Heathwood (Bald Eagle to San Marco)

Bald Eagle Bike Lane Project


Scope of Work

This bike lane project will provide for 5-ft wide asphalt in-road bike lanes on both sides of Bald Eagle Dr. from N. Collier Blvd. south to San Marco Road for a total length of 1.4 miles. The work shall include but not be limited to roadway excavation, base rock placement and compaction and asphalt paving as well as removal and replacement of concrete, paving stone and asphalt driveways and residential mailboxes. Striping in accordance with the MUTCD for bike lanes will be provided per the current standards. Currently there is sufficient existing Right-of-Way to facilitate this project.

MPO PROJECT CONCEPT SHEET – NON-MOTORIZED

Part 1 - Determination of Eligibility

Applications must sufficiently respond to the timeliness, constructability, and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction - **City of Marco Island**
2. Name of Applicant - **Timothy E. Pinter, P.E.**
3. Signature of Applicant - 
4. Date of Application - **7/7/2021**
5. Project Title - **Bald Eagle Bike Lanes**
6. Project Category
 - ☒ Arterial / Collector ☐ Local / Residential
 - ☐ Spine / Pathway ☐ Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)

The proposed bike lanes will be placed in the swales along Bald Eagle Drive, southward beginning at Collier Blvd for 1.2 miles, and then proceed along Heathwood Drive for an additional .2 miles before ending at San Marco Road.
8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)

This Project will provide In-Road Bike Lanes along Bald Eagle Drive so that faster Cyclists can safely ride in the roadway and travel in the same direction as vehicle traffic, thus avoiding a major cause of accidents in Collier County. Bald Eagle is the second most heavily traveled roadway on Marco Island, and does not have sufficient roadway at present to safely accommodate both vehicle and in road bicycle traffic. The Project will provide an important connection between the bike lanes previously installed on Bald Eagle (North of Collier Blvd.), and on Heathwood (South of San Marco). It will also provide an important linkage to the major east/west bike lanes currently on San Marco; and to the Sun Trail and Spine Pathways shown on page 33 of the Collier MPO Bicycle/Pedestrian Master Plan (BPMP).

The Project seeks approximately \$744,800 in MPO-SU funds for construction (see Section 10). Marco Island will contribute approximately 10% to 20% of the Total Project Costs in the form of Design Funds and Project Management via a LAP Agreement.

The Project requests that the Construction (CST) phase be programmed in the FDOT 5 Year Plan at the earliest date feasible based on FDOT funding availability. The Project

has been unanimously approved by the Marco Island City Council and supporting documentation (Resolution 18-30) is attached. The proposed routing of this Project is extensively utilized by bicyclists today, has broad public support, it mitigates identified safety issues which resulted in documented crash reports, and is immediately adjacent to an Environmental Justice area as outlined in section 14 following.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)

This Project has no timing dependencies on any other activity for programming; and the interconnecting bike lanes on San Marco, Bald Eagle (North of Collier), and Heathwood (South of San Marco) are already in place and in use.

10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

There is sufficient Right of Way in the swales along the proposed route to accommodate 5' Bike Lanes. The preliminary cost estimate was based the mileage of the proposed route (1.4 miles) multiplied by the generic cost per mile (\$532,000) provided in the BPMP on page 45. A detailed cost estimate update will be provided with supporting documentation in the FDOT Worksheet to follow.

11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO and by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

Approximately \$744,800 is being requested from the MPO-SU Box funds which will become available in the next funding cycle. This Project is currently the #1 priority and is the last remaining project in the Marco Island Master Plan which is not funded. Marco Island will contribute funds for the Design and Project Management of this project. Funding for Bike Path Projects is provided for in the CIP (Capital Improvement Budget); and Section 3 of Resolution 18-30 states 'The City Council will continue to support funding for additional projects to complete the Master Plan program'.

12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

This Project will address a Tier 1 Project in the Prioritized Bicycle and Pedestrian Facility needs outlined in Chapter 5 of the BPMP. It is referenced on Page 38 and is depicted on the map displayed on Page 42 of that plan.

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. *(attach pages or documentation if needed.)*

The proposed 5' Bicycle Lanes are consistent with the Design Guidelines specified in Chapter 6, Table 16 for a C5 Urban Center facility with a 35 mph speed limit on Page 51.

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. *(Attach additional pages or documentation if needed.)*

Chapter 7 states that 'Locally-adopted Plans and Policies provide a key part of the framework for building a safe, convenient multimodal network'. As stated, this project is the #1 priority in the Marco Island Master Plan which was approved in 2018 (attached) and reviewed with City Council annually since then.

The Bald Eagle Bike Lane Project also has extensive Community support. During the public outreach phase of the Collier MPO - BPMP, over 600 comments were received from the public. Of these, 222 were related to needs on Marco Island, and 190 of those specifically referenced the need to prioritize the Bald Eagle Bike Lane Project. In addition, Letters of Endorsement supporting this Project were received from the following important Community Organizations:

**Marco Island Charter Middle School
Marco Island Academy High School
City of Marco Island Police Department
Marco Island Chamber of Commerce
Marco Island Area Association of Realtors
Marco Island YMCA
Marco Island Civic Association**

Finally, during the annual Public Outreach exercise conducted by the Marco Island Bike Path Committee, another 508 signatures were collected from Residents and Visitors supporting the implementation of this Project. All documentation supporting these comments and endorsements has been provided to the Collier MPO for inclusion in the Appendices of BPMP.

The Tier 1 Walkable Communities Studies shown in Appendix 11 of the BPMP reflects the high priority placed on safety. However, as only data from 2016 and before was available at the time of compilation of the BPMP, Crash Reports available for 2017 thru 2019 were not reviewed when scoring this project. The score for the Bald Eagle Bike Lane Project should be updated to reflect the data currently available as described below.

Of the 4 crashes reported along the proposed route, one accident was serious and required EMS Transport to the Hospital Emergency Room; and subsequent medical Treatment. The Bike Lanes proposed by this project could have avoided this crash. Crash Reports are attached.

The Tier 1 Walkable Communities Studies shown in Appendix 11 of the BPMP reflects the high priority placed on Environmental Justice (EJ). However, the EJ score does not reflect the sizeable Hispanic community in the area immediately adjacent to this Project (census tract 109.02). These residents in our community work in the many Restaurants on Marco, and many commute to work at night via bicycle. EJ Census map is attached.

Chapter 7, Section 3 states that High Priority Complete Streets Corridors will coincide with the CAT Bus Routes. This Project aligns with Route 21 of the Marco Circulator, and is adjacent to 2 stops on that route.

15. Please provide any additional information that may support the project application.
(Attach additional pages or documentation if needed.)

This Project was previously submitted to the MPO during the 2018 Call for Projects, which was later cancelled by the Collier MPO to allow for the completion of the BPMP.

While the BPMP Scoring Model considers 3 important factors (Environmental Justice, Connectivity, and Safety) for prioritization, one of our goals should be to place the infrastructure facilities where they will have the highest utilization rates. Bald Eagle Drive is heavily traveled by cyclists today, and there are two additional data points which should be considered in the prioritization of this Project.

The Bald Eagle Bike Lane Project is located in an extremely high density area with 2,837 Residential Units located within ½ mile of the proposed route. Many of these are Condominiums, where bicycles are commonly used as a ‘second car’ for transportation. Supporting data was provided to the MPO in the previous application and is available if needed.

A survey was taken to assess daily cyclist volumes on the route of this project. The methodology used was to log a series of daily ‘snapshots’ of cyclists observed on the roadway from January through March. Samplings were taken at various times of the day under the random weather conditions that prevailed at the time of the sample. The resulting logs indicated that this route is supporting an average of 936 cyclists per day during peak season. Supporting data was provided to the MPO in the previous application and is available if needed.

When current cyclist utilization volumes are available for a project, it is an important data point and should be considered during prioritization, particularly when evaluating the relative priority of Projects that have equal scores based on the other three prioritization criteria.

Attachments:

Project Map

Resolution 18-30 City Council Approval of Master Plan

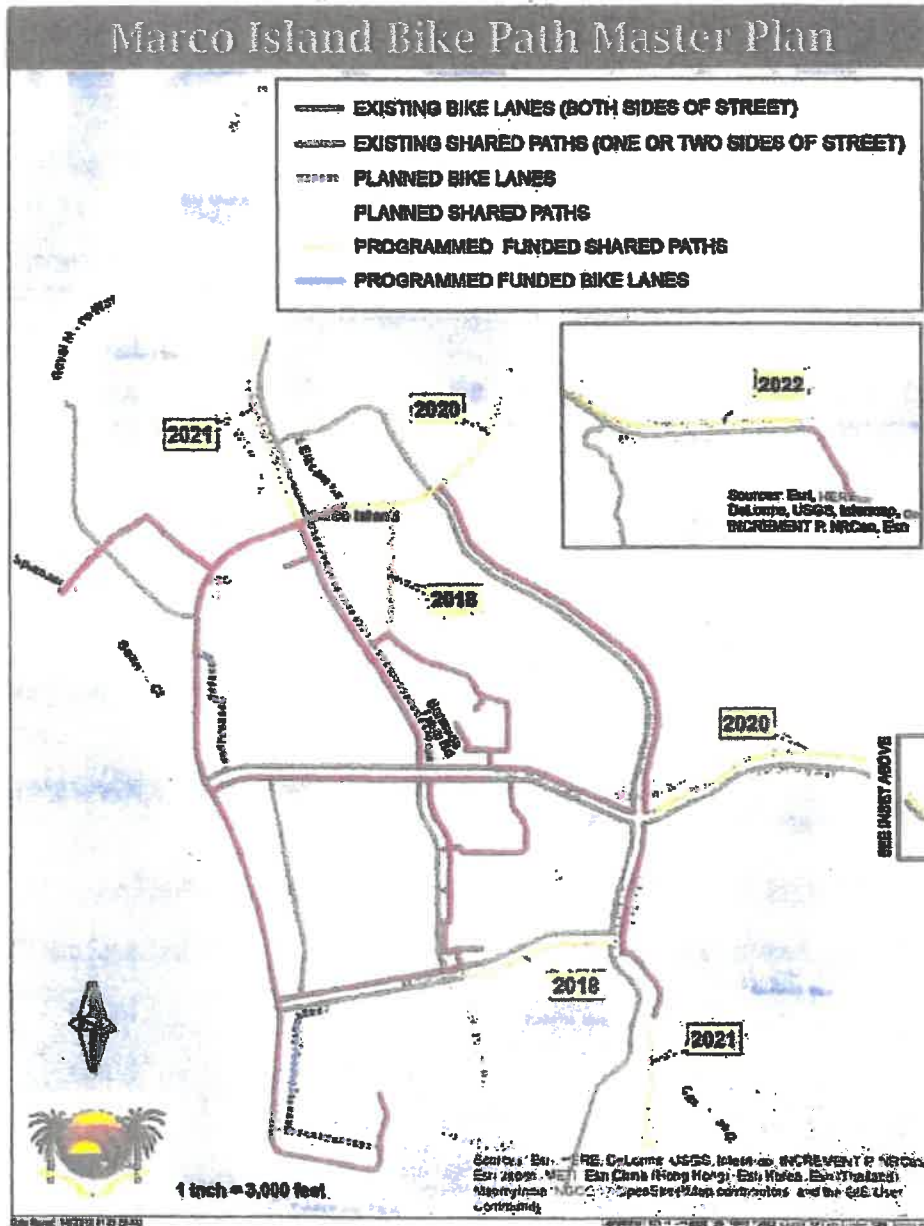
Appendix 11 – Tier 1 Segments from Walkable Community Studies

Bicycle / Vehicle Crash Map

Detailed Crash Reports

Environmental Justice Map

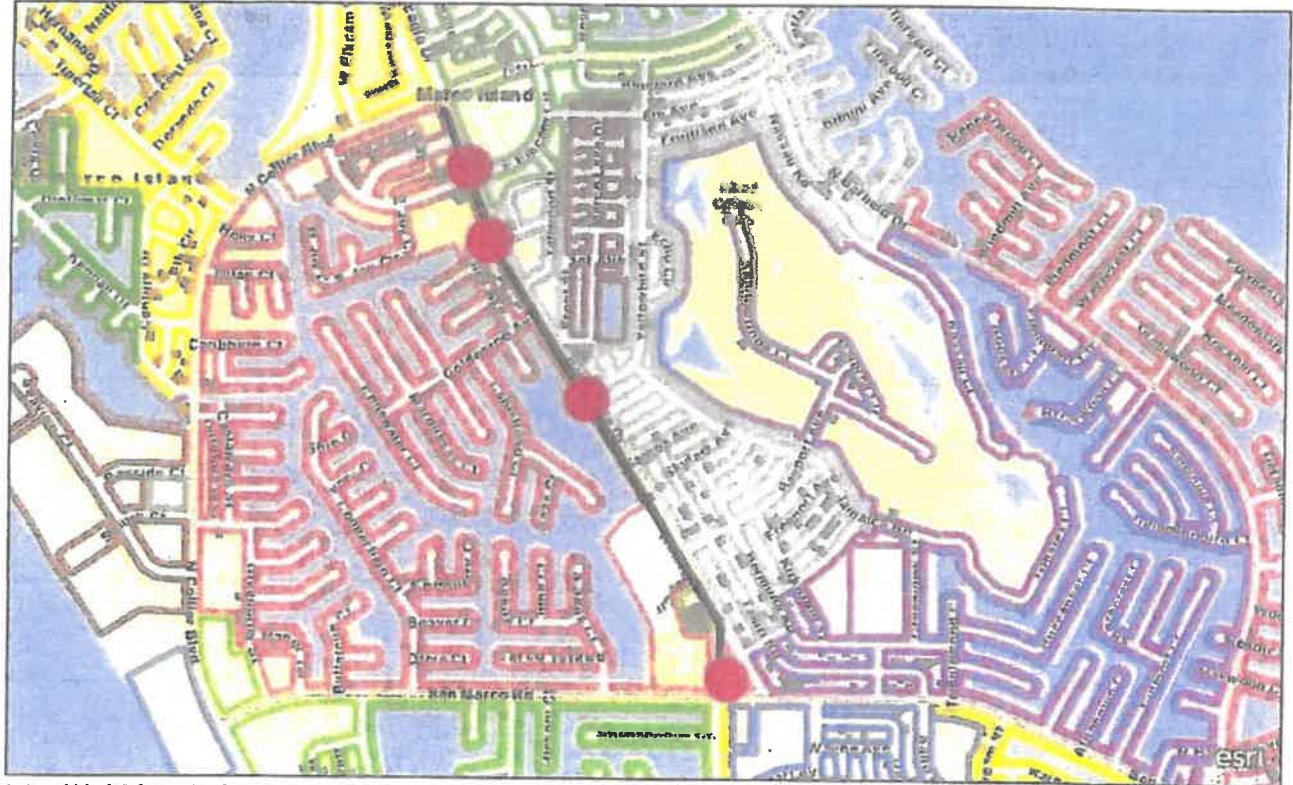
EXHIBIT "A"



[illegible]

311

Lot and Block Map



Lot and block information for Marco Island

0.3mi

County of Collier, Esri, HERE, Garmin, INCREMENT P, NG, USGS

Safety

There were 4 vehicle / bicycle crashes along the proposed Project Route at the locations shown above; and Florida Traffic Crash Reports for these are attached.

One of these was serious and required EMC Transport to the Hospital Emergency Room; and required subsequent medical treatment. The Bike Lanes proposed by this Project could have avoided this Crash by providing a facility on which Southbound bicycle traffic would be traveling with the flow of vehicle traffic rather than against it; as was the case with this accident.

FLORIDA TRAFFIC CRASH REPORT

 LONG FORM ☒

 SHORT FORM ☐

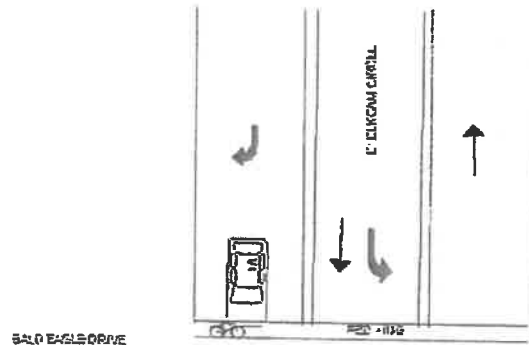
 DRIVER EXCHANGE ☐

 UPDATE ☐

# OF WITNESSES 2	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 04/13/2017	TIME OF CRASH 12:39 PM	DATE OF REPORT 04/13/2017	REPORTING AGENCY CASE # LMP17041300012807	HS MV CRASH REPORT # 53204
CRASH IDENTIFIERS						
COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 12:44 PM	TIME DISPATCHED 12:44 PM
TIME ON SCENE 12:50 PM	TIME CLEARED SCENE 1:10 PM	COMPLETED YES	REASON (If Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM

NOT TO SCALE



NARRATIVE

Officers were dispatched to Bald Eagle Drive/E Elckam Circle for a report of an injury crash between a motor vehicle and a bicycle. Upon arrival, W#2, Herbert Flores, boyfriend of the bicyclist, Meaghan Fitzpatrick, advised he and Meaghan were riding bicycles eastbound on the sidewalk on the north side of Bald Eagle Drive approaching E. Elckam Circle. Herbert advised he looked up and saw the traffic signals for Bald Eagle Drive and E. Elckam Circle vehicular traffic were both red. Herbert advised Meaghan started to ride her bicycle into the marked crosswalk on E. East Elckam Circle and yelled something to somebody. Herbert advised he could not recall what the crosswalk signal indicated for the right of way when Meaghan began to go through the crosswalk. The next thing Herbert knew, Meaghan was laying on top of a vehicle hood and then rolled off onto the roadway. W1, William Keim, advised he was sitting in his vehicle in traffic eastbound in the 600 block of Bald Eagle Drive. William advised he saw the crash and had a recording of it on his in car camera. William advised the bicycles started to travel through the crosswalk on E. Elckam Circle and did not have a pedestrian right of way signal indicator to cross. William advised when V#1 and Meaghan's bicycle made contact, she fell off of her bicycle onto the hood of V#1, hopped off, and then sat in the middle of the roadway calling out "I'm an attorney". William is going to try to make a copy of the video and provide it to MiPD. Driver#1, Antuan Castillo, advised he had been stopped southbound in the 600 block of E. Elckam Circle, near the Bald Eagle Drive intersection, waiting to turn right onto Bald Eagle Dr. Driver#1 advised he looked right, left, and right again, as he began to creep up slowly to go into his right turn. The next thing he knew a bicycle was in front of his car. The front end of V#1 then made contact with the bicyclist's front tire. The bicyclist fell onto his hood and then hopped off. Antuan advised he had looked at the pedestrian crossing signal and the bicyclist did not have a right of way signal indicator. The only damage to V#1 were dents on the hood. There was no damage to the Island Bike Rental bicycle that Meaghan was riding. Island Bike Shop came and verified that at the scene and took both bicycles back to their store. Meaghan was transported by Medic Rescue 50 to get checked over. At 1329 hours, I made phone contact with Herbert Flores, who was on his way to see Meaghan at the ER. I asked Herbert if he could have Meaghan call me after she was released or if he could call and update me on her injuries. At approximately 1502 hours, Meaghan and Herbert came to the station. Meaghan advised she had been diagnosed with two sprained ankles and contusions. Photos were taken. Meaghan also provided her own photos taken at the ER. Meaghan advised when she was driving through the crosswalk, the driver of V#1 was distracted from being on his cell phone. Due to conflicting verbal statements from all parties, it is undetermined at this time as to who violated the right of way. Both parties were referred to contact Driver #1's Insurance.

FLORIDA TRAFFIC CRASH REPORT

 LONG FORM ☒

 SHORT FORM ☐

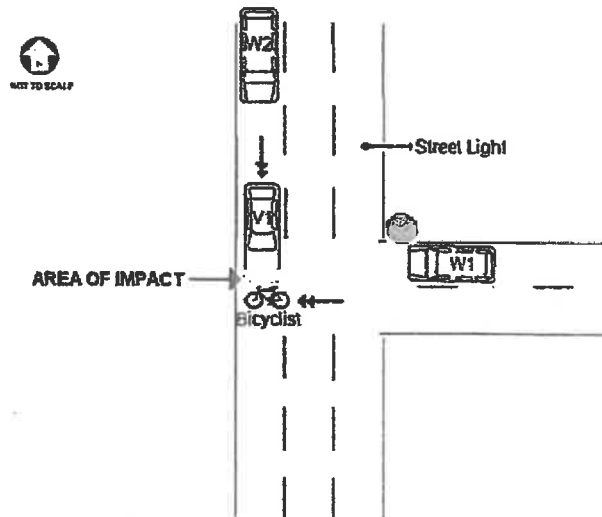
 DRIVER EXCHANGE ☐

 UPDATE ☐

# OF WITNESSES 2	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH <small>No</small>	EXEMPT FROM PUBLIC RECORDS <small>No</small>	CRASH DATE 04/25/2017	TIME OF CRASH 9:02 PM	DATE OF REPORT 04/25/2017	REPORTING AGENCY CASE # MIPD17042500014331	SMV CRASH REPORT # 5853220

CRASH IDENTIFIERS						
COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 9:02 PM	TIME DISPATCHED 9:03 PM
TIME ON SCENE 9:05 PM	TIME CLEARED SCENE 9:40 PM	COMPLETED YES	REASON (If Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM



NARRATIVE

Driver of vehicle 1 (V1) was driving south bound on Bald Eagle Drive at approximately 30 miles per hour when she saw a bicyclist in the roadway wearing all black with no lights. She stated she tried to stop but he was too close and she made contact with the bicyclist. Witness 1 stated she was at the stop sign at Yellow Bird and she saw the bicyclist falling to the ground after the contact was made. The witness stated that the bicyclist was crossing the street and was in the driver's lane. Witness 2 stated that she was following the driver and that she could not see the bicyclist but did see the driver break. I find the bicyclist to be at fault for the crash. The bicyclist crossed over the lanes of traffic without waiting for proper time to cross. The bicyclist had dark clothing and no lights attached to him or the bike in a low lit area.

ROADWAY INFORMATION

ROAD SYSTEM IDENTIFIER LOCAL			AT STREET ADDRESS #	CRASH OCCURRED ON STREET, ROAD, HIGHWAY BALD EAGLE DR	
AT FEET	OR MILES	Direction	AT/FROM INTERSECTION WITH STREET, ROAD, HIGHWAY YELLOWBIRD ST	AT LATITUDE	AND LONGITUDE
STREET LIST USED? Yes		Locator Used? No	OR FROM MILEPOST #	TYPE OF INTERSECTION T-INTERSECTION	
			TYPE OF SHOULDER UNPAVED		

FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☒

SHORT FORM ☐

DRIVER EXCHANGE ☐

UPDATE ☐

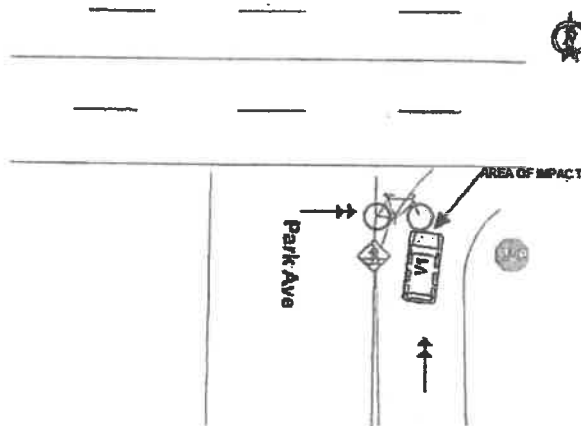
# OF WITNESSES 1	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 12/13/2019	TIME OF CRASH 6:10 PM	DATE OF REPORT 12/13/2019	REPORTING AGENCY CASE # MP19121300048307	HSMV CRASH REPORT # 65853854

CRASH IDENTIFIERS

COUNTY CODE 84	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 6:14 PM	TIME DISPATCHED 6:15 PM
TIME ON SCENE 6:17 PM	TIME CLEARED SCENE 7:06 PM	COMPLETED YES	REASON (if Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM

Bald Eagle Dr



NARRATIVE

D1 of V1 traveling on Park Ave. Bicyclist traveling on sidewalk of Bald Eagle Dr crossing in crosswalk at Park Ave. D1 of V1 failed to stop prior to crosswalk and contacted front left bumper to Bicyclist center of bike at approximately 5MPH.

FLORIDA TRAFFIC CRASH REPORT

LONG FORM ☒

SHORT FORM ☐

DRIVER EXCHANGE ☐

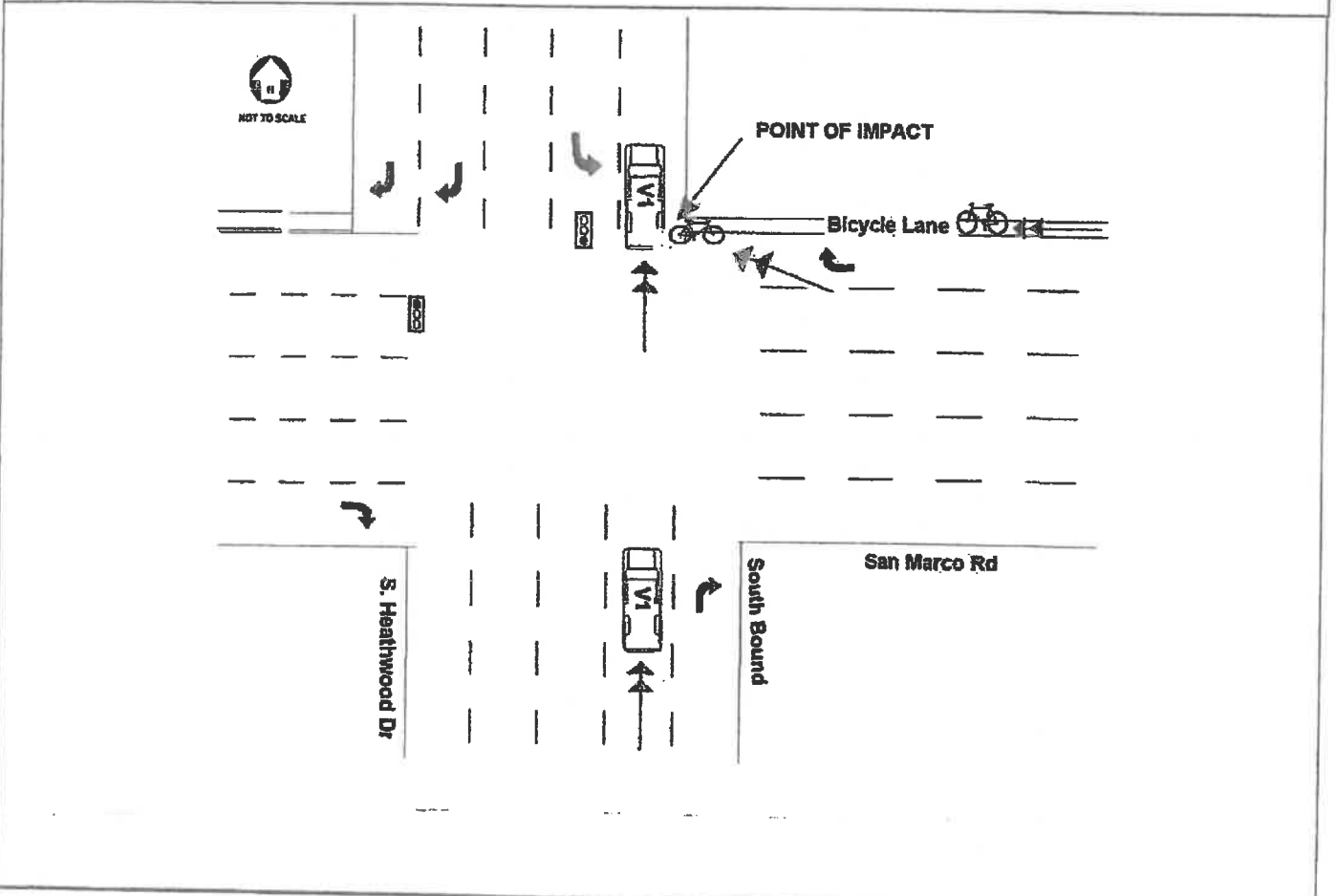
UPDATE ☐

# OF WITNESSES 0	# OF VEHICLES 1	# OF VIOLATIONS 0	# OF NVPD 0	# OF DRIVERS 1	# OF PASSENGERS 0	# OF NONMOTORIST 1
SUBSEQUENT CRASH No	EXEMPT FROM PUBLIC RECORDS No	CRASH DATE 04/24/2019	TIME OF CRASH 1:28 AM	DATE OF REPORT 04/24/2019	REPORTING AGENCY CASE # MP20190424-00014427	HSMV CRASH REPORT # 85863727

CRASH IDENTIFIERS

COUNTY CODE 64	CITY CODE 58	COUNTY OF CRASH COLLIER	PLACE OR CITY OF CRASH MARCO ISLAND	WITHIN CITY LIMITS YES	TIME REPORTED 1:30 AM	TIME DISPATCHED 1:31 AM
TIME ON SCENE 1:33 AM	TIME CLEARED SCENE 1:40 PM	COMPLETED YES	REASON (If Investigation NOT Complete)			NOTIFIED BY LAW ENFORCEMENT

DIAGRAM



NARRATIVE

V1 was driving south bound through the intersection of Heathwood and San Marco. D1 had the right of way with the green light. NM was traveling west on his bicycle on San Marco Road. NM got to the intersection with the red light and continued through hitting V1 on the passenger rear side on the vehicle. v1 was located on the roadway at the north east side of the intersection when contact was made. NM is the person at fault and stated he hit V1 numerous times.

Justice Map: Visualize race and income data for your community and country.

Search

Advanced Mode



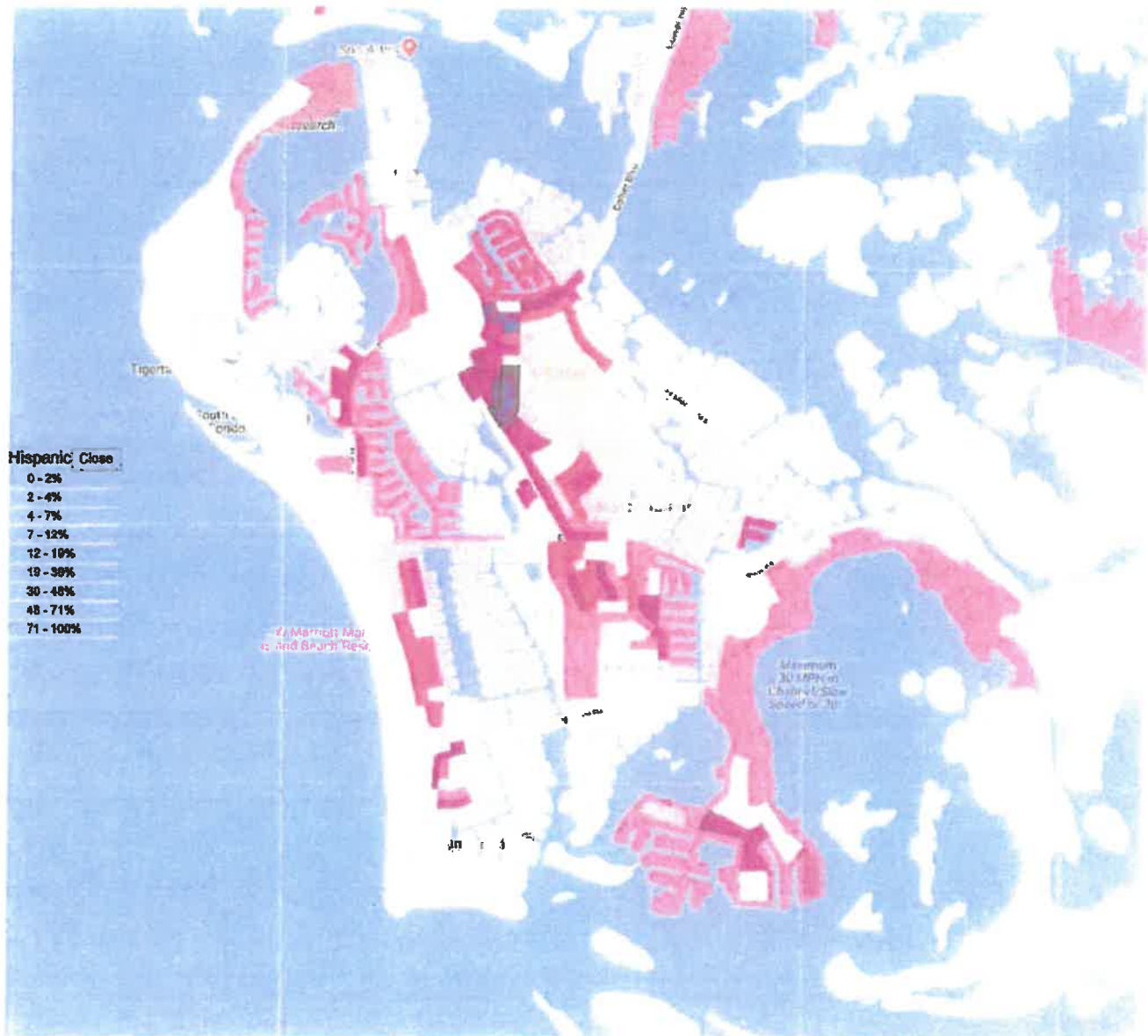
Layers: [American Indian](#) | [Asian](#) | [Black](#) | [Hispanic](#) | [Multi-Racial](#) | [Nonwhite](#) | [White](#) | [Plurality](#) |

[Income](#)

[Base Map](#)



[Open StreetMap](#)



Go

Map data ©2019 INEGI



CITY OF MARCO ISLAND

BALD EAGLE DRIVE BIKE LANE PROJECT

CONSTRUCTION COST ESTIMATE

ITEM NUMBER	DESCRIPTION OF WORK	UNIT	UNIT PRICE	TOTAL SCHEDULE VALUE	
				CONTRACT QUANTITY	VALUE
101-1	Mobilization (includes permits, bonds, record drawings, etc.)	LS	\$25,000.00	1	\$25,000.00
102-1	Maintenance of Traffic	LS	\$45,000.00	1	\$45,000.00
110-4	Saw cut & Removal of Existing Concrete Driveways	EACH	\$350.00	27	\$9,450.00
	Saw cut & Removal of Existing Stamped Concrete Driveways	EACH	\$400.00	5	\$2,000.00
	Removal of Existing Paver Driveway	EACH	\$230.00	50	\$11,500.00
	Saw cut & Removal of Existing Asphalt Driveway	EACH	\$250.00	23	\$5,750.00
120-1	Regular Excavation (8" depth)	CY	\$20.00	3669	\$73,380.00
120-2	Swale Grading (Miscellaneous Areas)	SY	\$7.50	4928	\$36,960.00
285-704	Optional Base Group 4 (6-1/2" Limerock)	SY	\$65.00	2965	\$192,725.00
330-1	Asphalt Pavement (1-1/2") SP-9.5 (100#/sy)	SY	\$105.00	2965	\$311,325.00
430-1	Pipe Culverts, End sections and Storm Drains	LS	\$5,000.00	1	\$5,000.00
522-2	New Concrete 6" (Driveway Aprons & Flairs)	SY	\$48.00	373	\$17,904.00
	Re-Install Paver Driveway Apron & Flairs	SY	\$45.00	550	\$24,750.00
	New Asphalt Driveway Apron & Flairs	SY	\$23.00	447	\$10,281.00
575-1-4	Sodding, St. Augustine	SY	\$2.50	1500	\$3,750.00
582	Modify Irrigation (Est. at 100 Lots)	LS	\$10,000.00	1	\$10,000.00
700-46	Relocate Existing Mailbox & Street Sign	EACH	\$100.00	77	\$7,700.00
711-1	Thermoplastic Striping (shoulder, bike lane markings and symbols)	LS	\$10,000.00	1	\$10,000.00
TOTALS					\$802,475.00

MPO PROJECT SCORING – NON-MOTORIZED

MPO staff will conduct a preliminary prioritized ranking of eligible projects based on the scoring criteria listed below. The BPAC, CAC, and TAC will review and comment on the ranking and endorse with adjustments as deemed warranted. The score is cumulative depending on the number of factors addressed:

MPO staff will present the complete record of staff and advisory committee rankings to the MPO Board. The Board has sole and final decision-making authority in determining the final list of priorities in ranked order. MPO staff will submit the Board's adopted project priorities to FDOT on or before June 30th.

CHECK APPLICABLE BOXES AND ATTACH DOCUMENTATION TO CONFIRM.

1. Safety

- a) ☐ Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points
- b) ☒ Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points
- c) ☐ Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
- d) ☐ Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point

Equity

- a) ☐ Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
- b) ☒ Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points
- c) ☐ Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point

Connectivity

- a) ☒ Fills a prioritized infrastructure gap identified in this Plan – 5 points
- b) ☐ Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points



BALD
EAGLE

SCORING

3
+
3
+
5
—
11
POINTS

- Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points }
- Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
- Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point
- Equity
 - Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
 - Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points }
 - Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point
- Connectivity
 - Fills a prioritized infrastructure gap identified in this Plan – 5 points }
 - Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

- 5) MPO staff will present the complete record of staff and advisory committee rankings to the MPO Board. The Board has sole and final decision-making authority in determining the final list of priorities in ranked order. MPO staff will submit the Board's adopted project priorities to FDOT on or before June 30th.

MPO Programs and Special Events

MPO staff will incorporate bi-lingual educational material from NHTSA, such as flyers, brochures, posters, and Public Service Announcements (PSAs), and will work with the Community Traffic Safety Team to augment distribution of the materials.

Staff will work with the CTST and FDOT to use changeable message signs on both Airport Road and US-41 to display to motorists the need to follow the three-foot rule and to watch for cyclists at driveway crossings.

MPO staff will help promote outreach and education opportunities offered throughout Collier County on the MPO website and through social media. Example programs include Walk/Bike to School Day, Bike to Work Day/Week, Safe Kids SWFL, bike helmet fittings and giveaways, carseat fittings and giveaways, bike rodeos, programs such as Summer Nights, Winter Nights, and Fridays Nights (safety programs targeting school-age kids and their parents), and Ciclovía (Spanish term that means "cycleway)," an event in which a permanent bike path or certain streets are closed to automobiles for cyclists and pedestrians. Ciclovía Immokalee! has hosted events in May and August 2017 and 2018 in a parking lot (see <http://www.ciclovaiammokalee.org/august-4-2018-ciclovai-immokalee-joins-lipman-family-farms-at-their-backpack-giveaway/>).



FLORIDA DEPARTMENT OF TRANSPORTATION
[YEAR] TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR [dates]

APPLICANT INFORMATION

Agency/Organization Name: <i>City of Everglades City</i>			
Agency Contact Name: <i>Howie Grimm</i>		Title: <i>Mayor</i>	
Mailing Address: <i>P.O. Box 110</i>		City: <i>Everglades City</i>	State: FL Zip Code: <i>34139</i>
County: <i>Collier</i>		MPO/TPO (if applicable): <i>Collier MPO</i>	
Telephone: <i>239-695-3781</i>		Email Address: <i>dsmallwood@cityofeverglades.org</i>	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

Collier MPO is the project sponsor and once the project is approved as one of their priority projects, it will be supported by the MPO Board. FDOT will be the implementing agency.

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☐ Currently fully LAP Certified / Year of Certification: *Click here to enter text.*
- ☐ Not LAP Certified but will seek project-specific certification
- ☒ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: <i>FDOT District 1</i>			
LAP Sponsor/Implementing Agency Contact Name:		Title: <i>Community Liaison</i>	
<i>Victoria Peters</i>			
Mailing Address: <i>10041 Daniels Parkway</i>		City: <i>Ft. Myers</i>	State: FL Zip Code: <i>33913</i>
Telephone: <i>239-872-5904</i>		Email Address: <i>Victoria.peters@dot.state.fl.us</i>	

PROJECT INFORMATION

PROJECT NAME/TITLE: *Everglades City Phase 4 Bike/Pedestrian Improvements*

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION: Phase 4 combines four segments of roadways as the Project: Datura Street, Camellia Street, Collier Avenue (CR29) and School Drive East. See EXHIBIT A for the Everglades City Bike/Ped Master Plan, EXHIBIT B for the Phase 4 limits and EXHIBIT C for detailed information for each roadway.

Roadway name:*		
<input type="checkbox"/> On-State System Road (State Roadway)	<input checked="" type="checkbox"/> Off-State System Road (Local Roadway)	Roadway number: <i>Click here to enter text.</i> (i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS: See EXHIBIT B for Phase 4 limits and proposed improvements.

If project has various locations (Be.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Street Name/Mile Post/Other	North or East Termini: Street Name/Mile Post/Other
Project Length (in miles):	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *The Phase 4 Bike/Ped Improvements* will offer two safe routes to the Everglades City School which will provide safe facilities for school children to walk or ride their bikes to school. By having facilities in place, it would allow parents to feel more comfortable in letting their kids ride or walk to school rather than dropping them off by car or golf cart. This would encourage the development of healthier habits early in life.

The project will also serve the northern commercial area of Everglades City, where several restaurants, lodging facilities, RV parks, an art gallery, eco-tourism businesses and stone crab operations are located. This project will provide pedestrian access to the Post Office, two churches and other commercial enterprises. Currently, residents and visitors are using the city streets to walk or ride to these facilities. There is large truck traffic on Camellia Street to service the restaurants and stone crab businesses, so the proposed sidewalks will provide a much safer and more pleasant access to these businesses. These facilities will also connect to the existing sidewalk on Collier Avenue (CR 29), and to the bike lanes on Copeland Avenue North, both of which provide a link to the central downtown area where many destinations are located, including City Hall and McCleod Park.

Detailed Scope of Work: *See EXHIBIT C for detailed description of each roadway.*

A detailed scope of work is attached.	<input checked="" type="checkbox"/> Yes (Required)
<i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe: <i>See attached EXHIBIT C Photo/Constructability Review</i>	

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Briefly explain: <i>The Phase 4 project concept was developed by the Everglades City Bike/Ped Committee based on the approved Everglades City Bike/Ped Master Plan. The specific locations and types of facilities were determined through discussions/emails shared by the EC Bike/Ped Committee, which includes year-round and seasonal residents, casual and competitive cyclists, pedestrians, joggers and dog-walkers, all of whom have first-foot knowledge of the Everglades City streets.</i>	
Have public information or community meetings been held?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide a brief description and attach supporting documentation: <i>The Phase 4 Project Concept application was presented to and approved by the Everglades City Council on July 13, 2021. City Council meetings are the main venue for public involvement in Everglades City. The meetings are open to the public on an in-person basis and also by Zoom and are usually attended by several members of the public. A second presentation to City Council for this FDOT application will be made on Nov. 2, 2021.</i> <i>The Everglades City Bike/Pedestrian Master Plan is incorporated in the Collier MPO Bike/Pedestrian Master Plan by reference. Numerous public meetings and interactive maps were employed during the development of the MPO BPMP to gather public comments.</i>	

<p>Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Sidewalks to the School have been desired by the community for many years. Datura Street was previously submitted as a BPAC project in 2014, however, the City was not able to support the application at the time. The City Council has since embraced public infrastructure improvements and fully supports MPO projects.</p>	
<p>Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?</p> <p>If Yes, specify and provide documentation: Click here to enter text.</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>Is environmental permitting required?</p> <p>If Yes, specify and provide documentation: Click here to enter text.</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>Provide any additional project specific information that should be considered: Everglades City is a walkable / bicycle friendly community with little traffic, low speed limits and short distances to public places in the central part of town. The City is a destination for thousands of tourists who visit our national and state parks every year, as well as those who enjoy our historical resources and authentic character. With an estimated number of 500,000 visitors annually to the Everglades National Park located in town, these facilities would serve a population far greater than just the local permanent residents.</p> <p>The Phase 4 north commercial area is a popular destination for many types of tourists and visitors, including those who come for a week to explore, day-trippers with a tour outfitter, sports car clubs out for jaunt or motorcycle bikers who find it a nice distance to ride for lunch. Since this area is conducive for visitors and residents to walk or bike, it is important to upgrade the streets in this area with appropriate bike/ped facilities. The addition of sidewalks and bike lanes will provide more transportation choices, enhance safety and implement the Complete Streets Policy which the MPO supports. The facilities would also benefit the local population, as many restaurant service workers and stone crab crew members walk or ride bikes to work.</p> <p>Since being designated a Florida Trail Town in January 2019, Everglades City has made great strides in making improvements to appeal to trail users of all types, including developing maps for the area, installing bike racks at restaurants and public facilities around town and installing a bike repair station in McLeod Park. The sidewalks and bike lanes requested in this application will greatly enhance the safety, comfort and usability of our city streets to create a welcoming and enjoyable experience for our children, visitors and local residents.</p>	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input checked="" type="checkbox"/> FDOT	<input checked="" type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☒ Yes ☐ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

This project will build on the framework of previously approved and funded projects, including:

Project #437096-1 which provides a sidewalk along Copeland Avenue South (CR 29) from City Hall south to the City limits, with funding phases in FDOT Work Program as follows: design in FY20, Environmental effort in FY 21 and Construction in FY22. This was Phase 2 of the EC Bike/Ped Master Plan.

Project # 4482651 which includes sidewalks and bike lanes on Broadway Avenue and bike lanes on Hibiscus Avenue, with funding approved in TIP for design in FY26. This was part of Phase 3 of the EC Bike/Ped Master Plan.

Collier County Maintenance Road Resurfacing project - Copeland Avenue South (CR29) from the Circle south to the City limits, to re-stripe existing traffic lanes as bike lanes as a lane re-purposing project, to be done in FY22. This was part of Phase 3 of the EC Bike/Ped Master Plan. Discussions are also underway with Collier County to extend the lane re-purposing project to the north on Collier Ave (CR 29) from Broadway Avenue to Begonia Street, which would tie into the Phase 4 project limits.

This project will also connect to previously constructed phases, including the existing sidewalk along Collier Avenue (CR 29) and the bike lanes on Copeland Ave North, which were constructed as Phase 1.

Once completed, these projects will represent a connected network of bike/ped facilities that will enhance safety and mobility throughout the town.

Is there a proposed maintenance plan for when the project is complete? ☐ Yes ☒ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

The City of Everglades will provide routine maintenance for the project. The City establishes a Budget for each fiscal year and would incorporate the maintenance for these improvements at the appropriate time under Budget item 541.00 Road & Street Facilities. (See EXHIBIT D)

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate. The ROW has been established on City plats dating back to the 1950's. Please see attached plat maps which are from Plat Book 1 of Collier County (**See EXHIBIT E**).

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

The existing ROW is sufficient to accommodate the project, and no acquisition is necessary. The City of Everglades will continue to retain ownership of the existing ROW and the maintenance responsibilities for it. There are some private encroachments into the ROW and some use by the First Baptist Church for parking in the ROW, which are expected to be allowed to continue.

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

Not likely; To be confirmed during Design phase.

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached. (**See EXHIBIT F**)

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate

Local funding is not available for the project, so TA/SU funds would be the appropriate funding source.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ \$0.00	\$ 0	\$ 0.00
Project Development & Environmental Study (PD&E)	\$ \$0.00	\$ 0	\$ 0.00
Design Costs/Plan Preparation	\$ \$73,743	\$ 0	\$ 73,743
Environmental Assessment (s) associated with the design phase	\$ \$3,000	\$ 0	\$ 3,000
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ \$3,000	\$ 0	\$ 3,000
Right-of-Way	\$ \$0.00	\$ 0	\$ 0.00
Construction	\$ \$422,185	\$ 0	\$ 422,185
Construction Engineering and Inspection Activities (CEI)	\$ \$61,452	\$ 0	\$ 61,452
Other costs* (please describe) <i>Click here to enter text.</i> <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$ <i>Click here to enter text.</i>	\$ 0	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ \$563,380	\$ 0	\$ 563,380
PERCENT OF TOTAL PROJECT COST	100 %	\$ 0	100%



EVERGLADES CITY
PHASE 4 BIKE/PED IMPROVEMENTS
DATURA ST, CAMELLIA ST, SCHOOL DRIVE
OCTOBER 2021

EXHIBIT B

— SIDEWALK
- - - BIKE LANE

BEGONIA ST - NO FACILITIES
RECOMMENDED UNTIL
ROAD IS RE-CONSTRUCTED

JOG AROUND PALM
TREE CONFLICTS

MAY NEED TO JOG AROUND
STAIRS, PLANTER

JOG AROUND
GARAGE CONFLICT

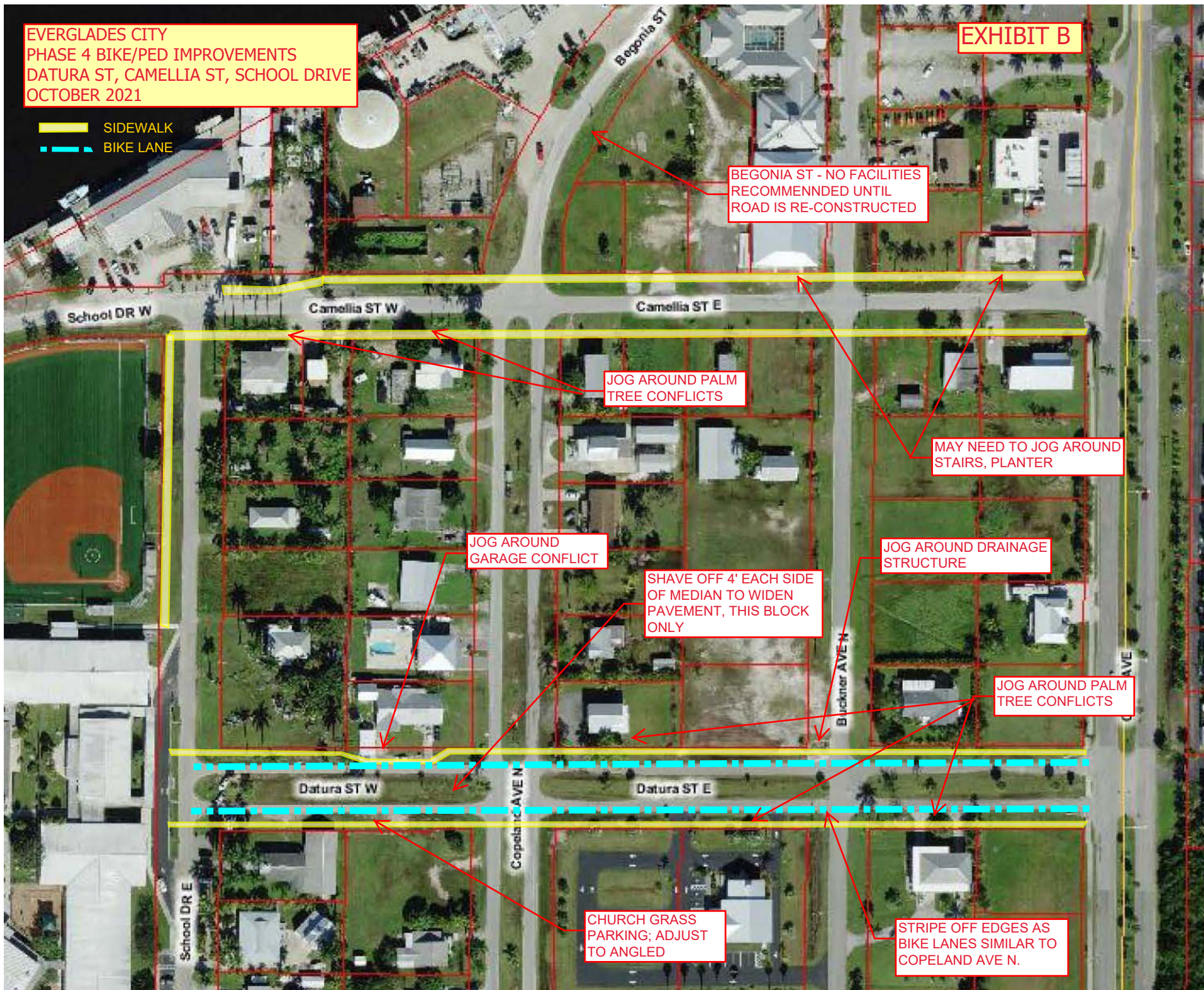
SHAVE OFF 4' EACH SIDE
OF MEDIAN TO WIDEN
PAVEMENT, THIS BLOCK
ONLY

JOG AROUND DRAINAGE
STRUCTURE

JOG AROUND PALM
TREE CONFLICTS

CHURCH GRASS
PARKING; ADJUST
TO ANGLED

STRIPE OFF EDGES AS
BIKE LANES SIMILAR TO
COPELAND AVE N.



EVERGLADES CITY
PHASE 4 BIKE/PED IMPROVEMENTS
COLLIER AVE GAP AREA
OCTOBER 2021

EXHIBIT B

 SIDEWALK





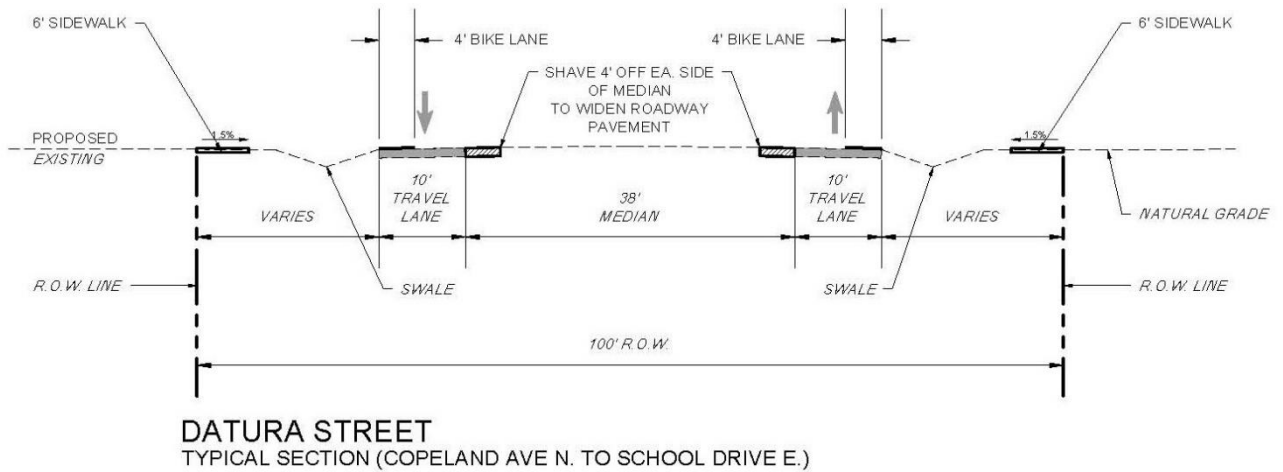
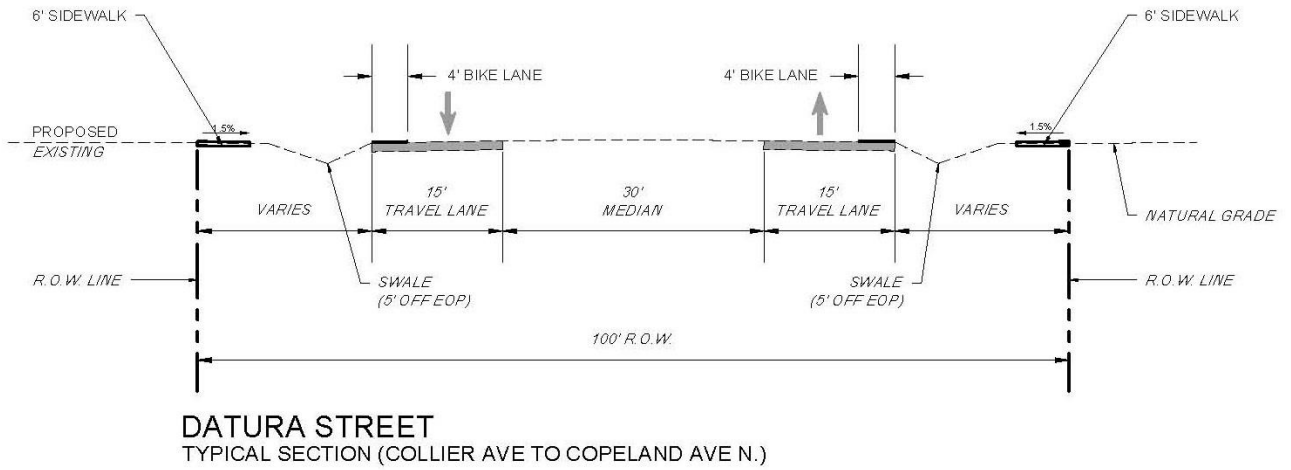
Location: From School Drive East to Collier Avenue (CR 29).

Project Length: 1110 linear feet (0.21 miles)

Datura Street is the main street that leads directly to the Everglades City School. It also provides access to 2 churches and several residences. Classified as a local roadway, Datura Street is a 2-lane divided roadway within a 100-foot ROW. It is a rural cross-section with swales on both sides. The centerline of the swales are approximately 4 to 6' off the edge of pavement. There are some encroachments into the ROW; on the north side, one residential garage extends into the ROW; on the south side, the First Baptist Church utilizes the edge of the ROW and the median for grass parking. No pedestrian or bicycle facilities exist.

The median and pavement width vary along the length of the street; the two eastern blocks from Collier Ave to Copeland Ave North have a 30' median with 14 -15' travel lane width, while the one western block from Copeland Ave North to School Dr E has a 38' median with 10'travel lanes. The proposed cross-section would shave off 4' each side of the median in the western block to create additional pavement width to allow for the addition of bike lanes. This would provide continuous bike lanes along the length of the street.

The proposed improvements include sidewalks on both the north and south sides, and bike lanes on both sides. Given the proximity to the School and the northern commercial area with high pedestrian traffic, the addition of sidewalks and bike lanes is greatly desired to provide a safe route to school, increase the safety of pedestrians and bicyclists and promote connectivity to the existing sidewalk on Collier Avenue and the bike lanes on Copeland Avenue North.



EVERGLADES CITY PHASE 4 BIKE/PED PROJECT

DATURA STREET - PROJECT DESCRIPTION

EXHIBIT C

October 2021

Sidewalks 
Bike Lanes 



DATURA STREET – 100' ROW, 2-LANE DIVIDED, SWALES ON SIDES



SOUTH LANE LOOKING WEST TOWARDS SCHOOL

10' roadway lanes in this block- shave off portion of median to widen roadway pavement to 15'

6' Sidewalks proposed each side

Bike lanes proposed each side; stripe off edges

Grass parking for Church – 26' to curb stops, may convert to angled spaces



SOUTH LANE LOOKING EAST BY BAPTIST CHURCH

10' roadway lanes in this block– shave off portion of median to widen roadway pavement to 15'

6' Sidewalks proposed each side

Bike lanes proposed each side; stripe off edges

Grass Parking for Church – 26' to curb stops

North side Residential garage encroaches into ROW – jog around



LOOKING WEST TOWARDS COPELAND AVENUE

15' roadway lanes in two eastern blocks

6' sidewalks proposed each side

Bike lanes proposed each side, stripe off edges

Street trees proposed where feasible



LOOKING EAST FROM BUCKNER AVENUE

15' roadway lanes in two eastern blocks

6' sidewalks proposed each side

Bike lanes proposed each side, stripe off edge

Street trees proposed where feasible

CONSTRUCTABILITY REVIEW

There are several drainage structures along the length of the roadway, which will require adjustments such as raising inlet tops and minor regrading of existing drainage swales. Typically, the existing swales have gentle slopes, and it is anticipated the proposed sidewalk improvements will harmonize with the existing drainage patterns. Jogging the sidewalk to avoid impacts to existing landscape elements that may encroach into the City ROW will also be a mitigation strategy to minimize impacts. The photos below capture some of the existing conditions for additional clarity.



Location #1 (NW Corner of Collier Ave (CR29) & Datura Street): Plan is to mitigate impact by modification of existing drainage inlet top and keep pipes and inlet bottom in place , add embankment and regrade for new sidewalk construction



Location #2) Just west of CR 29 on north side of Datura Street - plan is to avoid driveway cross drain pipe and regrade swale to harmonize with new sidewalk.



Location #3) NE corner of Datura Street and Buckner Ave. Plan is to mitigate impact by regrading and possible modification of existing drainage inlet top and keep pipes and inlet bottom in place and regrade for new sidewalk construction.



Location #4) Four locations along Datura Street – Plan is to mitigate impact by placement of asphalt overbuild and regrade roadway cross slope. Plus regrade swale for new sidewalk construction.



Location # 5) SW Corner Copeland Ave and Datura Street. Plan is to mitigate impact by modification of existing drainage inlet top and keep pipes and inlet bottom in place and regrade for new sidewalk construction. Potential to avoid impacts through minor grading.



Location # 6) Minimal overbuild while widening into median of Datura Street in this section (between Copeland Avenue and School Drive East) in order to align with Datura typical to the East. Sidewalk impacts to be handled with regrade of swales and modify inlets.



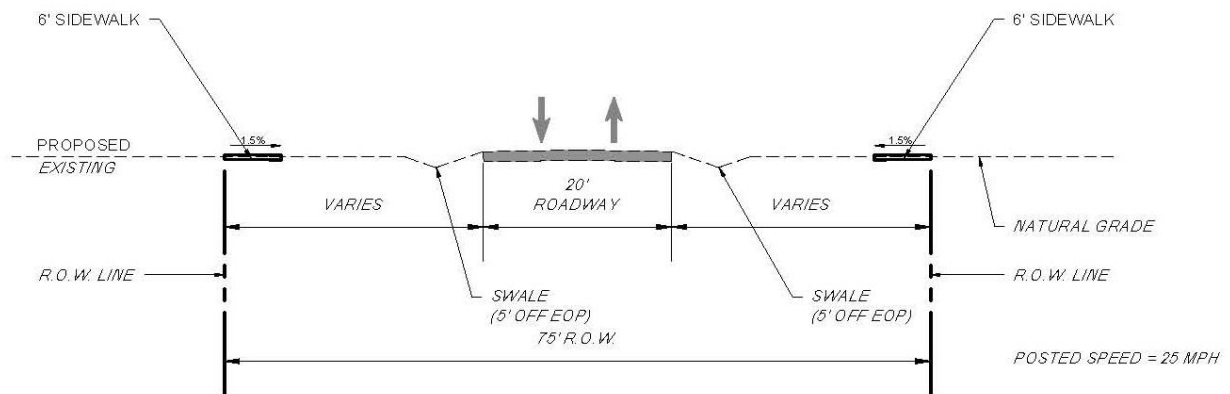
Location: From School Drive East to Collier Avenue (CR 29).

Project Length: 1110 linear feet (0.21 miles)

Camellia Street is in the heart of the northern commercial area of Everglades City. It connects to the Post Office, several restaurants, eco-tourism businesses, lodging facilities, RV parks and stone crab operations. This area generates high volumes of pedestrian traffic, particularly during season, however, no pedestrian or bicycle facilities exist. Visitors and seasonal residents enjoy walking or riding to restaurants or for their daily trip to the Post Office, yet they must walk or ride in the street to get to their destination. They must also share space with large truck traffic, which services the restaurants and stone crab businesses (one of which is Joe's Stone Crab, one of the most famous purveyors in the business).

Classified as a local roadway, Camellia Street is a 2-lane undivided roadway within a 75-foot ROW. It has a rural cross-section with swales on both sides. Not all areas have swales; there are several segments of the edges that are fairly flat. Where they exist, the centerline of the swales are approximately 4 to 6' off the edge of pavement. Informal parking often occurs along the edges of the roadway, especially near the restaurants when designated parking overflows.

The proposed improvements include a 6' sidewalk on both north and south sides.. These sidewalks would connect to the previously constructed sidewalk on Collier Avenue and provide a secondary safe route to school from the north side. The recommended improvements would increase the safety and provide a far more comfortable and pleasant experience for our residents and visitors.



CAMELLIA STREET
TYPICAL SECTION (COLLIER AVE. TO SCHOOL DRIVE E.)

EVERGLADES CITY PHASE 4 BIKE/PED PROJECT
CAMELLIA STREET- PROJECT DESCRIPTION

EXHIBIT C
October 2021

Sidewalks 



CAMELLIA STREET 75' ROW, 20' 2-LANE ROADWAY, SWALES ON SIDES



LOOKING EAST, POST OFFICE ON LEFT

6' Sidewalks proposed each side



LOOKING WEST, IVEY HOUSE ON RIGHT

6' Sidewalks proposed each side



LOOKING WEST TOWARDS CAMELLIA STREET GRILL

6' Sidewalks proposed each side

Jog around sign & landscape

Shift walk around Royal Palms on left

CONSTRUCTABILTY REVIEW

Similar to Datura Street, Camellia Street has several drainage structures along the length of the roadway, which will require adjustments such as raising inlet tops and minor regrading of existing drainage swales. Typically, the existing swales have gentle slopes, and it is anticipated the proposed sidewalk improvements will harmonize with the existing drainage patterns. Jogging the sidewalk to avoid impacts to existing landscape elements that may encroach into the City ROW will also be a mitigation strategy to minimize impacts. The photos below capture some of the existing conditions along Camellia Street for additional clarity.



Location #1 (NW Corner of Collier Ave (CR29) & Camellia Street) Plan is to mitigate impact by modification of existing drainage inlet top and keep pipes and inlet bottom in place, add embankment and regrade for new sidewalk construction



Location #2) Just west of CR 29 on north side of Camellia Street (next to Post Office) - plan is to regrade area during sidewalk construction to avoid driveway cross drain pipe and harmonize with surrounding drainage swale.



Location #3) NE corner of Begonia Street and Camellia Street. Plan is to mitigate construction impacts by regrading swale during sidewalk construction plus meander sidewalk to avoid existing utilities at this location.




Location #4) Various locations on Camellia Street has low drainage inlets and will require height adjustments and regrade of swales during sidewalk construction.



Location #5) NW Corner Camellia Street and School Drive east: Plan is to mitigate impact by modification of existing drainage inlet top and keep pipes and inlet bottom in place and regrade swale to accommodate new sidewalk construction. Potential to avoid any impacts by minor grading.

EVERGLADES CITY PHASE 4 BIKE/PED PROJECT
SCHOOL DRIVE E. & COLLIER AVE. GAP- PROJECT DESCRIPTION

EXHIBIT C
October 2021

Sidewalks 



SCHOOL DRIVE EAST LOOKING SOUTH

6' Sidewalk on west side by ballfield



COLLIER AVENUE AT BEGONIA STREET LOOKING NORTH

6' sidewalk proposed on west side to complete gap

EXHIBIT D

2:45 PM
08/20/20
Accrual Basis

City of Everglades City Profit & Loss Budget Overview October 2020 through September 2021

	GENERAL FUND - 001-0000-	Total UTILITY FUND - 401-0000-	TOTAL
	Oct '20 - Sep 21	Oct '20 - Sep 21	Oct '20 - Sep 21
535.51 · OFFICE SUPPLIES		1,200.00	1,200.00
535.52 · OPERATING SUPPLIES		30,000.00	30,000.00
535.54 · BOOKS, SUBSCRIPTIONS, MEMBERSHI		300.00	300.00
Total 535.30 · OPERATING EXPENDITURES/EXPENSES		420,950.00	420,950.00
535.70 · DEBT SERVICE			
535.71 · PRINCIPAL		56,055.00	56,055.00
535.72 · INTEREST		48,642.00	48,642.00
535.73 · OTHER DEBT SERVICE COSTS		0.00	0.00
Total 535.70 · DEBT SERVICE		104,697.00	104,697.00
Total 535.00 · SEWER / WASTEWATER SERVICES		658,240.00	658,240.00
Total 530.00 · PHYSICAL ENVIRONMENT		1,511,051.00	1,511,051.00
540.00 · TRANSPORTATION			
541.00 · ROAD & STREET FACILITIES			
541.10 · PERSONNEL SERVICES			
541.12 · REGULAR SALARIES & WAGES	19,084.00		19,084.00
541.14 · OVERTIME	3,025.00		3,025.00
541.21 · FICA TAXES	1,692.00		1,692.00
541.23 · LIFE & HEALTH INSURANCE	7,255.00		7,255.00
541.24 · WORKERS' COMPENSATION	2,750.00		2,750.00
Total 541.10 · PERSONNEL SERVICES	33,806.00		33,806.00
541.30 · OPERATING EXPENDITURES/EXPENSES			
541.31 · PROFESSIONAL SERVICES	1,200.00		1,200.00
541.34 · OTHER SERVICES	15,000.00		15,000.00
541.41 · COMMUNICATION SERVICES & DEVICE	2,300.00		2,300.00
541.42 · FREIGHT & POSTAGE SERVICES	100.00		100.00
541.43 · UTILITY SERVICES	7,500.00		7,500.00
541.45 · INSURANCE	18,050.00		18,050.00
541.46 · REPAIR & MAINTENANCE SERVICES	53,274.00		53,274.00
541.51 · OFFICE SUPPLIES	250.00		250.00
541.52 · OPERATING SUPPLIES & Road Materials	12,000.00		12,000.00
Total 541.30 · OPERATING EXPENDITURES/EXPENSES	109,674.00		109,674.00
Total 541.00 · ROAD & STREET FACILITIES	143,480.00		143,480.00
Total 540.00 · TRANSPORTATION	143,480.00		143,480.00
560.00 · HUMAN SERVICES			
562.00 · HEALTH SERVICE-MOSQUITO CONTROL			

EXHIBIT E

SEE SHEET 4

SHEET 3 OF 9

Bearing - True.
Scale - 1" = 100'

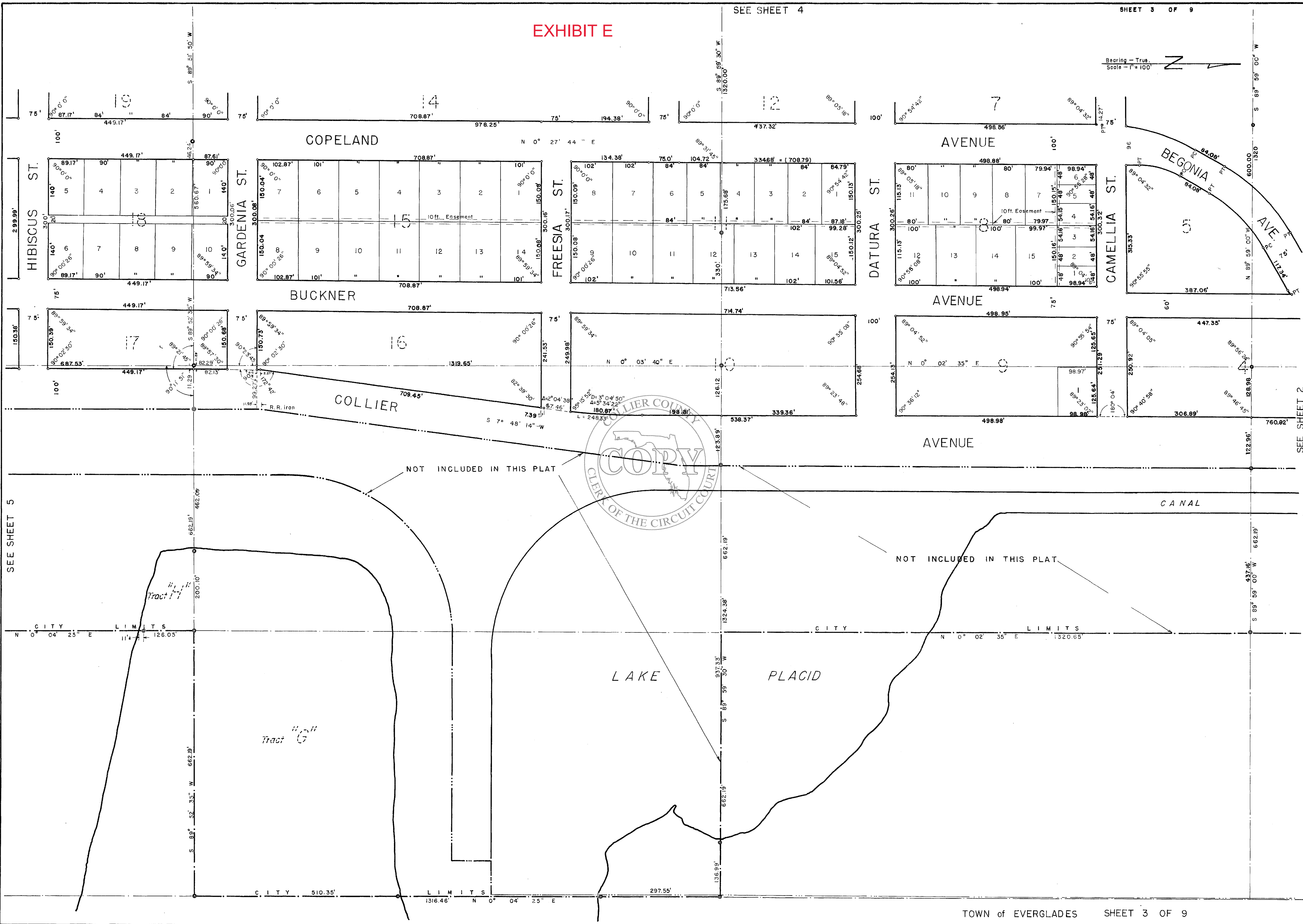
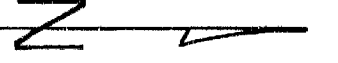
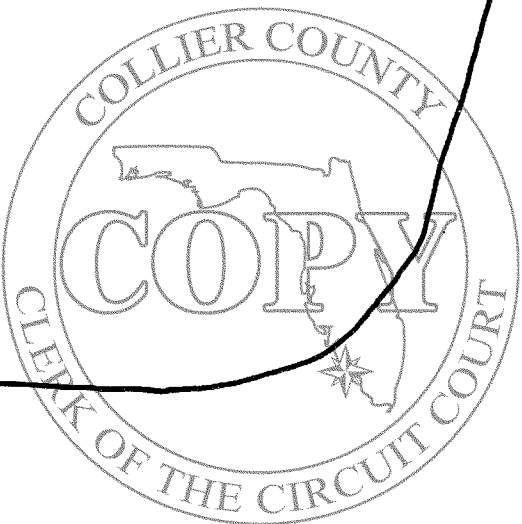
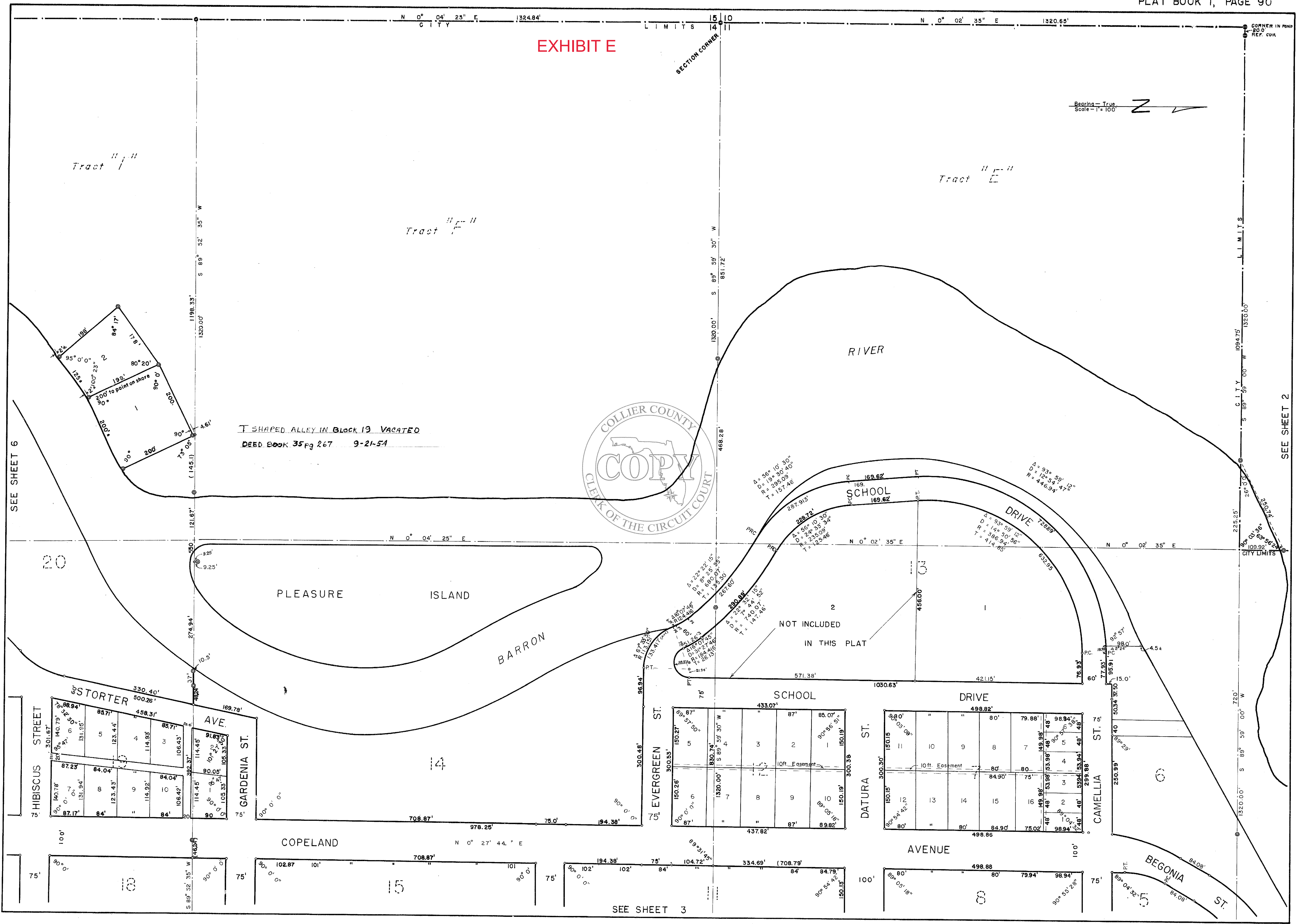


EXHIBIT E



T SHAPED ALLEY IN BLOCK 19 VACATED
DEED BOOK 35 pg 267 9-21-54

SEE SHEET 3

SEE SHEET 2

EXHIBIT F

ENGINEERS COST ESTIMATE

Project Title: PHASE 4 Everglades City Bike Lane/Sidewalk Expansion (Datura Street-Camellia Street- Collier Avenue (CR29)-East School Drive)

Date: October 27, 2021

Number	FDOT PAY ITEM NUMBER	FDOT Pay Item Description	FHWA Participating						FHWA non-participating (Local funds)				Total Quantity	Total Engineer's Cost
			Datura Street Quantity	Camellia Street Quantity	Collier Ave (CR29) & East School Drive Quantity	Unit	Cost	Engineer's Subtotal Cost	Quantity	Unit	Cost	Engineer's Subtotal Cost		
Roadway														
1	110 1 1	CLEARING AND GRUBBING	2.30	0.50	0.15	Ac.	\$ 5,000.00	\$ 14,750.00				\$ 0.00	2.95	\$ 14,750.00
2	120 1	REGULAR EXCAVATION	266.00	651.00	177.00	CY	\$ 15.00	\$ 16,410.00				\$ 0.00	1094.00	\$ 16,410.00
3	120 6	EMBANKMENT	100.00	75.00	50.00	CY	\$ 19.00	\$ 4,275.00				\$ 0.00	225.00	\$ 4,275.00
5	570 1 2	SODDING	773.00	733.00	266.00	SY	\$ 3.00	\$ 5,316.00				\$ 0.00	1772.00	\$ 5,316.00
7	327 70 1	MILL 1" EX. ASPHALT (TRAVEL LANE)	1,444.00	0.00	0.00	SY	\$ 2.50	\$ 3,610.00				\$ 0.00	1444.00	\$ 3,610.00
8	285-709	Optional Base Group 9 (Type B-12.5 only)	300.00	0.00	0.00	SY	\$ 25.00	\$ 7,500.00				\$ 0.00	300.00	\$ 7,500.00
10	334 1 12	TYPE SP-ASPHALT Traffic Level B	110.00	0.00	0.00	TON	\$ 115.00	\$ 12,650.00				\$ 0.00	110.00	\$ 12,650.00
12	160 4	TYPE B STABILIZATION (Below sidewalk addition)	600.00	733.00	88.00	SY	\$ 6.00	\$ 8,526.00				\$ 0.00	1421.00	\$ 8,526.00
14	522 2	6" CONCRETE SIDEWALK	1200.00	1467.00	533.00	SY	\$ 60.00	\$ 192,000.00				\$ 0.00	3200.00	\$ 192,000.00
Pavement Marking and Signage (Reflective Thermoplastic Markings)														
15	711 15101	6" THERMOPLASTIC WHITE SOLID	0.00	0.00	0.00	GM	\$ 4,800.00	\$ 0.00				\$ 0.00	0.00	\$ 0.00
16	711 15201	6" THERMOPLASTIC WHITE YELLOW	0.00	0.00	0.00	GM	\$ 4,800.00	\$ 0.00				\$ 0.00	0.00	\$ 0.00
17	711 16101	6" THERMOPLASTIC WHITE SOLID	0.56	0.00	0.00	GM	\$ 4,800.00	\$ 2,688.00				\$ 0.00	0.56	\$ 2,688.00
18	711 16201	6" THERMOPLASTIC WHITE YELLOW	0.56	0.00	0.00	GM	\$ 4,800.00	\$ 2,688.00				\$ 0.00	0.56	\$ 2,688.00
19	711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	70.00	0.00	0.00	LF	\$ 6.00	\$ 420.00				\$ 0.00	70.00	\$ 420.00
20	711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	0.00	0.00	0.00	LF	\$ 12.00	\$ 0.00				\$ 0.00	0.00	\$ 0.00
21	711 14160	FDOT INDEX 17347 BICYCLE MARKINGS (THERMOPLASTIC, PREFORMED, WHITE, MESSAGE)	4.00	0.00	0.00	EA	\$ 120.00	\$ 480.00				\$ 0.00	4.00	\$ 480.00
22	N/A	Green conflict Bicycle Markings(# of locations)	4.00	0.00	0.00	EA	\$ 500.00	\$ 2,000.00				\$ 0.00	4.00	\$ 2,000.00
23	711 14170	FDOT INDEX 17347 BICYCLE MARKINGS (THERMOPLASTIC, PREFORMED, WHITE, ARROW)	2.00	0.00	0.00	EA	\$ 100.00	\$ 200.00				\$ 0.00	2.00	\$ 200.00
24	700 1 11	BICYCLE LANE SIGNS	2.00	0.00	0.00	AS	\$ 400.00	\$ 800.00				\$ 0.00	2.00	\$ 800.00
25	706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	50.00	0.00	0.00	EA	\$ 3.50	\$ 175.00				\$ 0.00	50.00	\$ 175.00
26	NA	TEMPORARY STRIPING (4%, TOTAL TPS COST)	4%			LS		\$ 2,310.00				\$ 0.00	4%(Sign& Markings)	\$ 2,310.00
Drainage / Utilities														
27	425 11	MODIFY EXISTING DRAINAGE STRUCTURE	5.00	4.00	3.00	EA	\$ 7,000.00	\$ 84,000.00				\$ 0.00	12.00	\$ 84,000.00
GENERAL CONDITIONS														
28	101-1	EROSION CONTROL	1% (of project total)			LS		\$ 3,480.00				\$ 0.00		\$ 3,480.00
29	102-1	MAINTENANCE OF TRAFFIC	8% (of project total)			LS		\$ 27,840.00				\$ 0.00		\$ 27,840.00
30	NA	MOBILIZATION	8% (of CONST. cost + MOT cost)			LS		\$ 30,067.00				\$ 0.00		\$ 30,067.00
			Funds for Construction					\$ 422,185.00	Local Funds for Construction			\$ 0.00	Subtotal	\$ 422,185.00
31	NA	FDOT IN-HOUSE and CONSULTANT DESIGN SUPPORT (Phase 31 & 32)	18% of total project cost			LS		\$ 73,743.00	FDOT In-House Support must be included as an FHWA Participating Item					
32	NA	FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)	3% of total project cost			LS		\$ 12,290.00						
34	NA	FDOT OVERSIGHT CEI (12% OF TOTAL CONSTRUCTION COST ESTIMATE) (Phase 62)	12% of total project cost			LS		\$ 49,162.00	FDOT In-House Support must be included as an FHWA Participating Item					
Total PROJECT Cost														



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: April 3, 2017
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: Naples Manor Sidewalks**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:**Roadway name:*** Confederate Drive and McCarty Street
☐ **On-State System Road**
 (State Roadway)

☒ **Off-State System Road**
 (Local Roadway)

Roadway number: *Click here to enter text.*
 (i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: See attached Street Name/Mile Post/Other	North or East Termini: See attached Street Name/Mile Post/Other
Project Length (in miles): 0.82	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along Confederate Drive and McCarty Street in Naples FL.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: The Naples Manor neighborhood is a residential area just east of Tamiami Trail in Naples Florida. Confederate Drive and McCarty Street currently have no existing sidewalks along either side. The addition of sidewalks along these routes would serve as a connection between the existing sidewalks within the area.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 155,000.00	\$ <i>Click here to enter text.</i>	\$ 155,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 775,000.00	\$ <i>Click here to enter text.</i>	\$ 775,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 170,000.00	\$ <i>Click here to enter text.</i>	\$ 170,000.00
Other costs* (please describe) <i>Click here to enter text.</i> <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 1,100,000.00	\$ <i>Click here to enter text.</i>	\$ 1,100,000.00
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: *April 3, 2017*
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch, FCCM			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: 106th Avenue North Sidewalks**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:**Roadway name:*** 106th Avenue North
☐ **On-State System Road**
 (State Roadway)

☒ **Off-State System Road**
 (Local Roadway)

Roadway number: *Click here to enter text.*
 (i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Vanderbilt Drive Street Name/Mile Post/Other	North or East Termini: Tamiami Trail North Street Name/Mile Post/Other
Project Length (in miles): 1.0	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along 106th Avenue North in Naples FL.*
(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: <i>Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: 106 th Avenue North is a residential area just west of Tamiami Trail in Naples Florida. This roadway segment currently has no existing sidewalks along either side. The addition of sidewalks along this route would serve as a connection between the existing sidewalks within the area.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:
N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 477,000.00	\$ <i>Click here to enter text.</i>	\$ 477,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 621,000.00	\$ <i>Click here to enter text.</i>	\$ 621,000.00
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: April 3, 2017
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch, FCCM			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: 108th Avenue North Sidewalks**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name: * 108th Avenue North		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input checked="" type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <i>Click here to enter text.</i> <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Vanderbilt Drive <small>Street Name/Mile Post/Other</small>	North or East Termini: Tamiami Trail North <small>Street Name/Mile Post/Other</small>
Project Length (in miles): 1.0	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes <i>(Required)</i> <small>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</small>	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along 106th Avenue North in Naples FL.*
(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: <i>Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: 108 th Avenue North is a residential area just west of Tamiami Trail in Naples Florida. This roadway segment currently has no existing sidewalks along either side. The addition of sidewalks along this route would serve as a connection between the existing sidewalks within the area.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:
N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 483,000.00	\$ <i>Click here to enter text.</i>	\$ 483,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 627,000.00	\$ <i>Click here to enter text.</i>	\$ 627,000.00
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: April 3, 2017
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch, FCCM			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: 109th Avenue North Sidewalks**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name: * 109th Avenue North		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input checked="" type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <i>Click here to enter text.</i> <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Vanderbilt Drive <small>Street Name/Mile Post/Other</small>	North or East Termini: Tamiami Trail North <small>Street Name/Mile Post/Other</small>
Project Length (in miles): 1.0	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes <i>(Required)</i> <small>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</small>	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along 106th Avenue North in Naples FL.*
(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: <i>Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: 109 th Avenue North is a residential area just west of Tamiami Trail in Naples Florida. This roadway segment currently has no existing sidewalks along either side. The addition of sidewalks along this route would serve as a connection between the existing sidewalks within the area.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:
N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 478,000.00	\$ <i>Click here to enter text.</i>	\$ 478,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 72,000.00	\$ <i>Click here to enter text.</i>	\$ 72,000.00
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 622,000.00	\$ <i>Click here to enter text.</i>	\$ 622,000.00
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: *April 3, 2017*
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch, FCCM			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: Vanderbilt Beach Road Pathway**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name: * Vanderbilt Beach Road		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input checked="" type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <i>Click here to enter text.</i> <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Gulf Shore Drive <small>Street Name/Mile Post/Other</small>	North or East Termini: Tamiami Trail North <small>Street Name/Mile Post/Other</small>
Project Length (in miles): 1.35	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) <small>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</small>	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of a pathway along the north side of Vanderbilt Beach Road in Naples FL.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: The western end of Vanderbilt Beach Road serves as the community beach access and parking area. Along the roadway are residential communities as well as restaurants and hotels, with high pedestrian volumes walking to the beach entrance on the existing non-ADA Pathway.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 100,000.00	\$ <i>Click here to enter text.</i>	\$ 100,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 502,000.00	\$ <i>Click here to enter text.</i>	\$ 502,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 101,000.00	\$ <i>Click here to enter text.</i>	\$ 101,000.00
Other costs* (please describe) <i>Click here to enter text.</i> <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 703,000.00	\$ <i>Click here to enter text.</i>	\$ 703,000.00
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: April 3, 2017
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: Collier County District 3 Improvements

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:* District 3 Project – 23rd PL SW & 45th St SW

☐ **On-State System Road**
(State Roadway)

☒ **Off-State System Road**
(Local Roadway)

Roadway number: *Click here to enter text.*
(i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: See attached Street Name/Mile Post/Other	North or East Termini: See attached Street Name/Mile Post/Other
Project Length (in miles): 0.61	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along 23rd PL SW and 45th St SW in District 3 and Areca Ave and Pineland St in District 4, Naples FL.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached.	<input checked="" type="checkbox"/> Yes (Required)
<i>Construction Of Sidewalks in District 3 Along 23rd PL SW (45th St SW to 43rd Ln SW) and 45th St SW (23rd Ave SW to Sunset Rd). Sidewalks are six-Foot-Wide, Six Inches Thick, and Conform to ADA, Collier County, And FDOT Specifications. Drainage facilities adjacent to sidewalk to be adjusted as needed.</i>	
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe: <i>Click here to enter text.</i>	

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Briefly explain: Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.	
Have public information or community meetings been held?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please provide a brief description and attach supporting documentation: <i>Click here to enter text.</i>	
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, specify and provide documentation: <i>Click here to enter text.</i>	
Is environmental permitting required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, specify and provide documentation: <i>Click here to enter text.</i>	
Provide any additional project specific information that should be considered:	

The District 3 neighborhood is residential area East of Tamiami Trail in Naples Florida. These roadway segments currently have no existing sidewalks along either side. The addition of sidewalks along these routes would serve as a connection between the existing sidewalks within the area.

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

[Click here to enter text.](#)

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 35,672	\$ <i>Click here to enter text.</i>	\$ 35,672
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 237,756	\$ <i>Click here to enter text.</i>	\$ 237,756
Construction Engineering and Inspection Activities (CEI)	\$ 35,672	\$ <i>Click here to enter text.</i>	\$ 35,672
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 309,100	\$ <i>Click here to enter text.</i>	\$ 309,100
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text.</i> %	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: April 3, 2017
☐ Not LAP Certified but will seek project-specific certification
☐ Not LAP Certified but project will be administered by the FDOT District
☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: Collier County District 4 Improvements

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name: * District 4 Projects – Areca Ave & Pineland St		
<input type="checkbox"/> On-State System Road (State Roadway)	<input checked="" type="checkbox"/> Off-State System Road (Local Roadway)	Roadway number: <i>Click here to enter text.</i> (i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: See attached Street Name/Mile Post/Other	North or East Termini: See attached Street Name/Mile Post/Other
Project Length (in miles): 0.57	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along Areca Ave and Pineland St in District 4, Naples FL.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached.	<input checked="" type="checkbox"/> Yes (Required)
<i>Construction of Sidewalks in District 4 along Areca Ave (Bayshore Rd to Domino Ave) and Pineland St (County Water Storage Facility to Francis Ave). Sidewalks are six-Foot-Wide, Six Inches Thick, and Conform to ADA, Collier County, And FDOT Specifications. Drainage facilities adjacent to sidewalk to be adjusted as needed.</i>	
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe: <i>Click here to enter text.</i>	

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Briefly explain: Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.	
Have public information or community meetings been held?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please provide a brief description and attach supporting documentation: <i>Click here to enter text.</i>	
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, specify and provide documentation: <i>Click here to enter text.</i>	
Is environmental permitting required?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, specify and provide documentation: <i>Click here to enter text.</i>	
Provide any additional project specific information that should be considered:	

The 4 neighborhood is a residential area North and South of Tamiami Trail in Naples Florida. These roadway segments currently have no existing sidewalks along either side. The addition of sidewalks along these routes would serve as a connection between the existing sidewalks within the area.

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):

[Click here to enter text.](#)

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by Collier County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 27,669	\$ <i>Click here to enter text.</i>	\$ 27,669
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 184,486	\$ <i>Click here to enter text.</i>	\$ 184,486
Construction Engineering and Inspection Activities (CEI)	\$ 27,669	\$ <i>Click here to enter text.</i>	\$ 27,669
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 239,824	\$ <i>Click here to enter text.</i>	\$ 239,824
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text.</i> %	100%



**FLORIDA DEPARTMENT OF TRANSPORTATION
2021 TRANSPORTATION ALTERNATIVES PROGRAM
FUNDING APPLICATION FOR FISCAL YEAR 2022**

APPLICANT INFORMATION

Agency/Organization Name: Collier County			
Agency Contact Name: Michael P. Tisch, FCCM		Title: Project Manager	
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier County MPO	
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☒ Yes (Required)

PROJECT TYPE: ☒ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☒ Currently fully LAP Certified / Year of Certification: *April 3, 2017*
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: Collier County			
LAP Sponsor/Implementing Agency Contact Name:		Title: Project Manager	
Michael P. Tisch, FCCM			
Mailing Address: 2885 South Horseshoe Drive		City: Naples	State: FL Zip Code: 34104
Telephone: (239) 252-5839		Email Address: Michael.Tisch@colliercountyfl.gov	

PROJECT INFORMATION

PROJECT NAME/TITLE: Immokalee Sidewalks at Various

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:* South 2nd Street, South 3rd Street, South 4th Street, South 6th Street, South 7th Street

☐ **On-State System Road**
(State Roadway)

☒ **Off-State System Road**
(Local Roadway)

Roadway number: *Click here to enter text.*
(i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: See attached Street Name/Mile Post/Other	North or East Termini: See attached Street Name/Mile Post/Other
Project Length (in miles): 0.6	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:

Brief Description: *Design, permitting, and construction of sidewalk along South 2nd Street, South 3rd Street, South 4th Street, South 6th Street, and South 7th Street in Immokalee FL.*

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. <i>Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.</i>	<input checked="" type="checkbox"/> Yes (Required)
Conceptual or design plans are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Typical Section drawings are attached.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project). If yes, please describe: <i>Click here to enter text.</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders? Briefly explain: Yes. Multiple public involvement meetings and workshops were conducted to gather public input. Please see attached for additional public involvement details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Have public information or community meetings been held? If yes, please provide a brief description and attach supporting documentation: Three public involvement meetings were conducted along with workshops and meetings with the School District. Please see attached for additional meeting details.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): Collier County MPO and multiple advisory committees were directly involved in the creation of the Collier MPO Bicycle and Pedestrian Master Plan, working with the public to identify the needed projects. Please see attached for the Collier MPO Bicycle and Pedestrian Master Plan.	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is environmental permitting required? If Yes, specify and provide documentation: <i>Click here to enter text.</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Provide any additional project specific information that should be considered: This area of Immokalee has generally high levels of pedestrian traffic due to the area being a mix of residential buildings, school and community buildings, and commercial. There are existing sidewalks on the east/west roadway corridors, but lacks sidewalk connections in the north/south roadway corridors.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☒ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☒ Construction
- ☒ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input checked="" type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☒ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

County maintained by County staff on a regular schedule.

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.
N/A

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

N/A

Will temporary construction easements be required? ☐ Yes ☒ No

If Yes, please describe:

N/A

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☒ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/Plan Preparation	\$ 181,000.00	\$ <i>Click here to enter text.</i>	\$ 181,000.00
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ 718,000.00	\$ <i>Click here to enter text.</i>	\$ 718,000.00
Construction Engineering and Inspection Activities (CEI)	\$ 180,000.00	\$ <i>Click here to enter text.</i>	\$ 180,000.00
Other costs* (please describe) <i>Click here to enter text.</i> <i>*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 1,079,000	\$ <i>Click here to enter text.</i>	\$ 1,079,000
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text. %</i>	100%



FLORIDA DEPARTMENT OF TRANSPORTATION
[YEAR] TRANSPORTATION ALTERNATIVES PROGRAM
 FUNDING APPLICATION FOR FISCAL YEAR [dates]

APPLICANT INFORMATION

Agency/Organization Name: Collier MPO			
Agency Contact Name: Anne McLaughlin		Title: Executive Director	
Mailing Address: 2885 South Horseshoe Dr		City: Naples	State: FL Zip Code: 34104
County: Collier		MPO/TPO (if applicable): Collier MPO	
Telephone: 239-252-5884		Email Address: anne.mclaughlin@colliercountyfl.gov	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached. **FDOT**

☒ **Yes (Required)**

PROJECT TYPE: ☒ **Infrastructure** ☐ **Non-infrastructure**

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☐ Currently fully LAP Certified / Year of Certification: *Click here to enter text.*
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☒ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name: FDOT District 1			
LAP Sponsor/Implementing Agency Contact Name: Project Manager TBD; contact Victoria Peters		Title: Community Liaison	
Mailing Address: SWAO Office		City: Click here to enter text.	State: FL Zip Code: Click here to enter text.
Telephone: 239-872-5904		Email Address: victoria.peters@dot.state.fl.us	

PROJECT INFORMATION

PROJECT NAME/TITLE: CR 886 at Freedom Park & Gordon River Greenway Trail Crossing

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☒ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☒ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:* Golden Gate Pkwy/CR 886

☐ **On-State System Road**
(State Roadway)

☒ **Off-State System Road**
(Local Roadway)

Roadway number: CR 886
(i.e. US, SR, CR, etc., if applicable)

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: Gordon River Greenway Street Name/Mile Post/Other	North or East Termini: Freedom Park Street Name/Mile Post/Other
Project Length (in miles): n/a	
Attachment included? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input checked="" type="checkbox"/> Yes (Required) Label important features, roadways, etc. to clearly locate and show the boundaries of the project.	

PROJECT DESCRIPTION:**Brief Description: PD&E**

(e.g. planning, design and construction of a sidewalk along Sample Road)

Detailed Scope of Work:

A detailed scope of work is attached. SEE JUNE 2020 EMAIL FROM J. MARSHALL, FDOT	<input checked="" type="checkbox"/> Yes (Required)
Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.	
Conceptual or design plans are attached.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Typical Section drawings are attached.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Other attachment (e.g. studies, documentation to support the project).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please describe: See Attached MPO Concept Sheet Application Form	

PUBLIC INVOLVEMENT:

Has the applicant received input from stakeholders?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Briefly explain: The MPO's Bicycle and Pedestrian Master Plan (BPMP) identifies a pedestrian bridge in this location as an MPO priority to make a strong connection between the Gordon River Greenway and Freedom Park. The MPO Board approved a pedestrian bridge as a project priority in 2020. The project description has been expanded in this application to include analysis of an at-grade crossing with RFBs or HAWK signals. The expanded project description is going through advisory committee review, rating and ranking at this time. The project will be included in a prioritized list that the MPO Board will vote on in June 2021.	
Have public information or community meetings been held?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please provide a brief description and attach supporting documentation: See Attached BPMP Planning Process (PDF) for description of public involvement in the development of the Plan adopted in 2019. The PD&E project description calls for holding a public workshop and hearing on the trail crossing.	
Describe public and private support for the project (e.g. petitions, endorsements, resolutions, letters of support): See attached email from Diane Flagg, Chair, Economic Recovery Task Force & member of Southwest Florida Land Trust, with emails from Dana Souza, Director, City of Naples Community Services Department and Barry Williams, Director, Collier County Parks & Recreation Department	
Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, specify and provide documentation: TBD through PD&E	
Is environmental permitting required?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, specify and provide documentation: TBD through PD&E	
Provide any additional project specific information that should be considered: Purpose of project is to safely cross a major arterial to connect two parks: Freedom Park and Gordon River Greenway – designated Conservation Lands, managed by Southwest Florida Land Preservation Trust.	

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☒ Project Development and Environment Study (PD&E)
- ☐ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☐ Construction
- ☐ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input checked="" type="checkbox"/> Implementing agency staff	<input checked="" type="checkbox"/> Implementing agency staff
<input checked="" type="checkbox"/> Consultant	<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input checked="" type="checkbox"/> FDOT	<input checked="" type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☒ No

If Yes, please describe. *If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers):*

Click here to enter text.

Is there a proposed maintenance plan for when the project is complete? ☐ Yes ☒ No

If yes, please provide a brief description and attach supporting documentation as appropriate:

TBD through PD&E

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☒ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements). Attach ROW documentation as appropriate.

To be determined by PD&E

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way:

Click here to enter text.

Will temporary construction easements be required? ☐ Yes ☐ No

If Yes, please describe:

TBD through PD&E

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached. **SEE ATTACHED JUNE 2020 EMAIL J. MARSHALL**

☒ Yes (Required)

FDOT

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study (PD&E)	\$ 750,000	\$ <i>Click here to enter text.</i>	\$ 750,000
Design Costs/Plan Preparation	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Environmental Assessment (s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right-of-Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction Engineering and Inspection Activities (CEI)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Other costs* (please describe) <i>Click here to enter text.</i> *FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
TOTAL ESTIMATED PROJECT COST	\$ 750,000	\$ 0	\$ 750,000
PERCENT OF TOTAL PROJECT COST	100 %	<i>Click here to enter text.</i> %	100%

McLaughlinAnne

From: Peters, Victoria <Victoria.Peters@dot.state.fl.us>
Sent: Thursday, June 11, 2020 4:38 PM
To: McLaughlinAnne
Subject: FW: Freedom Overpass Pedestrian Bridge - Updated Costs

Follow Up Flag: Follow up
Flag Status: Flagged

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

FYI 😊

Thank you,

Victoria

Victoria Peters, J.D.
Planning Specialist III/Community Liaison
Florida Department of Transportation, District One
10041 Daniels Parkway, Fort Myers, FL 33913
Phone: 239-225-1974
Cell: 239-872-5904
Email: Victoria.peters@dot.state.fl.us



Safety, Innovation, Mobility, Attract, Retain & Train

From: Marshall, Jennifer <Jennifer.Marshall@dot.state.fl.us>
Sent: Monday, June 8, 2020 5:43 PM
To: Peters, Victoria <Victoria.Peters@dot.state.fl.us>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>
Subject: Freedom Overpass Pedestrian Bridge - Updated Costs

Hi Victoria,

Per our discussion last week regarding the Freedom Overpass Pedestrian Bridge in Naples, here are three possible estimates for a PD&E study based on adjustments to the scope. Please note that all scenarios assume that federal funding will be used. It is also assumed that Collier County will be the maintaining agency and will administer design and construction through LAP (FDOT will administer the PD&E on behalf of the City and County). It is also assumed that this project will not solely be utilizing SunTrail funds, so it will require a PD&E study. We are also assuming the we will use the location of the bridge identified in their feasibility study for our alternatives.

- **\$1M PD&E Study – NEPA analysis of a gateway feature into the City of Naples**
As discussed in our meeting last May with the City of Naples and the Collier MPO, the City was requesting a signature pedestrian bridge to honor their veterans, complete with architectural features and an elevator (instead of a long ramp) to meet ADA requirements. The PD&E study was to include costs for a signature bridge (with renderings), a more traditional/typical pedestrian bridge, and an at-grade crossing. The City would use this documentation to try to secure additional funding not only from FHWA but also potentially from the Department of Justice or Veteran Affairs. This scenario includes a public workshop, hearing, and architectural renderings.
- **\$750K – NEPA analysis of a typical pedestrian bridge**
Under this scenario, the PD&E would cover two alternatives, the traditional bridge only and the at-grade crossing (including RFB's and/or HAWK signals). This includes a public workshop and hearing. There are two parks that the bridge connects, so that documentation will need to be considered in the study.
- **\$2.5M PD&E design overlap (assume \$500K for the PD&E portion, confirm the rest of the cost with Andra Diggs)**
Under this scenario, the PD&E would overlap the design of the bridge and would only include a public hearing.

If the City no longer supports the gateway bridge feature, we recommend that the City go with the \$750K PD&E document so that costs for all options can be documented for maximum flexibility.

Let me know if you would like any additional information or further discussion.

Thanks!
Jennifer

Jennifer Marshall, P.E.
District Environmental Administrator
Florida Department of Transportation – District One
Environmental Management Office
Direct Phone: (863) 519-2239
Cell Phone: (863) 640-2337
Jennifer.marshall@dot.state.fl.us



Attachment to TA Application - MPO Project
Concept Application Form for TA/SU Funding

MPO PROJECT CONCEPT SHEET – NON-MOTORIZED

Part 1 – Determination of Eligibility –

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction: **Collier MPO**
2. Name of Applicant: Anne McLaughlin
3. Signature of Applicant: **McLaughlinAnne** Digitally signed by McLaughlinAnne
Date: 2021.07.22 13:57:03 -04'00'
4. Date of Application: **7/20/2021**
5. Project Title: **Bike/Ped Trail Crossing at Freedom Park**
6. Project Category
☒ Arterial / Collector ☐ Local / Residential
☒ Spine / Pathway ☐ Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)
Golden Gate Parkway at Freedom Park and Gordon River Greenway



Project Location



8. Project Description *(Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any)*

Phase: PD&E

Estimated Cost: \$750,000 (provided by FDOT in July 2020)

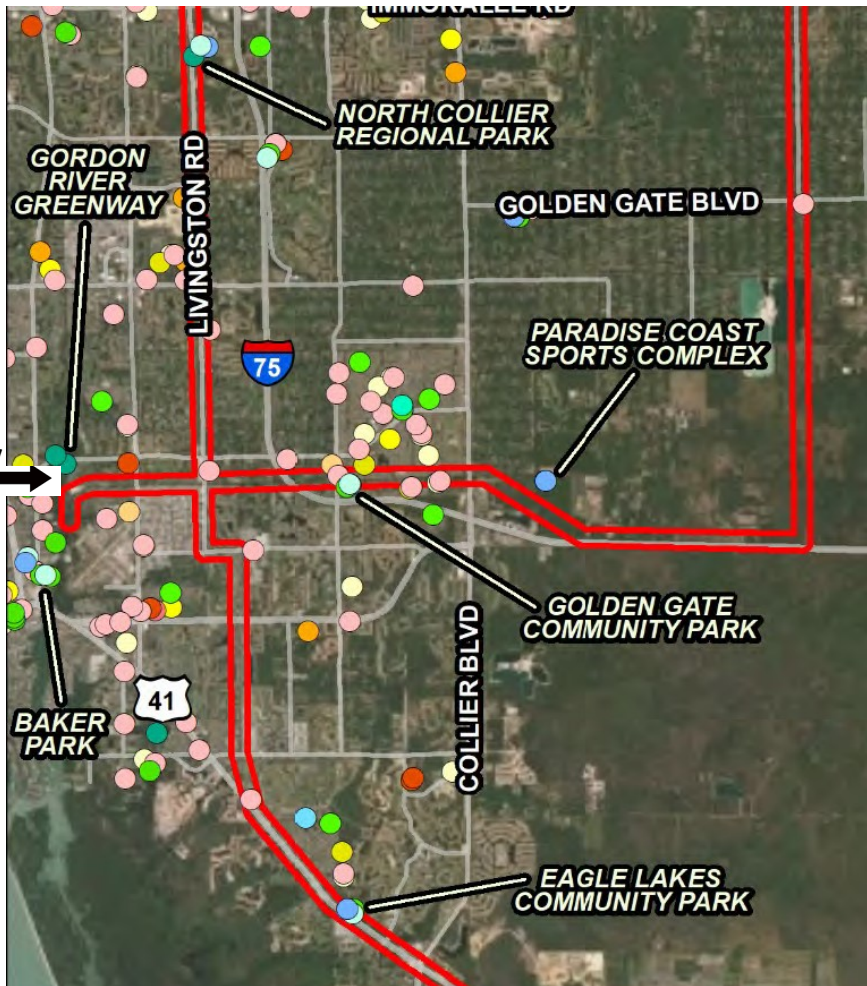
The MPO proposes revising the original project description for the Freedom Park Pedestrian Overpass 2020 Priority Project to include the analysis of an at-grade crossing:

Conduct a NEPA analysis of two alternatives: 1) a typical pedestrian bridge and 2) an at-grade crossing (including Rectangular Flashing Beacons (RFB's) and/or HAWK signals). The cost estimate includes a public workshop and hearing and the environmental documentation required due to the presence of two parks.

9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. *(Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.)*

The BPMP identifies the pedestrian bridge as an MPO priority in order to make a strong connection between the Gordon River Greenway and Freedom Park. However, MPO staff recommended delaying programming the proposed pedestrian overpass (prioritized in 2020) to allow for more public outreach before committing a large sum of money on a project without considering less expensive alternatives first, and the potential that the overpass might draw substantial opposition due to potential environmental impacts and change in visual character. The change in the project description addresses these concerns. The project would begin after the completion of the Naples Pathways Coalition-led Feasibility Study for the Paradise Coast Trail Conceptual Corridor and provide a more-detailed analysis of alternative ways to safely cross a major arterial roadway.

Trail Crossing Study



Paradise Coast Trail Conceptual Corridor

- 10. Constructability** – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

The project phase is PD&E, which will determine the availability of ROW and assess the project's feasibility. The cost estimate was provided by FDOT in 2020.

- 11. Funding Availability** – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

The targeted funding is the MPO's FY 2028 SU Box. Having this project on the priority list will allow the MPO to seek other funding that may become available.

- 12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP)** (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table,*

map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan)

The Freedom Park Overpass is identified in Chapter 5 Needs Analysis, Table 10 page 32: Prioritized Spine Pathway Projects, ranked #2 out of 8.

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
2	Freedom Park Overpass	Golden Gate Pkwy	Gordon River Greenway	Pedestrian overpass estimated at \$5million
3	Wilson Road Connection to New Sports Stadium	Immokalee Road	New frontage road N of I/75	Shared Use Paths & bike lanes
4	Lake Trafford Rd	Endpoint of FPN 4433573 & 574	Lake Trafford	TBD through further study
5	Golden Gate Canal Greenway	Airport Rd	Oil Well Rd	Shared Use Path – paved
6	FPL Greenway along Livingston Rd	South of Golden Gate Pkwy	Lee County Line	Shared Use Path – paved
7	Golden Gate Pkwy	Livingston Rd	Gordon River Greenway	Shared Use Path – paved
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. (*attach pages or documentation if needed.*)

n/a

14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. (*Attach additional pages or documentation if needed.*)

The project is identified in the Network Needs analysis in Chapter 5, thus making it eligible for funding. (Chapter 7, page 67, policy #1.)

Funding Priorities

The MPO Board establishes policy by which it allocates Surface Transportation-Urban (SU) funds for 1) congestion management, 2) new bridge construction, and 3) bicycle and pedestrian projects. MPO staff issues a Call for Projects based on the Board's established allocation policy and schedule, which is currently on a five year rotation among the three categories. MPO member entities submit bicycle and pedestrian infrastructure projects that implement the current, adopted Bicycle and Pedestrian Master Plan, which is, or will be, incorporated by reference into the current, adopted LRTP. Bicycle and pedestrian projects range from locations on local, collector, and arterial roads to greenway connections, RSAs, and special studies.

- 1) The Network Needs analysis (Chapter 5) identifies the MPO's priorities for funding projects based on safety, equity, and connectivity. In addition, the MPO's priorities include the projects recommended in adopted Community Walkability studies and the current adopted bicycle and/or pedestrian master plans of the cities of Marco Island, Naples, and Everglades City and CRAs in Collier County, all of which are incorporated by reference.

According to the Evaluation Criteria #2 on p68, MPO staff may submit 1 project "of regional significance." Improved Gordon River Greenway Connections, including the pedestrian overpass connection to Freedom Park, are identified as being regionally significant in the BPMP. See Figure 16 on p35, as shown below.

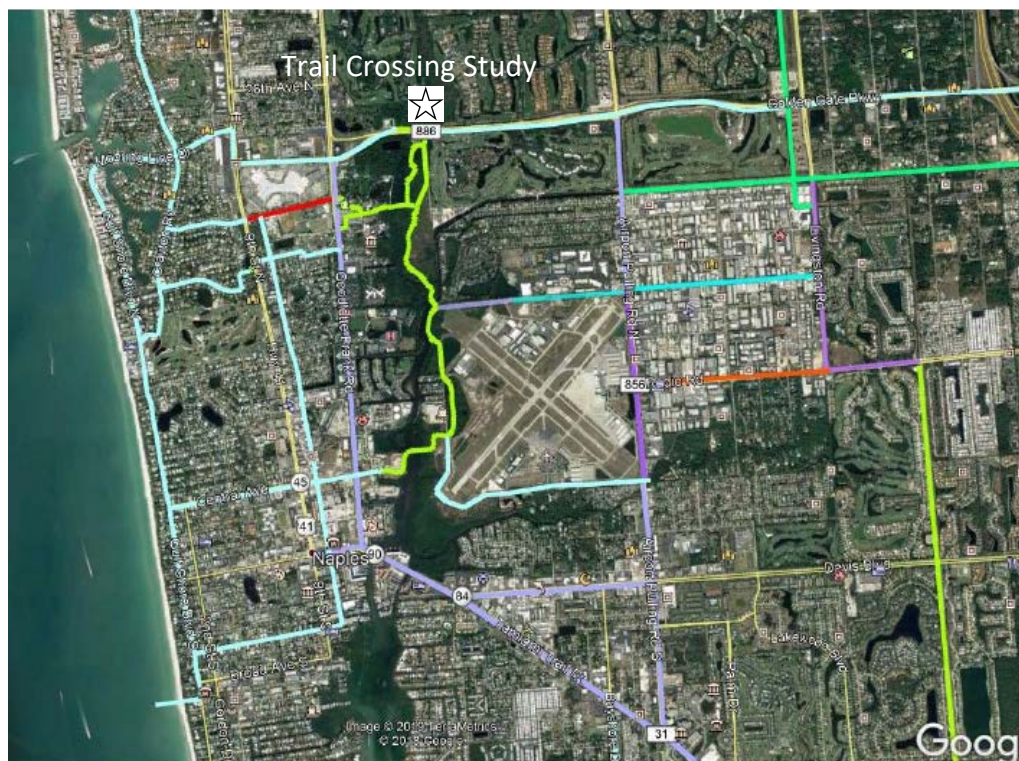


Figure 16. Gordon River Greenway – Regional Significance

15. Optional - attach additional information that will aid in understanding the project.

Goal	Strategy
Safety	Increase safety for people who walk and bicycle in Collier County.
Connectivity	Create a network of efficient, convenient bicycle and pedestrian facilities in Collier County.
Equity/Livability	Increase transportation choice and community livability through development of an integrated multimodal system.
Health	Increase total miles of bicycle and pedestrian facilities and encourage local governments to incorporate Complete Streets principles in road planning, design, and operations
Economy	Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.
Environment	Protect the environment by promoting walking and bicycling for transportation to reduce congestion, reduce the need for costly expansion of road and highway systems, and reduce our nation's dependence on foreign energy sources

Planning Process

The Plan took approximately 1 ½ years to complete. The process began with a Kick-off meeting held on October 30, 2017 and was adopted by the MPO Board on March 8, 2019. Several of the MPO's longstanding advisory committees were directly involved throughout the process – the Citizens Advisory Committee, Technical Advisory Committee and Bicycle and Pedestrian Advisory Committee. In addition, the MPO reached out to a group of Stakeholders that expanded the representation to include other agency staff, nonprofit groups and members of the public who had expressed an interest in working on the Plan.

MPO staff and the consultant engaged in a robust and multifaceted public outreach campaign that attracted 300+ online comments on an interactive map posted on the MPO's website and another 300+ comments via completed online surveys. The project team hosted 2 stakeholder meetings, 12 community events, 2 public open houses and presented updates and sought input at numerous advisory committee meetings. MPO staff and the consultant gave presentations to the MPO Board as progress on major milestones were met. (See Chapter 3 on Community Engagement.)

As with all major planning efforts, this Plan evolved over time slowly at first, then rapidly gaining momentum through an iterative process involving gathering and analyzing existing conditions, inviting public comment, developing a vision and goals towards identifying a preferred future network. That network was evaluated against criteria developed specifically for this Plan – such as safety, equity, connectivity, and opportunities available for funding. The planning process constantly looped back through public comment and data analysis to derive additional guidance in the form of investment policies, planning policies and design guidelines. The planning process was flexible enough to periodically expand for the incorporation of recommendations arising from other local initiatives that were underway – such as the City of Naples *Downtown Circulation and Connectivity Plan* adopted in April 2018 and the Board of County Commissioner's adoption of a Complete Streets Resolution and Policy in January 2019. The process adjusted to accommodate the Naples Pathway Coalition's nascent Spine Trail Vision map revealed in January 2019 and a late arriving request from the City of Naples and Collier County's Parks and Recreation to incorporate a proposed pedestrian bridge connecting the Gordon River Greenway with Freedom Park across the Golden Gate Parkway. MPO staff's desire to expand the SunTrail network necessitated additional public comment and coordination among staff, the Naples Pathways Coalition, the Conservancy of SW Florida and the MPO's advisory committees in January and February 2019. (See Chapter 5 Needs Analysis).

**Attachment to TA Application - Email indicating support
from various parties**

Subject: FW: Pedestrian bridge- GG Parkway at Goodlette Road

From: McLaughlinAnne

Sent: Wednesday, November 28, 2018 8:58 AM

To: OrtmanEric <Eric.Ortman@colliercountyfl.gov>

Subject: FW: Pedestrian bridge- GG Parkway at Goodlette Road

Here's another public comment we've received somewhat indirectly – Collier County Parks and Rec would like to build a ped bridge over GG parkway connecting Freedom Park to the Gordon River Greenway. Diane Flagg, Chair, Economic Recovery Task Force started the email chain and appears to be in support of the proposal.

This is a location TO could locate on the public input map. We'll have to point out to Wally any written comments that lend themselves to being mapped.

Anne McLaughlin
Executive Director
Office: 239-252-5884
Cell: 239-919-4378
2885 South Horseshoe Dr.
Naples, FL 34104
www.colliermopo.com
anne.mclaughlin@colliercountyfl.gov

From: WilliamsBarry

Sent: Wednesday, November 28, 2018 8:32 AM

To: 'Dana Souza' <DSouza@naplesgov.com>; Diane Flagg <diane.flagg@att.net>

Cc: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>; Bill Moss <bmoss@naplesgov.com>; CarnellSteve <Steve.Carnell@colliercountyfl.gov>; BishopMargaret <Margaret.Bishop@colliercountyfl.gov>; Ellie Krier <Ellie@ekc-inc.com>; ScottTrinity <Trinity.Scott@colliercountyfl.gov>

Subject: RE: Pedestrian bridge- GG Parkway at Goodlette Road

Dana/Diane,

Thank you for your email. There is definitely a desire for a connection between the parks, but we do not currently have funding dedicated for the span. We have sought state funding in the past, but have been unsuccessful to date. We did design both parks with the ability for a span, i.e., landing zones on each side of the parkway, but haven't been successful in securing funding for design, permitting, or construction of the project.

Would welcome the opportunity to meet and discuss further if you like.

Again, thanks for the attention to this concept.

Barry

From: Dana Souza <DSouza@naplesgov.com>

Sent: Tuesday, November 27, 2018 4:36 PM

To: Diane Flagg <diane.flagg@att.net>

Cc: WilliamsBarry <Barry.Williams@colliercountyfl.gov>; McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>; Bill Moss <bmoss@naplesgov.com>

Subject: RE: Pedestrian bridge- GG Parkway at Goodlette Road

Diane – Thank you for your email. Any project that would connect Freedom Park and the Gordon River Greenway (across or over Golden Gate Parkway) would be initiated by Collier County. Barry Williams, Director of Collier County Parks and Recreation may be able to provide you with some information. I've copied Barry on this email.

Thank you and best wishes,

Dana

From: Diane Flagg <diane.flagg@att.net>

Sent: Tuesday, November 27, 2018 3:44 PM

To: Dana Souza <DSouza@naplesgov.com>

Subject: Re: Pedestrian bridge- GG Parkway at Goodlette Road

CAUTION: This email originated from outside of the City of Naples e-mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dana,

Several board members of the SWF Land Trust-Gordon River Greenway were under the impression that a pedestrian bridge from Freedom Park to the Gordon River Greenway was scheduled to be constructed. When you get a moment could you please advise if this is perhaps a planned project by the City of Naples?

Thank you!

Diane

Diane Flagg, Chair

Economic Recovery Task Force (ERTF)

diane.flagg@att.net

239.784.5580

On Nov 27, 2018, at 3:06 PM, McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov> wrote:

Good afternoon Diane,

This project has not been submitted to the MPO for funding. I've copied the City of Naples Community Services Director on this email, Dana Souza. He may be able to answer your question.

Regards,

Anne McLaughlin

Executive Director

<image003.jpg>

Office: 239-252-5884

Cell: 239-919-4378

2885 South Horseshoe Dr.

Naples, FL 34104

www.colliermpo.com

anne.mclaughlin@colliercountyfl.gov

From: Diane Flagg <diane.flagg@att.net>
Sent: Tuesday, November 27, 2018 2:28 PM
To: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>
Subject: Fwd: Pedestrian bridge- GG Parkway at Goodlette Road

Hi Anne,

I received an out-of-office message from Brandy. When you get a moment, could you please advise whether a pedestrian bridge, crossing Golden Gate Parkway from Freedom Park to the Gordon River Greenway, is scheduled for construction. If one is scheduled could you please advise the dates of construction and funding source.

Thank you,
Diane Flagg, Chair
Economic Recovery Task Force (ERTF)
diane.flagg@att.net
239.784.5580

Begin forwarded message:

From: Diane Flagg <diane.flagg@att.net>
Date: November 27, 2018 at 2:02:37 PM EST
To: Brandy.Otero@colliercountyfl.gov
Subject: Pedestrian bridge- GG Parkway at Goodlette Road

Hi Brandy,
I hope this finds you doing well!

When you get a moment could you advise if there is a pedestrian bridge planned for Golden Gate Parkway; connecting Freedom Park to the Gordon River Greenway? Several of the Land Trust Board members thought one was scheduled to be built however I didn't see it on the FDOT Work Program. Is one scheduled to be constructed and if so...what is the timeframe and funding source.

Thanks much for your assistance!
Diane

Diane Flagg, Chair
Economic Recovery Task Force (ERTF)
diane.flagg@att.net
[239.784.5580](tel:239.784.5580)

Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.

	Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested SU, TA Funding		Scoring Criteria			Total	RANK
							Phase	Amount	Safety	Equity	Connectivity		
1	Marco Island	Bald Eagle Bike Lanes	Bald Eagle Heathwood	Collier Blvd Heathwood Dr	Heathwood Drive San Marco Rd	1.4	CST	\$ 744,800					
2	Everglades City	Phase 4 Bike/Ped Improvements	Datura St	Collier Ave (CR 29)	School Dr	0.2	DSN, CST	\$ 680,075					
			Camellia St	Collier Ave (CR 29)	School Dr	0.2							
			Collier Ave (CR 29)	Everglades Isle RV Resort	Begonia ST	0.1							
			School Dr	Camellia St	Everglades City School	0.1							
3	County District 1	Naples Manor Sidewalks	Confederate Dr	US41	McCarty St	0.4	DSN, CST, CEI	\$ 430,000					
			McCarty ST	Florida Ave	Warren St	0.4		\$ 670,000					
4	County District 2	Naples Park	Vanderbilt Beach Rd	Gulf Shore Dr	US 41	1.2	DSN, CST, CEI	\$ 703,000					
5	County District 3	Golden Gate City Sidewalks	23rd PL SW	45th ST SW	43rd Ln SW	0.19	DSN, CST, CEI	\$ 95,505					
			45th St SW	23rd Ave SW	Sunset Rd	0.42		\$ 239,814					
6	County District 4	Bayshore CRA Sidewalks	Areca Ave	Bayshore Rd	Domino Ave	0.19	DSN, CST, CEI	\$ 164,698					
			Pineland St	County Water Storage Facility	Francis Ave	0.42		\$ 95,393					
7	County District 5	Immokalee Sidewalks	South 2nd St	Colorado Ave	Boston Ave	0.6	DSN, CST, CEI	\$ 1,079,000					
			South 3rd St	Colorado Ave	Boston Ave								
			South 4th St	Colorado Ave	Boston Ave								
			South 6th St	Colorado Ave	W. Delaware Ave.								
			South 7th St	Colorado Ave	Boston Ave								
8	Collier MPO	Bike-Ped Crossing Safety & Feasibility Study	Golden Gate Parkway	Gordon River Greenway	Freedom Park	0.0	PD&E	\$ 750,000					
							TOTAL	\$ 5,652,285					
							PD&E/DESIGN	\$ 1,323,084					
							CST/CEI	\$ 4,329,201					
							2045 LRTP - CFP, Table 6-7	Available Funds	\$ 5,085,000				

Scoring Criteria Detail*		Points	Maximum	BPMP Reference Notes
Safety	Recommended in RSA	5	5	Bike-Ped RSAs described p13 FDOT Top 5 High Crash Corridors Fig 6 p11&Complete Sts/Safety Corridor Study Priorities Table 8 p28 Crash data documented Public Safety Concern in BPMP Fig 13 p29, public comment generally (ie perception of safety versus stats)
	BPMP Severe Inj/Fatality	3		
	Safety Concern - Crash Data	2		
	Any Public Safety Concern	1		
Equity	BPMP EJ HIGH -VERY HIGH	5	5	Fig. 2 p4
	BPMP EJ LOW-MED	3		
	BPMP Need - Public Input	1		
Connectivity	BPMP Prioritized Infra. Gap	5	5	Fig.5 p 9, Figure 13 p 29, Fig. 17 p 36; Local Roads - Appendix 11 & p37-44
	BPMP Public Input	2		
Maximum Total Score			15	

*See BPMP Goals pp22-23 re- Safety, Equity and Connectivity

2021/22 CALL FOR BIKE-PED PROJECTS

PRELIMINARY PROJECT SCORING MATRIX

	Submitting Agency	Project Name	Roadway	From	To	Length in Miles	Requested SU, TA Funding		Scoring Criteria			Total	RANK	Notes	PD&E, DSN	CST, CEI	
							Phase	Amount	Safety	Equity	Connectivity						
1	Marco Island	Bald Eagle Dr Bike Lanes	Bald Eagle Heathwood	Collier Blvd Heathwood Dr	Heathwood Drive San Marco Rd	1.4	DSN, CST	\$ 877,475	3	3	5	11	3	in-road 5' bike lanes; see p33, 38, 42 Tier 1 BPMP; 35 mph local contribution Design, PM;#1 priority for Marco Island 2018 Bike Master Plan; Resolution 18-30; letters of endorsement; scoring criteria addressed; very thorough; crashes inc. severe inj	75,000	802,475	
2	Everglades City	Everglades City Phase 4 Bike/Ped Improvements	Datura St	Collier Ave (CR 29)	School Dr	0.2	DSN, CST	\$ 563,380	3	1	5	9	5	SRTS ASPECT 6' sidewalks both sides 1,110 lf, bike lanes 650 lf (lane width TBD); see also 4370961 & 4482651	79,743	483,637	
			Camellia St	Collier Ave (CR 29)	School Dr	0.2											
			Collier Ave (CR 29)	Everglades Isle RV Resort	Begonia ST	0.1											
			School Dr	Camellia St	Everglades City School	0.1											
3	County District 1	Naples Manor Sidewalks	Confederate Dr	US41	McCarty St	0.8	DSN, CST, CEI	\$ 1,100,000	2	5	5	12	2	BPMP p 4 EJ community; 6' sidewalks, marked crosswalks, ROW confirmed.	155,000	945,000	
			McCarty ST	Florida Ave	Warren St												
4	County District 2	Naples Park Sidewalks	106 Ave North	Vanderbilt dr	Tamiami Trail North (US 41)	1.0	DSN, CST, CEI	\$ 621,000	3	3	5	11	3		72,000	549,000	
			108 Ave North	Vanderbilt dr	Tamiami Trail North (US 41)	1.0	DSN, CST, CEI	\$ 627,000	3	3	5	11	3		72,000	555,000	
			109 Ave North	Vanderbilt dr	Tamiami Trail North (US 41)	1.0	DSN, CST, CEI	\$ 622,000	3	3	5	11	3		72,000	550,000	
			Vanderbilt Beach Rd Pathway	Vanderbilt Beach Rd	Gulf Shore Dr	US 41	1.4	DSN, CST, CEI	\$ 703,000	2	3	5	10	4	widen exist 5' shared use path to 10'	100,000	603,000
5	County District 3	Golden Gate City Sidewalks	23rd PL SW	45th ST SW	43rd Ln SW	0.61	DSN, CST, CEI	\$ 309,100	2	5	5	12	2	5' sidewalk one side, ROW & feasibility confirmed;BPMP EJ p4 and adopted Walkable Community Plan p67	35,672	273,428	
			45th St SW	23rd Ave SW	Sunset Rd												
6	County District 4	Bayshore CRA Sidewalks	Areca Ave	Bayshore Rd	Domino Ave	0.57	DSN, CST, CEI	\$ 239,824	3	5	5	13	1	5' sidewalk one side, ROW & feasibility confirmed; EJ; also in Bayshore CRA Master Plan	27,669	212,155	
			Pineland St	County Water Storage Facility	Francis Ave												
7	County District 5	Immokalee Sidewalks	South 2nd St	Colorado Ave	Boston Ave	0.6	DSN, CST, CEI	\$ 1,079,000	3	5	5	13	1	5' sidewalk one side, ROW & feasibility confirmed; marked crosswalks, drainage improvements, signage; BPMP p4 EJ & Cmty Walkability Study p67	181,000	898,000	
			South 3rd St	Colorado Ave	Boston Ave												
			South 4th St	Colorado Ave	Boston Ave												
			South 6th St	Colorado Ave	W. Delaware Ave.												
			South 7th St	Colorado Ave	Boston Ave												
8	Collier MPO	Bike-Ped Crossing Safety & Feasibility Study	Golden Gate Parkway	Gordon River Greenway	Freedom Park	0.0	PD&E	\$ 750,000	1	1	5	7	6	Revised project description for Freedom Park Ped Bridge Project 2019 priority; Gordon River Greenway Master Plan calls for ped bridge; see BPMP p31&32; FDOT lead agency.	750,000	0	
	TOTAL						\$ 7,491,779						1,620,084	5,871,695			
	PD&E/DESIGN						\$ 1,620,084										
	CST/CEI						\$ 5,871,695										
	2045 LRTP - CFP, Table 6-7						Available Funds	\$ 5,085,000	\$ 2,406,779	Over annual budget							

Scoring Criteria Detail*		Points	Maximum	BPMP Reference Notes
Safety	Recommended in RSA	5	5	Bike-Ped RSAs described p13
	BPMP Severe Inj/Fatality	3		FDOT Top 5 High Crash Corridors Fig 6 p11&Complete Sts/Safety
	Safety Concern - Crash Data	2		Corridor Study Priorities Table 8 p28 & SRTS
	Any Public Safety Concern	1		Crash data documented Public Safety Concern in BPMP Fig 13 p29, public comment generally (ie perception of safety versus stats)
Equity	BPMP EJ HIGH -VERY HIGH	5	5	Fig. 2 p4
	BPMP EJ LOW-MED	3		
	BPMP Need - Public Input	1		
Connectivity	BPMP Prioritized Infra. Gap	5	5	Fig.5 p 9, Figure 13 p 29, Fig. 17 p 36; Local Roads - Appendix 11 & p37-44
	BPMP Public Input	2		
Maximum Total Score			15	

**See BPMP Goals pp22-23 re- Safety, Equity and Connectivity*

EXECUTIVE SUMMARY

Distribution Item

Item 8A

FDOT District 1 Active Transportation Plan

OBJECTIVE: To receive a presentation from the Florida Department of Transportation (FDOT) District 1 on its Active Transportation Plan.

CONSIDERATIONS: FDOT District 1 Pedestrian & Bicycle Coordinator, Deborah Chesna, will give a presentation on the District's recently completed Active Transportation Plan.

STAFF RECOMMENDATION: For the committee to be informed about the FDOT D1 Active Transportation Plan.

Prepared By: Anne McLaughlin, MPO Director

Attachment:

1. Presentation - FDOT D1 Active Transportation Plan

Active Transportation Plan



Active Transportation Plan

1 Why a District Master Plan?

- 2 Existing Facilities
- 3 Safety & Demand
- 4 User Survey
- 5 Priority Areas
- 6 Systemic Investments
- 7 Tracking Success

Conservatory Park
Manatee County



PURPOSE OF THE ACTIVE TRANSPORTATION PLAN

The purpose of the Active Transportation Plan is to support the development of a robust multimodal transportation framework that will contribute to economic development and improve multimodal transportation access, mobility, and safety.

The **Active Transportation Plan** will:



Build on existing local partner agencies plans



Prioritize improvements



Highlight gaps and needs for bicycle and pedestrian infrastructure



Guide investments on FDOT roadways by facility type

Aligning with FDOT Programs

2020 Florida Transportation Plan



TARGET
ZERO
FATALITIES & SERIOUS INJURIES

VITAL FEW

Florida Strategic Highway Safety Plan

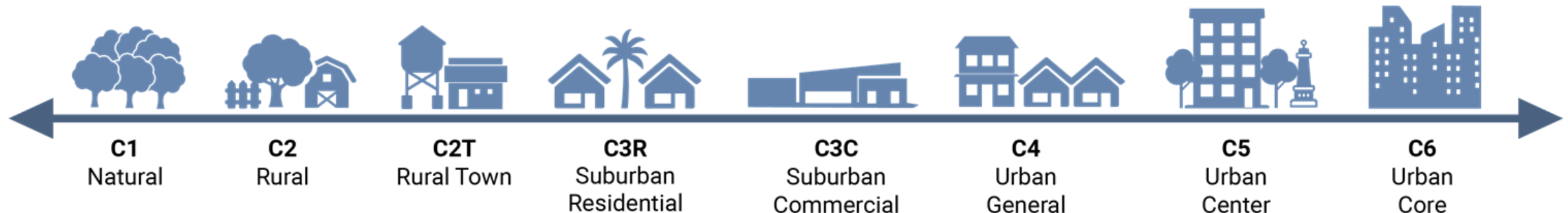


Aligning with FDOT Programs

FDOT District One and The Planning Studio: Working with Communities to Create a Complete Transportation Network that Supports the Community Vision

- Links transportation land use and considers a holistic approach, to better invest in our roadways
- Ensures that our transportation projects and strategies align closely with and support community visions
- Partners with and support local communities through meaningful and early engagement

Complete Streets



ACTIVE TRANSPORTATION PLAN GOALS



Safety

Improve safety for people walking and biking



Connectivity

Create a continuous and connected network



Comfort

Foster comfort and convenience for all types of users



Equity

Increase access to employment, education, and civic resources for underserved communities



Economic Vitality

Promote economic growth by connecting cultural facilities, schools, transit hubs, and employment centers

ABOVE ALL, AN ACTIVE TRANSPORTATION SYSTEM IS SAFE

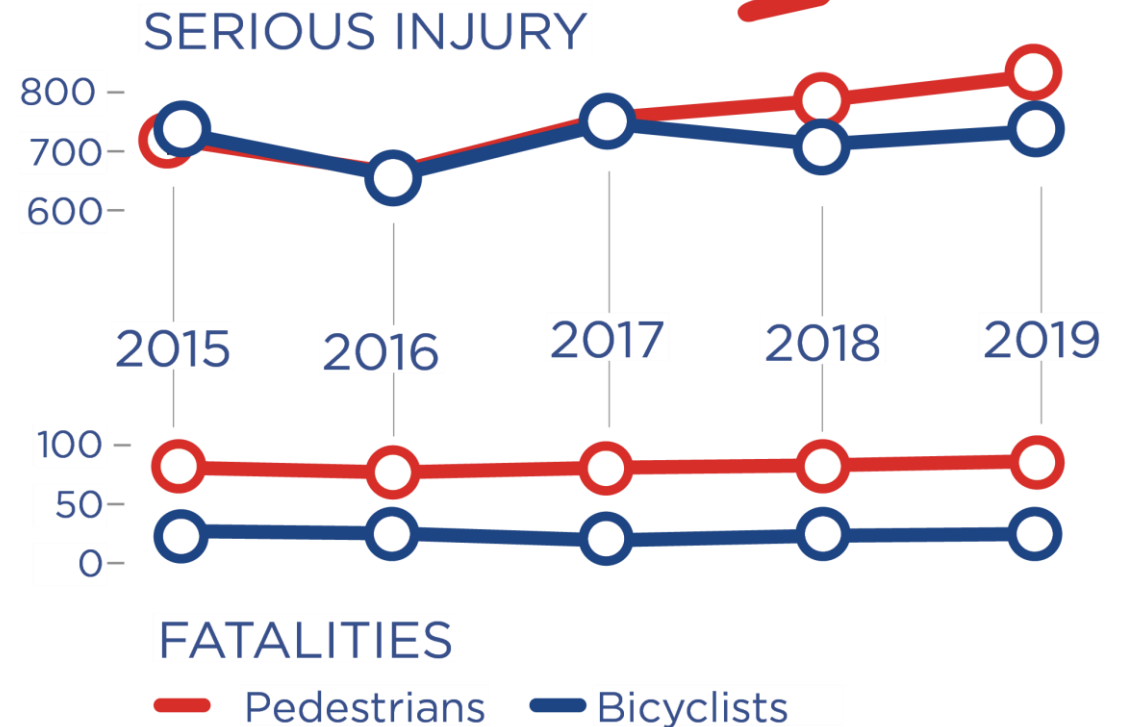
Florida is
1st in the nation
IN PEDESTRIAN
FATALITIES



6 PEOPLE WALKING
OR BIKING ARE
STRUCK BY A CAR
EACH DAY
and
2 ARE KILLED
EVERY WEEK



**Pedestrian crashes
are increasing.**



ABOVE ALL, AN ACTIVE TRANSPORTATION SYSTEM IS SAFE



Center Equity

EQUITY HOTSPOT CRASHES ARE
OVERREPRESENTED IN DISTRICT ONE.

Nearly **24%** of District One's **centerline**
miles are in equity hotspots, but



34%
of **fatal and serious injury**
crashes happened in the
district's equity hotspots

Support Economic Development



Lakeland, Sarasota/Bradenton,
and Fort Myers residents spend

NEARLY **2x**

the national average on
TRANSPORTATION COSTS

District One's Vulnerable Population



14.2%

BELOW POVERTY
LEVEL



31.8%

MINORITIZED
BACKGROUND



13.5%

ZERO CAR
HOUSEHOLDS



27.6%

AGE 65 OR ABOVE

Active Transportation Plan

1 Why a District Master Plan?

2 Existing Facilities

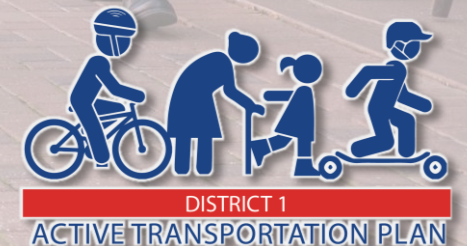
3 Safety & Demand

4 User Survey

5 Priority Areas

6 Systemic Investments

7 Tracking Success



Existing Facilities

Shared-Use Paths, Paved
and Unpaved Trails

1,265.4 MILES
Excluding SUN Trail
in District One

149.9 MILES
Excluding SUN Trail
on the State Highway System

Bicycle Lanes

754.4 CENTERLINE MILES
In District One

349.1 CENTERLINE MILES
Along State Roads

156.0 MILES
Planned and Programmed

Sidewalks

356.3 MILES
Along State Roads

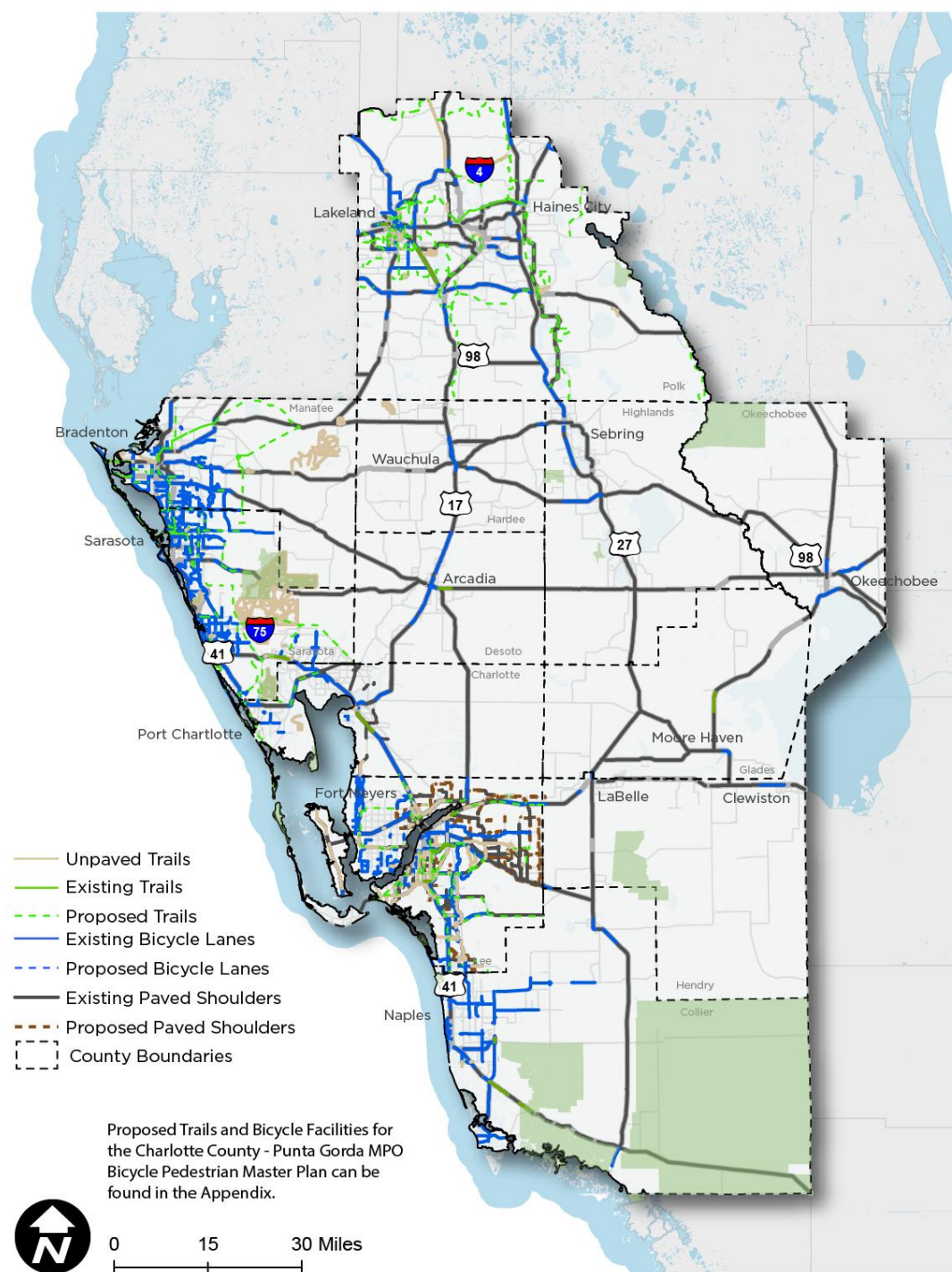
Paved Shoulders

1,867.5 CENTERLINE MILES
Along State Roads

SUN Trail

230 MILES
Existing Facilities

491.8 MILES
Planned and Programmed



Gaps



1.7x more
bicycle and
pedestrian crashes
occur in areas **without
sidewalk** as in areas
with them
(on SHS/2015-2019)



Nearly

31% of the SHS is missing **sidewalks
on both sides of the road**

60% of the SHS roads in C2T, C3,
C4, and C5 are missing
bicycle facilities

Context Classification	Do Not Have Sidewalk on Both Sides of the Street	Do Not Have A Bicycle Facility
Suburban Residential	55%	53%
Suburban Commercial	61%	57%

Existing Facilities

Leading Pedestrian Intervals (LPIs)



28 LPIs at
16 intersections
(as of June 2021)



16 Rectangular
Rapid Flashing
Beacons (RRFBs)

Two Stage bicycle box at Daniels Parkway and Treeline Avenue



Active Transportation Plan

1 Why a District Master Plan?

2 Existing Facilities

3 Safety & Demand

4 User Survey

5 Priority Areas

6 Systemic Investments

7 Tracking Success

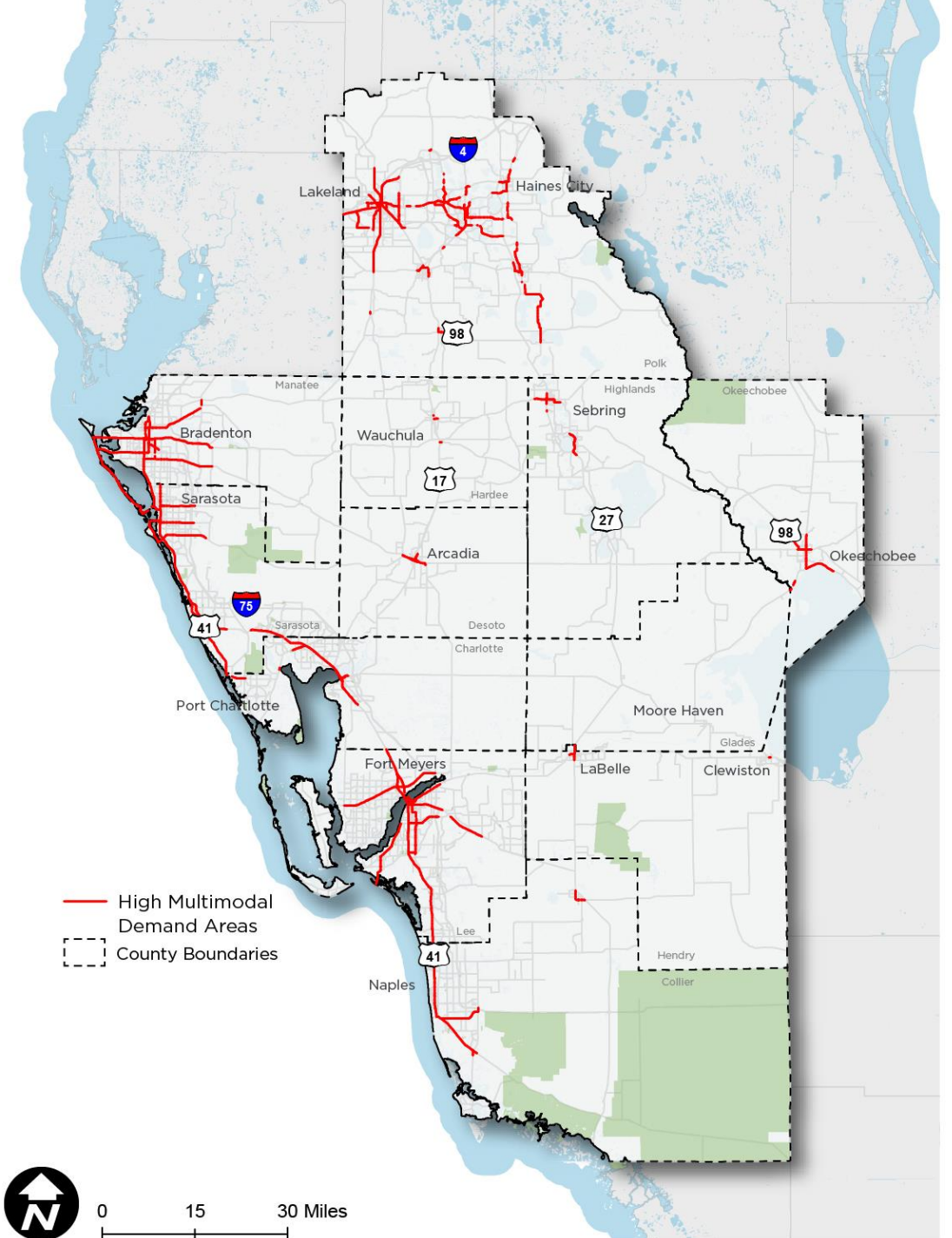


Demand

Lane Use Elements

- Colleges/universities
- Cultural facilities/tourist attractions
sports arenas
- Public schools
- Activity centers
- Rail/transit stops

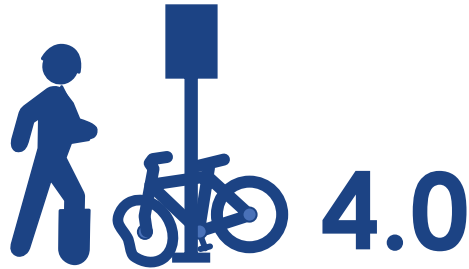
StreetLight Data



Crashes

26% of all people killed in vehicular crashes were pedestrians or bicyclists

In 2019, there were:

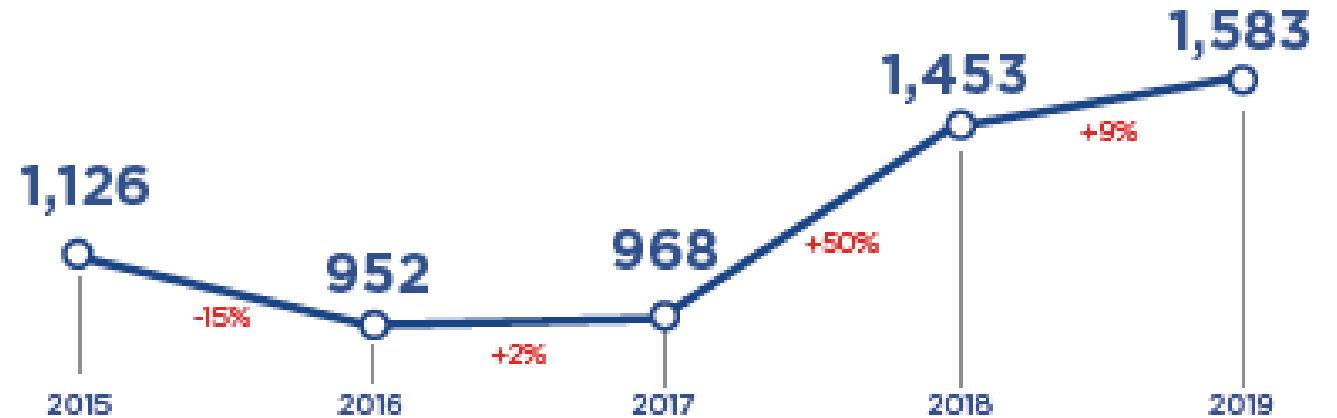


Ped/Bike Crashes a Day

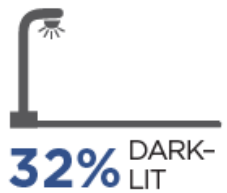
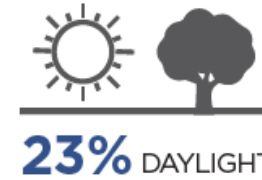


Ped/Bike Fatalities a Week

Bicycle and Pedestrian Crashes on All Road in District One (2015-2019 CARS and Signal Four Analytics)



Lighting Conditions During Fatal Crashes



Crashes in Collier County

2016-2020

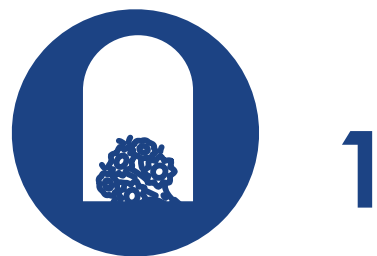
644 Bicycle Crashes

614 Pedestrian Crashes

Monthly Bicyclists or
Pedestrians:

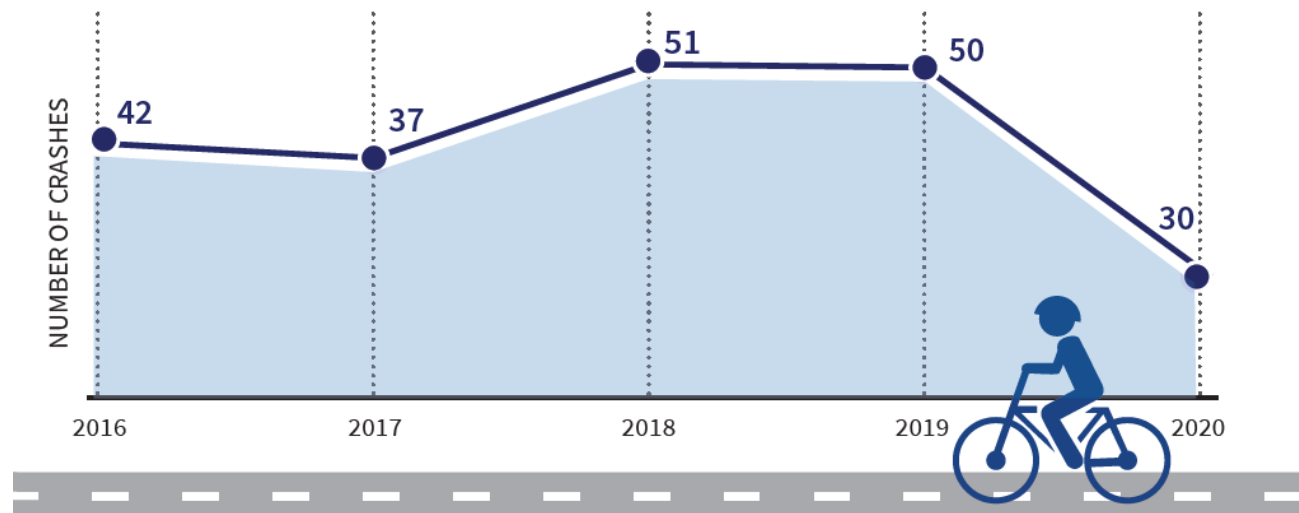


Seriously
injured



Killed

Bicyclists or Pedestrians Serious Injury or Fatal Crashes
by Year



Between 2016-2020

	Serious Injury	Fatal	Total
Pedestrian	97	25	614
Bicyclist	78	10	644

Crashes in Collier County

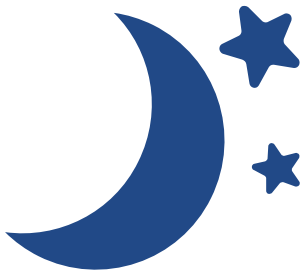
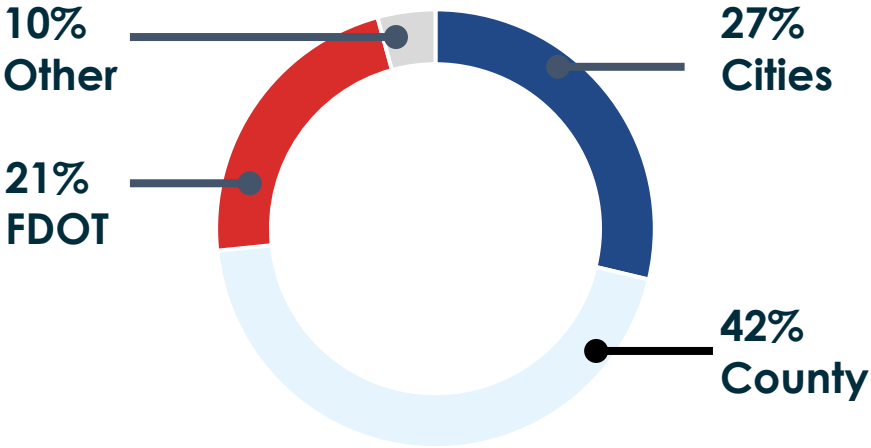
Where did Crashes Occur

	Non-intersection	Intersection
Pedestrian	70%	30%
Bicyclist	41%	55%



14%

of fatalities
involved
alcohol



43%

of fatalities
occurred
between
4 pm - 12 am

Crashes

Motor vehicle speeds
and roadway
volumes are linked
to crash rates

45 mph



45% of crashes
occur on **roadways
with posted speed
of 45 mph**, which
account for **17%** of
the network

42% of crashes occur on
5/6 lane roadways, which
account for **14%** of the network



Crashes

Suburban Commercial Corridors Make Up

64% of roadways with crash index of 90 or higher (on SHS/2015-2019)



60% of the worst intersections for bicycle and pedestrian crashes (on SHS/2015-2019)



Crashes

Underserved populations are disproportionately impacted by crashes



EQUITY HOTSPOT CRASHES ARE
OVERREPRESENTED IN DISTRICT ONE.

Nearly **24%** of District One's **centerline**
miles are in equity hotspots, but



34%
of **fatal and serious injury**
crashes happened in the
district's equity hotspots

Active Transportation Plan

- 1 Why a District Master Plan?
- 2 Existing Facilities
- 3 Safety & Demand

4 User Survey

- 5 Priority Areas
- 6 Systemic Investments
- 7 Tracking Success



DISTRICT ONE
ACTIVE TRANSPORTATION PLAN

Getting the Word Out

Survey Open from June 6, 2021 – August 17, 2021

36 Partner Agencies
17 Local Governments



3 Colleges/Universities
& School Districts



11 Bicycle Organizations
3 Transit Agencies



Social Media &
Official Flyers



Respondents

2,033
RESPONSES



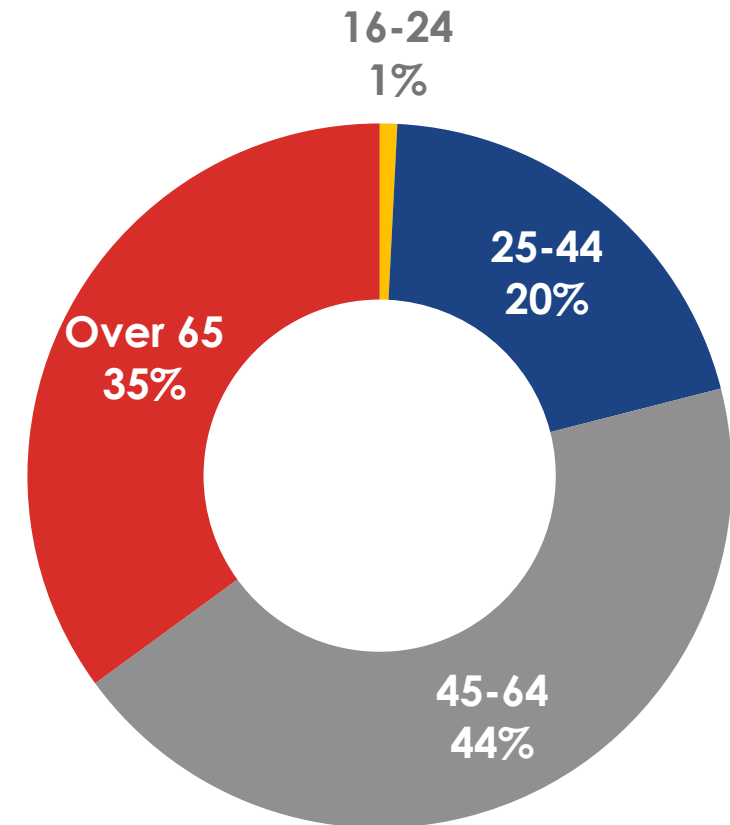
53.2% WOMEN

43.8% MEN

(3% prefer not to answer/non-binary, or prefer to self describe)

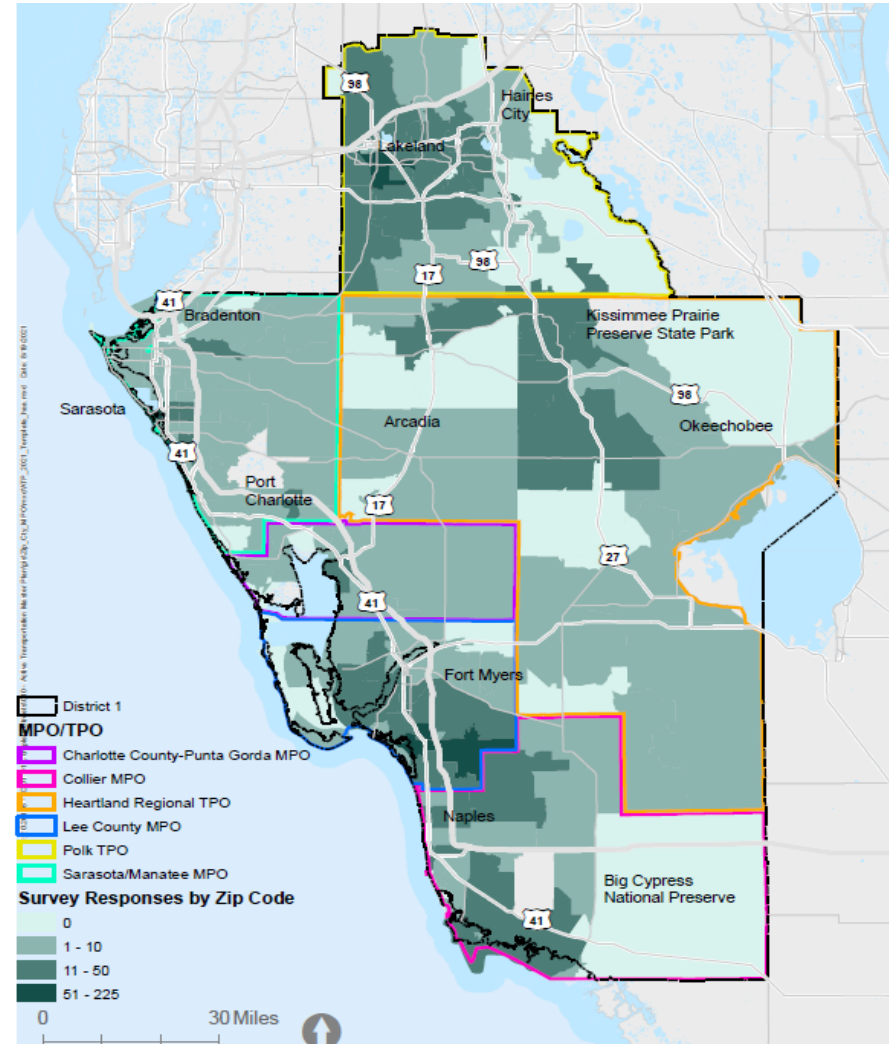
90+% of respondents are White

Age of Respondents



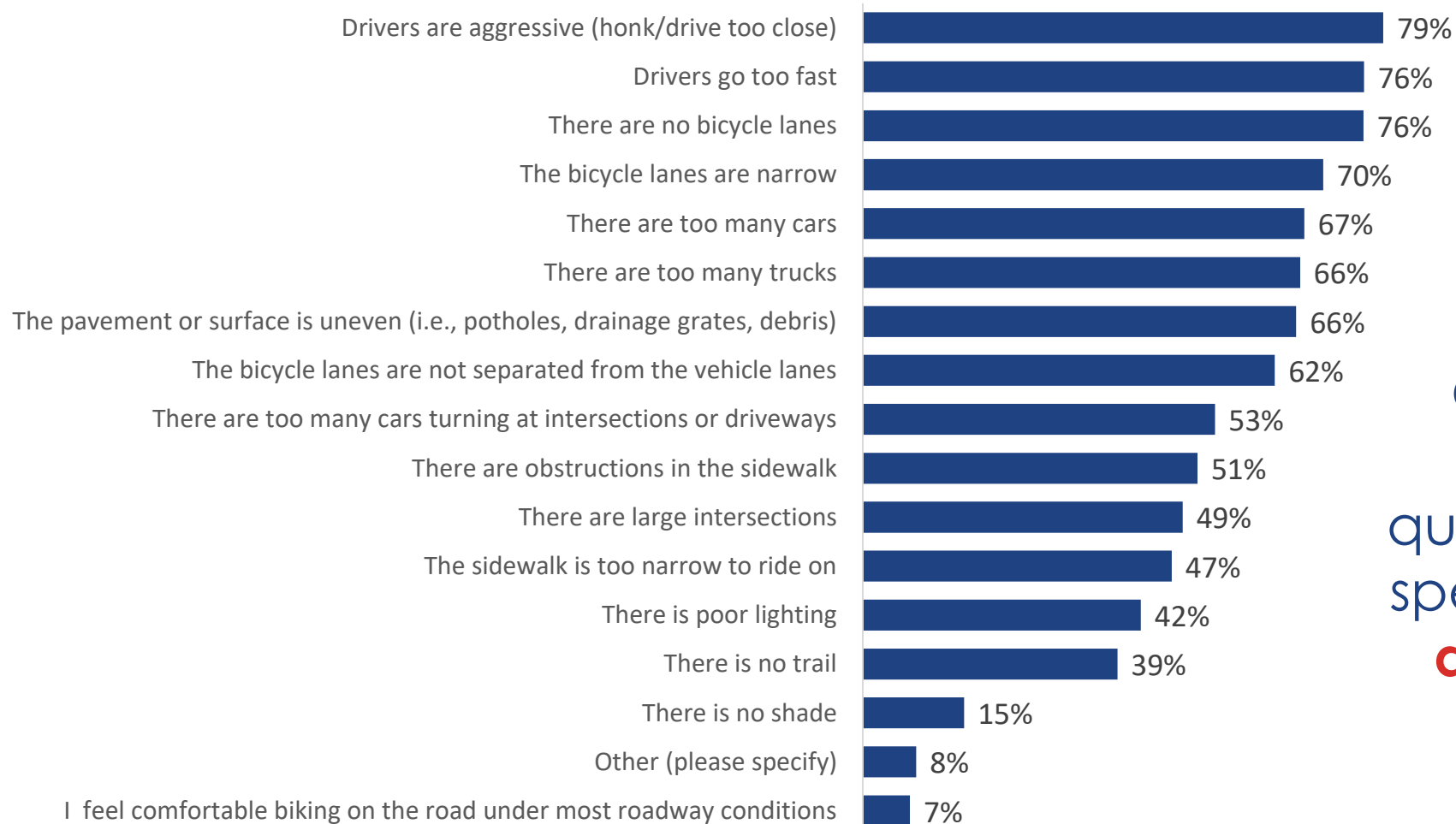
Location of Respondents

County	Survey Responses
Lee	608
Polk	434
Sarasota	400
Collier	223
Highlands	146
Manatee	66
Charlotte	41
Hardee	13
Hendry	11
DeSoto	4
Glades	3
Okeechobee	0



Bicycle Comfort

I DO NOT FEEL COMFORTABLE BIKING WHEN...



Of the **137 comments** provided for this question's other (please specify) option, **42 were about driver behavior**, and **40 were about bicycle infrastructure**.

Bicycle Facility Comfort

I'M COMFORTABLE RIDING A BICYCLE ON (SELECT ALL THAT APPLY)

Trail



96%

96%

97%

Separated Bike Lane



78%

74%

86%

Buffered Bike Lane



56%

48%

59%

Sidewalk



51%

56%

46%

Roadway Shoulder



21%

12%

21%

Travel Lane with Vehicles



8%

4%

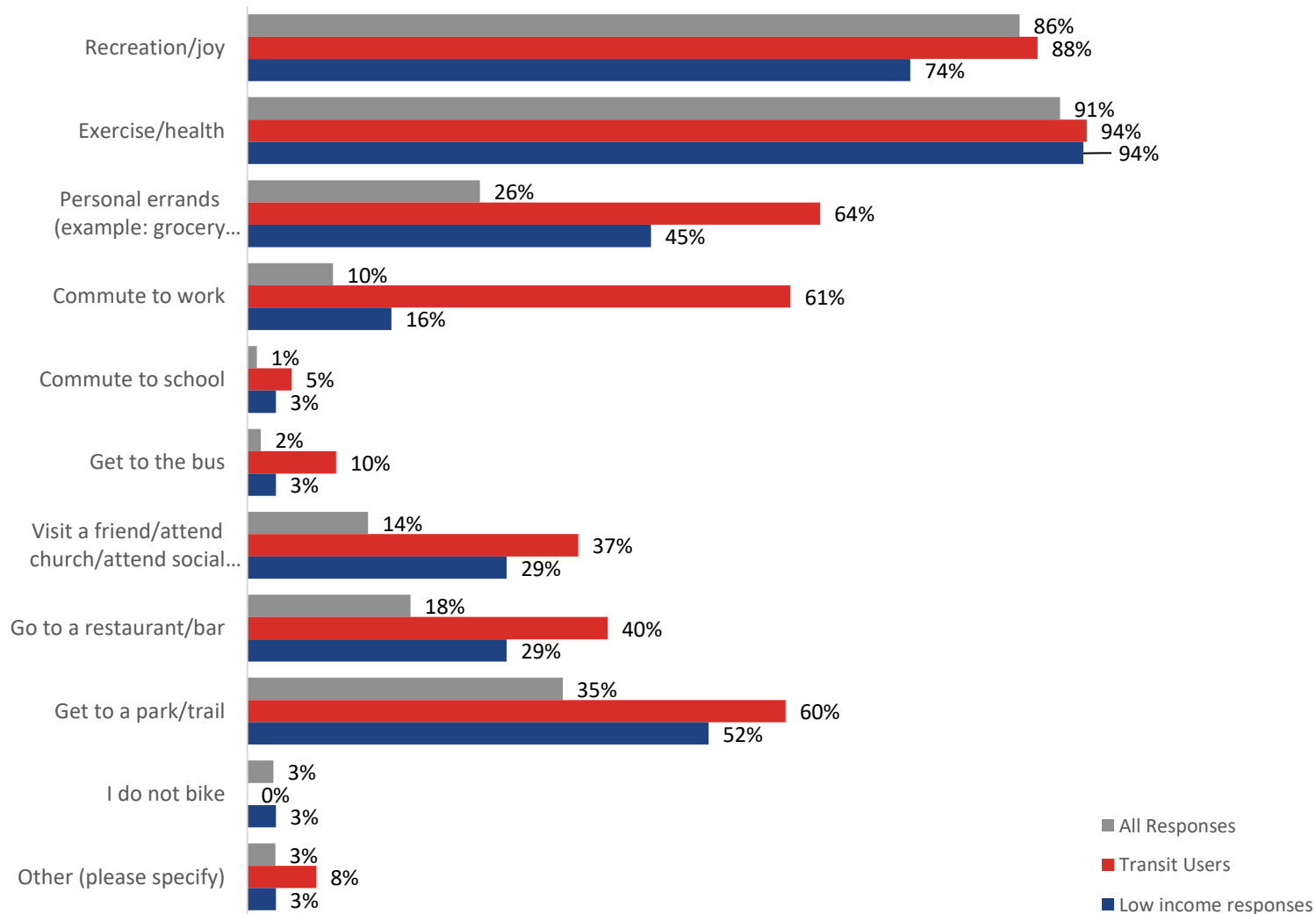
12%

All Groups

Women

Men

Why People Bike



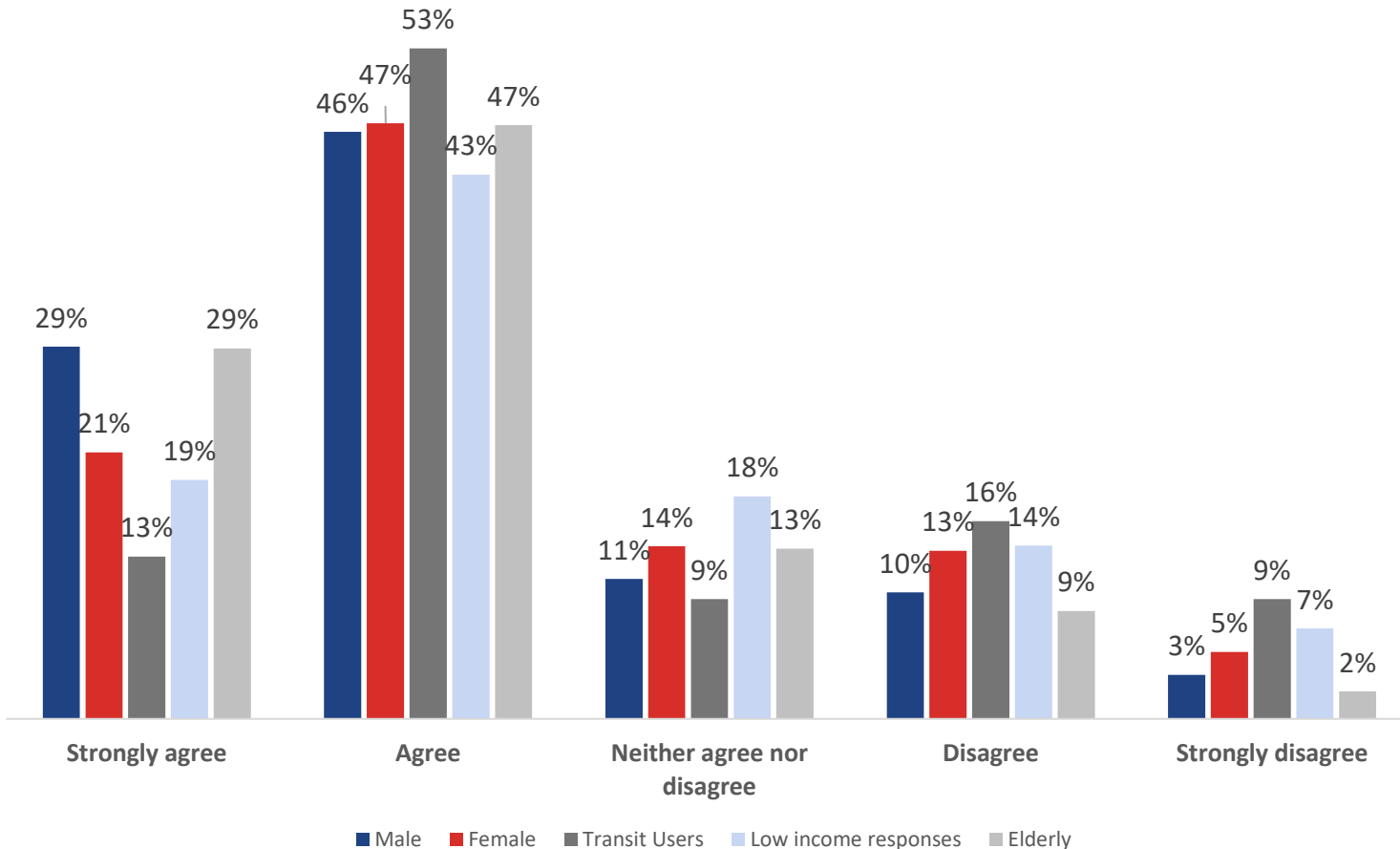
All respondents reported they primarily bike for recreation and health.

Transit users also reported biking for the following reasons at a higher rate than other respondents:

- Run errands (64%)
- Commute to work (61%)
- Visit friends (37%)
- Go to restaurants (40%)
- Get to the park (60%)

Comfort and Safety Walking

IN GENERAL, I FEEL SAFE AND COMFORTABLE WALKING IN MY COMMUNITY?

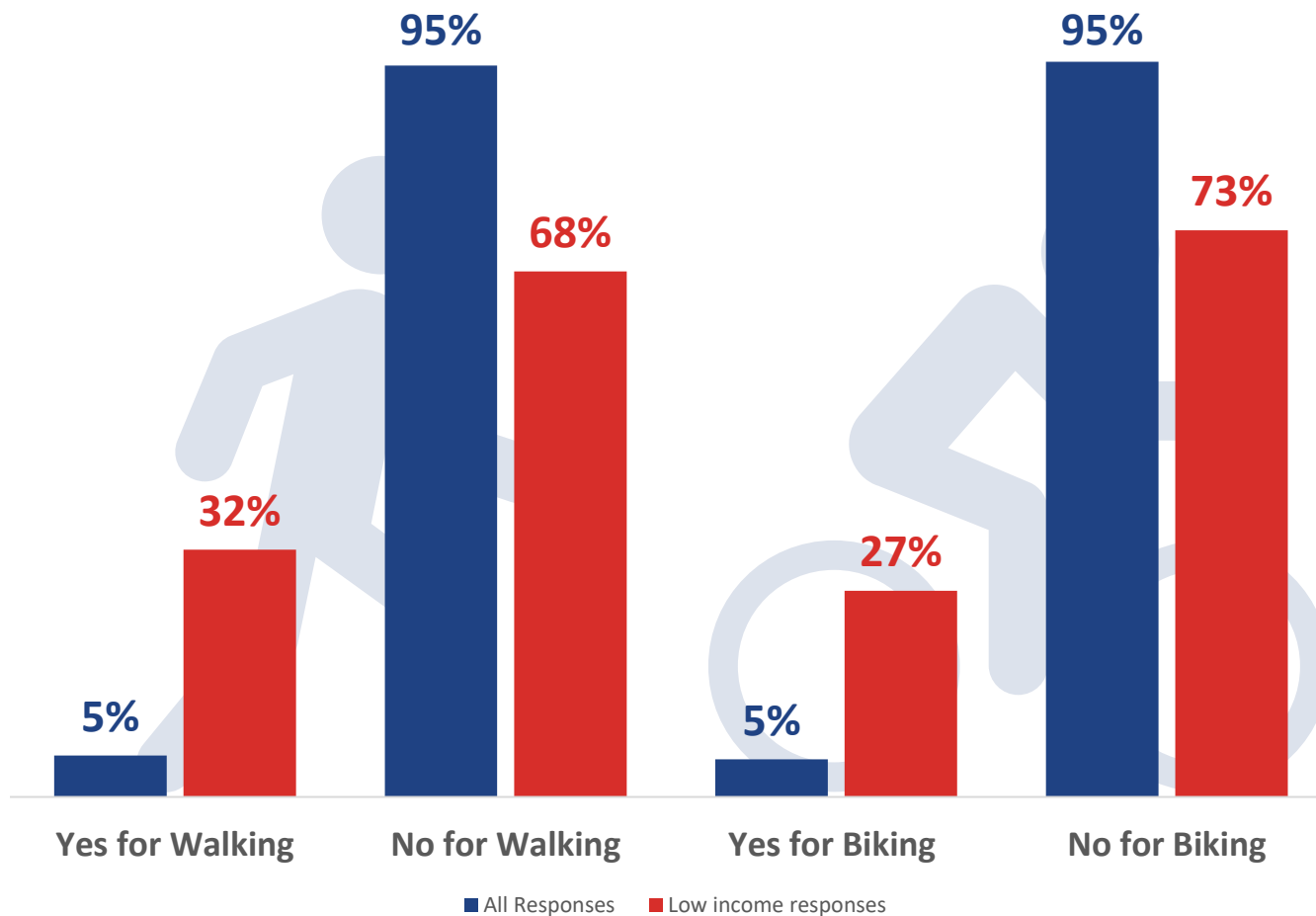


While most groups feel comfortable walking in their communities, transit users stated that they disagreed or strongly disagreed that they felt comfortable walking in their communities more than other respondents.



Why People Walk and Bike

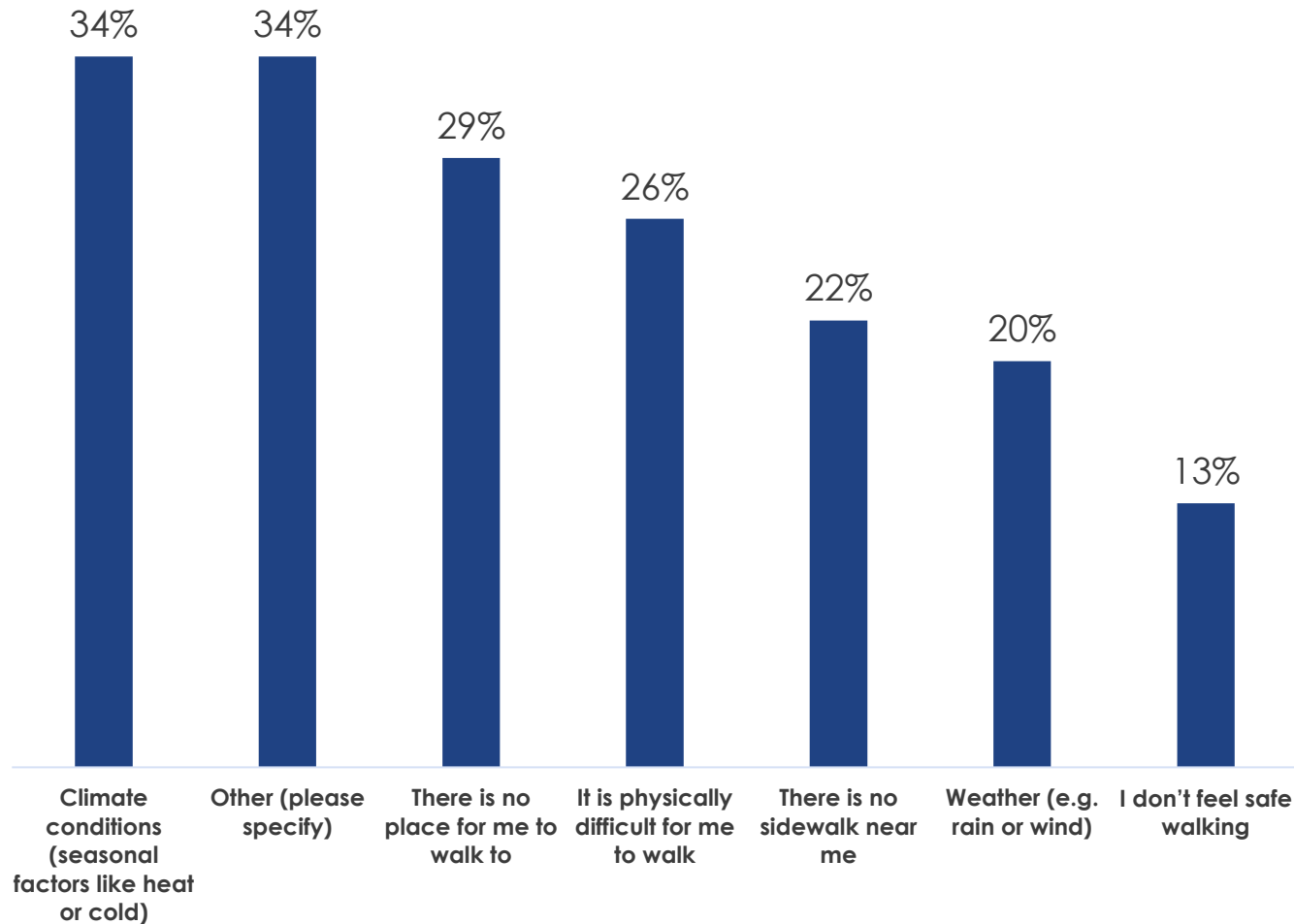
I WALK/BIKE BECAUSE THERE ARE NO/FEW OTHER MEANS OF TRANSPORTATION AVAILABLE TO ME...



A significant percentage of low-income respondents reported that they bike or walk because **there are no or few means of transportation available to them**

Why People Walk

I DO NOT WALK TO DESTINATIONS BECAUSE...



The built form is a significant reason why respondents reported not wanting to walk to destinations—

29% responded that **THERE ARE NOT PLACES FOR THEM TO WALK.**



Active Transportation Plan

- 1 Why a District Master Plan?
- 2 Existing Facilities
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- 4 User Survey

5 Priority Areas

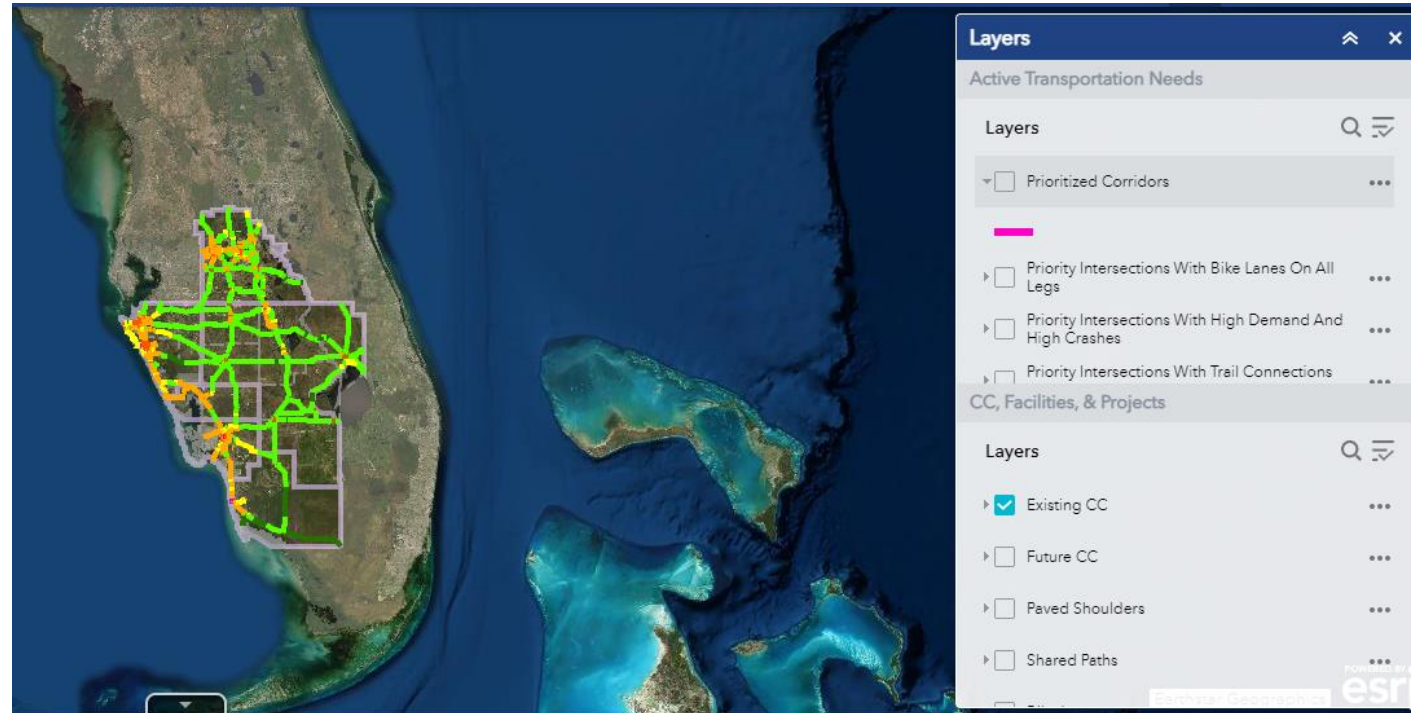
- 6 Systemic Investments
- 7 Tracking Success



Advanced Safety Tool

Presents

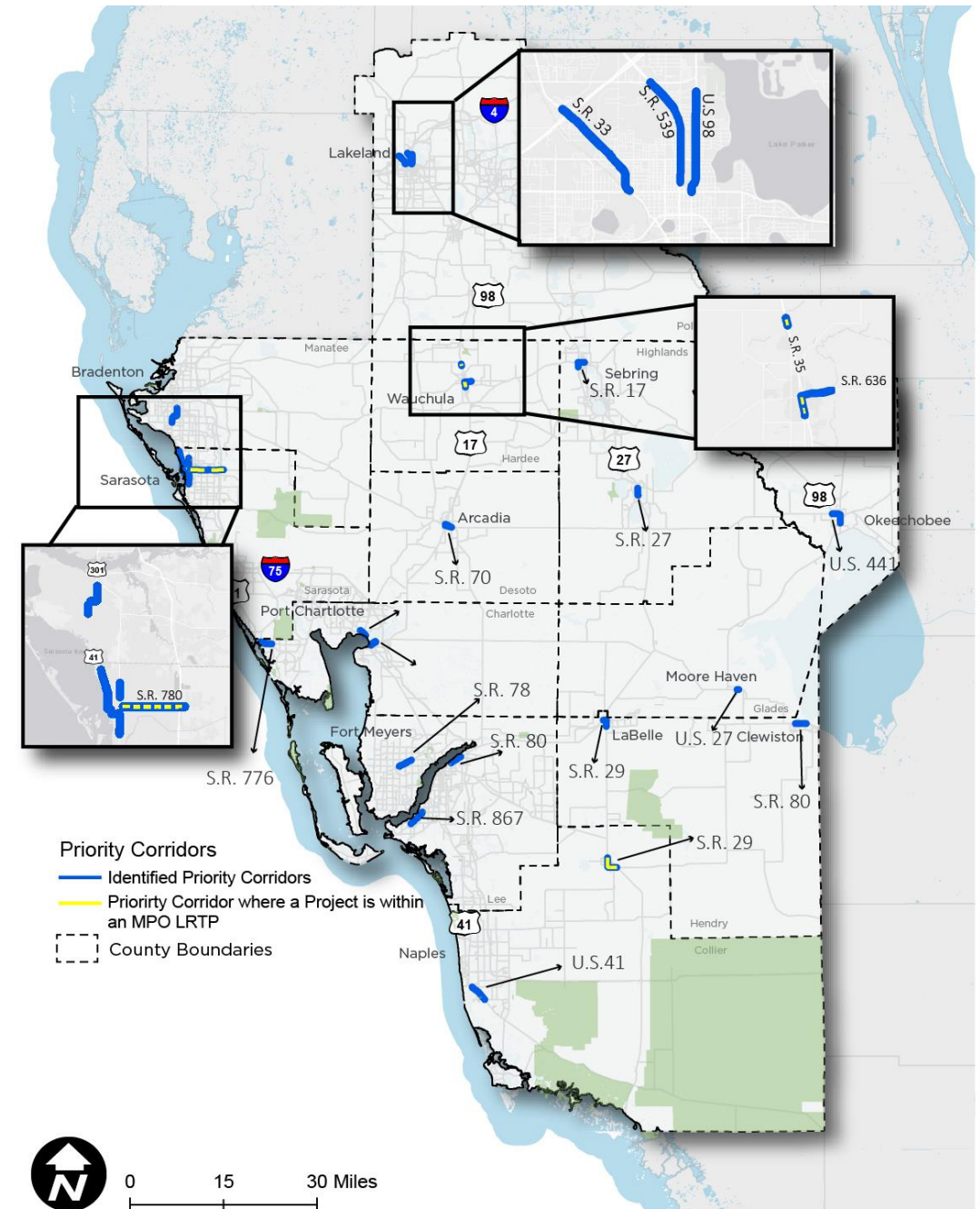
- Existing preliminary context classification
- Future preliminary context classification
- Advanced safety score components and composite score
- Bicycle StreetLight data
- Pedestrian StreetLight data
- Level of traffic stress
- Priority corridors
- Priority intersections



Priority Areas

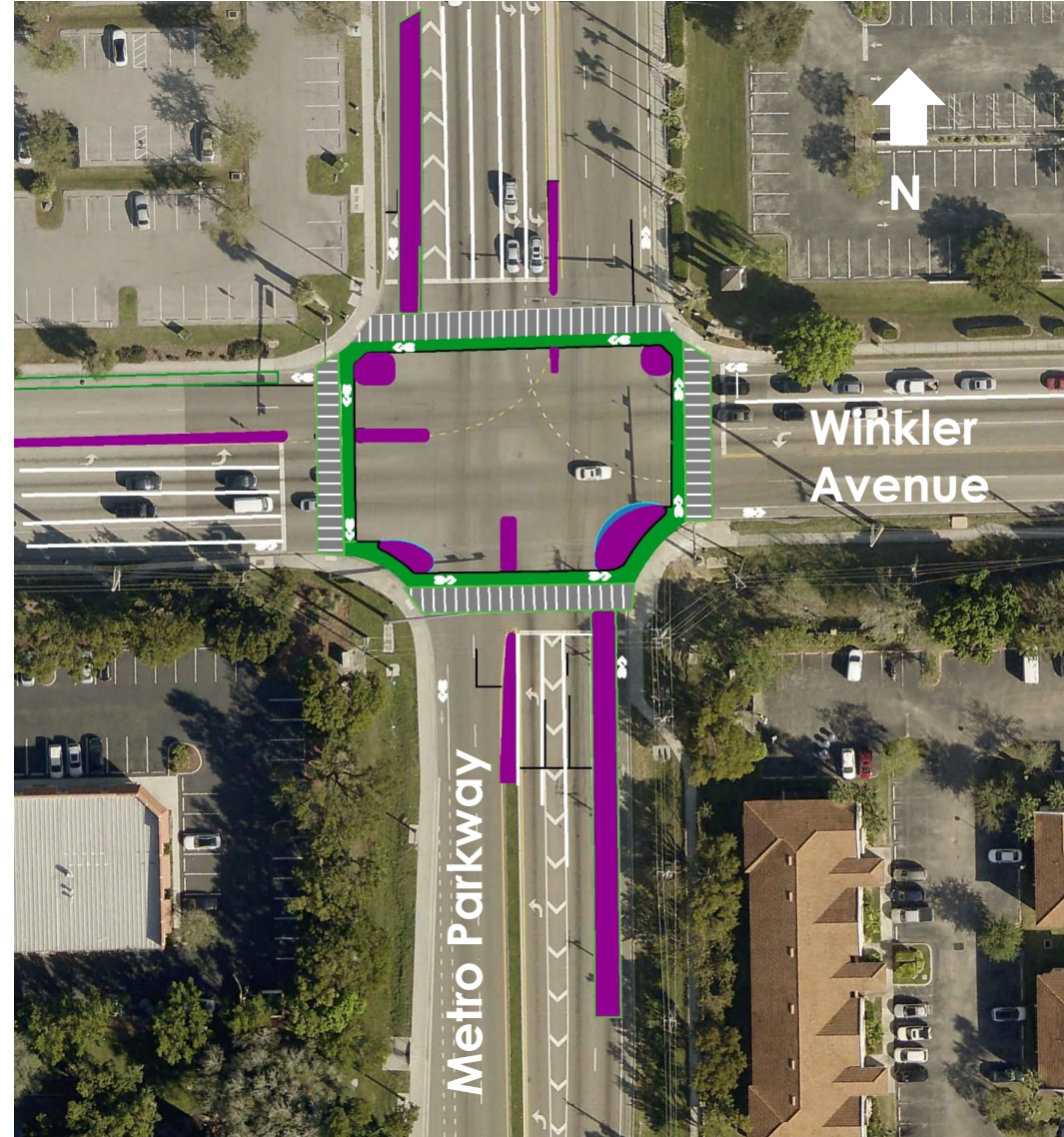
- Priority multimodal investment corridors
- Priority speed management corridors
- Priority signalized intersections
- Priority candidates for green paint

Priority Multimodal Investment Corridors



Potential Protected Intersection Pilot Opportunity

Metro Parkway and
Winkler Avenue in
Fort Myers
(concept sketch)



Priority Multimodal Investment Corridors for Collier County

Name	From	To	City/Town
S.R. 29 (Main Street)	S.R. 29 (Main Street)	9th Street	Immokalee
S.R. 29 (Main Street)	S.R. 29 (Main Street)	C.R. 846	Immokalee
U.S. 41 (Tamiami Trail)	U.S. 41 (Tamiami Trail)	Rattlesnake Hammock Road	Naples

Priority Speed Management Corridors for Collier County

Name	From	To
U.S. 41 (Tamiami Trail)	Lee County line	Shady Rest Lane
U.S. 41 (Tamiami Trail)	5 th Avenue North (Naples)	Davis Boulevard
U.S. 41 (Tamiami Trail)	South of Jones Street	Manatee Road
S.R. 29	1,000 feet north of Oil Well Road	1,000 feet south of Oil Well Road
S.R. 29	Jerone	Copeland
S.R. 84 (Davis Boulevard)	Tamiami Trail	Airport Pulling Road
S.R. 84 (Davis Boulevard)	Lakewood Boulevard	Kings Way
S.R. 84 (Davis Boulevard)	Country Barn Road	Cedar Hammock Boulevard
S.R. 951 (N. Collier Boulevard)	Bayside Court	Bald Eagle Drive
S.R. 82	Church Road	Corkscrew Drive

Nearest cross street applied. Small segments of US 41 omitted from list

2020-2021 High Visibility Enforcement Operations for Collier County

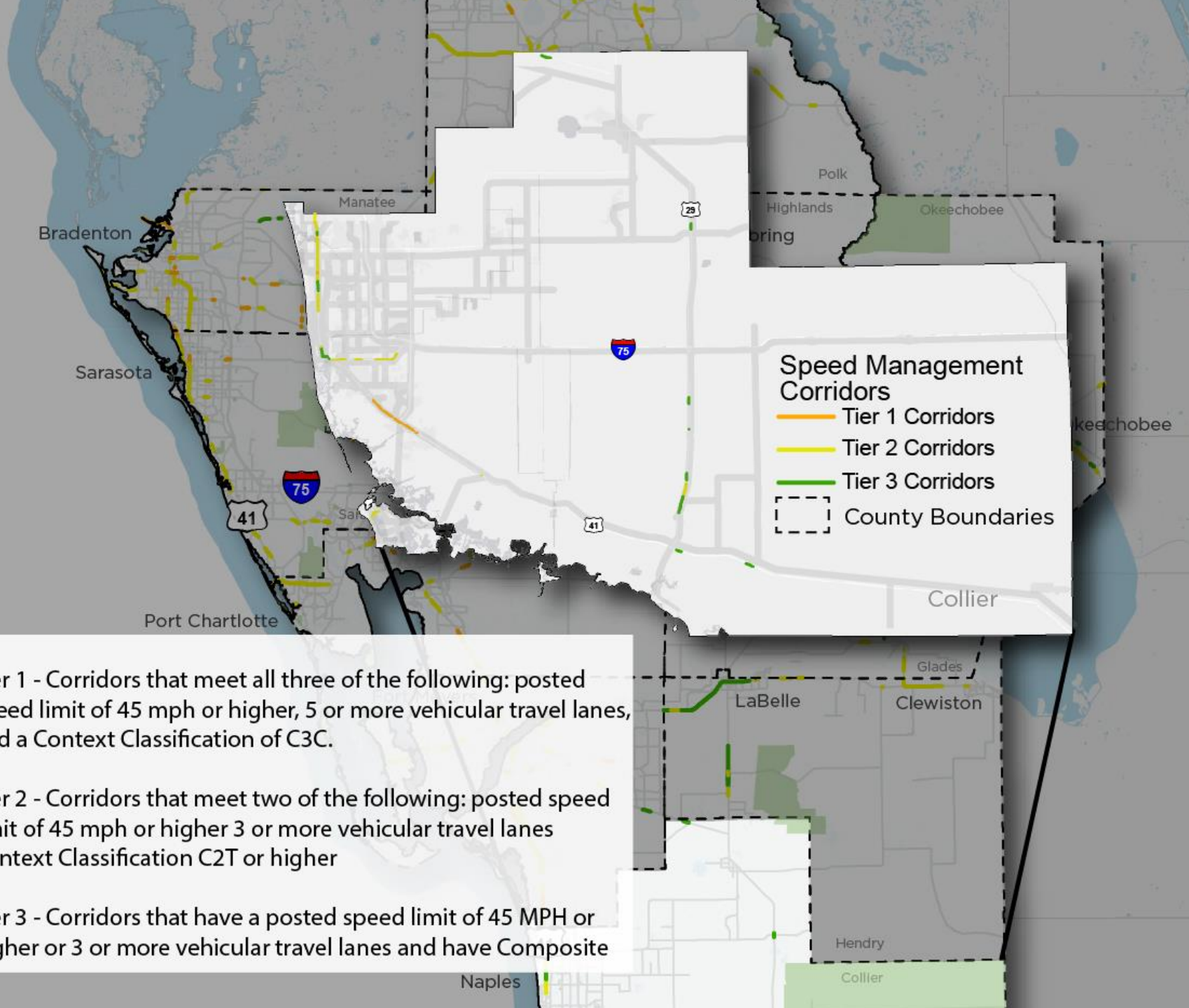
Name	From	To
N. 15th Street	South of Roberts Avenue	Lake Trafford Rod
W Main Street	N 4 th Street	East of 2 nd Street
Airport Pulling Road	Glades Boulevard	Davis Boulevard
Davis Boulevard	Kings Way	Crown Pointe Boulevard
Tamiami Trail East	Southwood Boulevard	St. Andrews Boulevard
Immokalee Road	8 th Street N.	Goodlette-Frank Road
S.R. 29	Westcox Street	Experimental Road

Priority Speed Management Corridors Collier County

Tier 1 - Corridors that meet all three of the following: posted speed limit of 45 mph or higher, 5 or more vehicular travel lanes, and a Context Classification of C3C.

Tier 2 - Corridors that meet two of the following: posted speed limit of 45 mph or higher 3 or more vehicular travel lanes
Context Classification C2T or higher

Tier 3 - Corridors that have a posted speed limit of 45 MPH or higher or 3 or more vehicular travel lanes and have Composite



Active Transportation Plan

- 1 Why a District Master Plan?
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Types of Bicycle Facilities for Travel Along a Roadway



Shared Use Path



Separated Bicycle Lane



Bicycle Lanes



Sharrows



Paved Shoulders

STEP 1 IDENTIFY EXISTING CONDITIONS

Existing bicycle facility type: ☐ Sharrow ☐ Paved Shoulder ☐ Shared Use Path
☐ Bicycle Lane ☐ Buffered Bicycle Lane ☐ Separated Bicycle Facility

FPID # _____

Roadway ID _____

Begin MP = End MP _____

Functional Classification: _____

SIS Facility: Yes ☐ No ☐

Preliminary Existing Context Classification _____

Preliminary Future Context Classification _____

Rail Crossings: Yes ☐ No ☐

Right of Way: _____

Existing Sidewalk: Both Sides ☐ One Side ☐ None ☐ Width: _____

Posted Speed: _____

Number of Lanes: _____ Vehicle Lane Widths: _____

Is there On-street Parking?: Yes ☐ No ☐

Paved Shoulder Width: _____ Percent Heavy Vehicles: _____

Average Annual Daily Traffic (AADT): _____

Number of Crashes Involving People Walking or Bicycling in Past 5 Years

User	Fatal Crashes	Serious Injury Crashes	Injury Crashes	All Crashes
Pedestrians				
Bicyclists				

StreetLight Index Percentile for District One: _____

Advanced Safety Tool Score: (box High/Medium/Low for each)

Demand: ☐ High ☐ Medium ☐ Low
 Connectivity: ☐ High ☐ Medium ☐ Low
 Comfort: ☐ High ☐ Medium ☐ Low
 Safety: ☐ High ☐ Medium ☐ Low
 Equity: ☐ High ☐ Medium ☐ Low

What projects are (align) in work program or within local vision plans that overlap within this study area? _____

Transit service: ☐ Yes ☐ No

Does the roadway connect to SunTrail, a regional trail system, or is it part of the U.S.

Bicycle Route System or other bicycle route?: ☐ Yes ☐ No

Map bicycle/pedestrian crashes, including severity of crash, location of existing traffic signals, transit stops, community destinations, and other protected/enhanced crossing opportunities.

STEP 2 IDENTIFY PREFERRED FACILITY

Is the Roadway Identified as Part of City/County/Metropolitan Planning Organization Bicycle/Pedestrian Master Plan?

YES

Is the plan recommendation feasible?

YES

Implement plan recommendation

NO

Is there another programmed project?

YES

Coordinate implementation of plan recommendation

NO

Coordinate with local government to select most similar facility feasible and consider separate project to implement plan recommendations

NO

Preliminary Future Context Classification

C1/C2

Are heavy vehicles $\geq 10\%$ of total AADT?
Or volumes $>10K$? Or were there 1 or more bicycle/pedestrian fatalities in past 5 years?
Or does the roadway connect to SunTrail, a regional trail system or part of a bicycle route?

YES

Preferred shared use path (optional 8-foot paved shoulder)

NO

Paved shoulder²

C3R/C3C

Is there curb present?

YES

Is the design speed ≥ 35 mph?

YES

Shared use path

NO

7-foot paved shoulder

6-foot sidewalk

NO

7-foot buffered bicycle lane¹

6-foot sidewalk

Pedestrian crossing spacing: Within 300 feet of a transit stop Or no more than 1,320 feet from a pedestrian generator⁷

C2T/C4/C5

Is the design speed ≥ 30 mph?

YES

Preferred Separated Bike Facility

NO

7-foot buffered bicycle lane¹ or sharrows³

See table on opposite page for sidewalk width.
Design speed ≤ 35 MPH, pedestrian crossing spacing: Within 300 feet of a transit stop Or no more than 660 feet⁷

STEP 3 FOR QUALIFYING PROJECTS, INCORPORATE THE PREFERRED BICYCLE FACILITY INTO THE PROJECT RECOMMENDATIONS. FOR NON-QUALIFYING PROJECTS, DETERMINE FACILITY TO INCLUDE IN PROJECT BY FOLLOWING THE PROCESS IDENTIFIED BELOW. DO THE PREFERRED FACILITY AND EXISTING FACILITY MATCH?

YES

Reconstruct/maintain existing facility, Incorporate ADA requirements, Consider location-specific safety countermeasures

NO

Is preferred facility feasible? (Refer to back page)

YES

Build preferred facility

NO

Coordinate with Bicycle and Pedestrian Coordinator to determine best facility to incorporate as a short term measure⁴

STEP 4 IDENTIFY LOCATION-SPECIFIC SAFETY COUNTERMEASURES TO INCLUDE IN PROJECT⁵

Reference the following Toolboxes in the Bicycle and Pedestrian Facilities Toolkit:

- ☐ Speed Management
- ☐ Pedestrian Treatments at Midblock and Marked Unsignalized Intersections
- ☐ Intersection and Driveway Design
- ☐ Bicycle and Pedestrian-friendly Signal Timing

¹ Options in the order of priority are: (1) 7-foot buffered bicycle lane (2) 6-foot buffered bicycle lane (3) 5-foot bicycle lane. The use of minimum bicycle lane widths bikeways should be limited to constrained roadways where desirable or preferred bicycle lane widths cannot be achieved after all other travel lanes have been narrowed to minimum widths appropriate for the context of the roadway (source: FHWA Bikeway Selection Guide). Do not place a 4-foot bicycle lane adjacent to 10-foot travel lanes.

² Options in the order of priority are: (1) 7-foot paved shoulder, (2) 5-foot paved shoulder. Mark bicycle facility on a shoulder for design speed ≤ 45 mph and ≥ 5 -foot paved shoulder.

³ Consider sharrows when no other option is feasible.

⁴ Consider parallel bicycle infrastructure investments on parallel network.

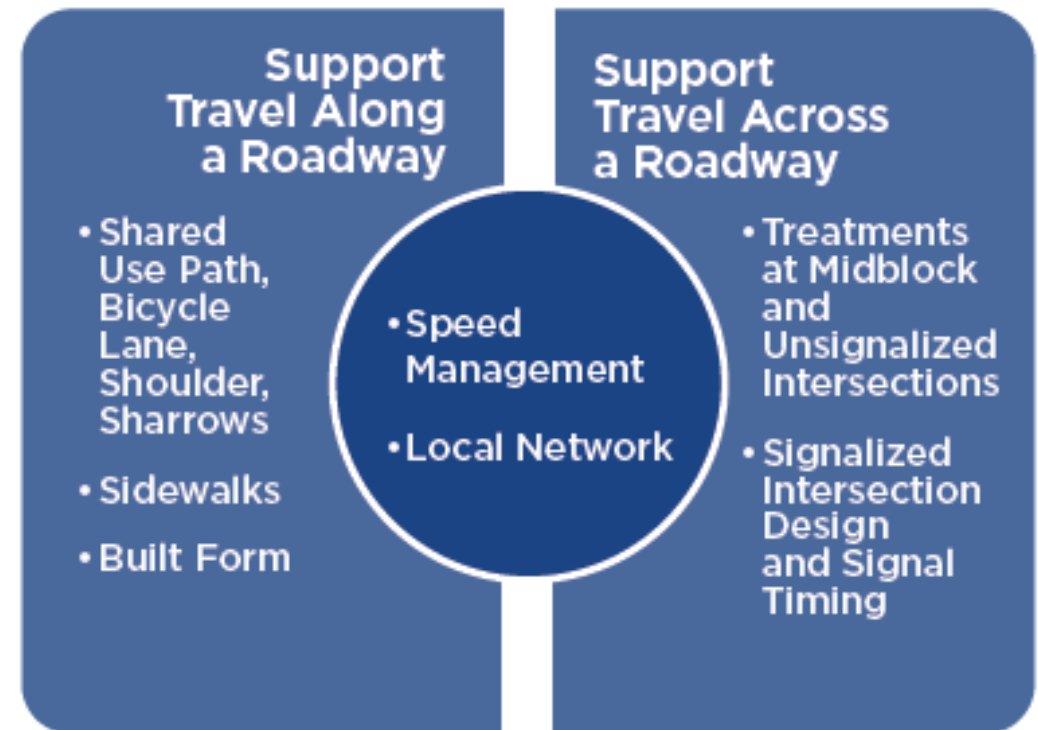
⁵ Refer to Florida Traffic Engineering Manual for guidance on required studies to support modifications.

⁶ Qualifying projects are roadway project types that qualify for ETDM screening, per the PD&E Manual Section 2.3.1, including additional through lanes that add capacity to an existing road, new or reconstructed arterial highway (e.g., realignment), and bridge replacements. Non-qualifying projects do not go through ETDM screening.

The Bicycle and Pedestrian Facilities Toolkit

- Facilities to travel along the roadway
- Bicycle facilities at intersections
- Speed management toolbox
- Intersection and driveway design toolbox
- Bicycle and pedestrian-friendly signal timing
- The local network and built form

Elements of a Safe, Comfortable, and Permeable Transportation Network



SEPARATED BICYCLE LANE

A one- or two-way bicycle facility that is adjacent to and physically separated from the vehicular travel lanes, at grade or raised to the sidewalk level for additional safety and comfort.

BENEFITS

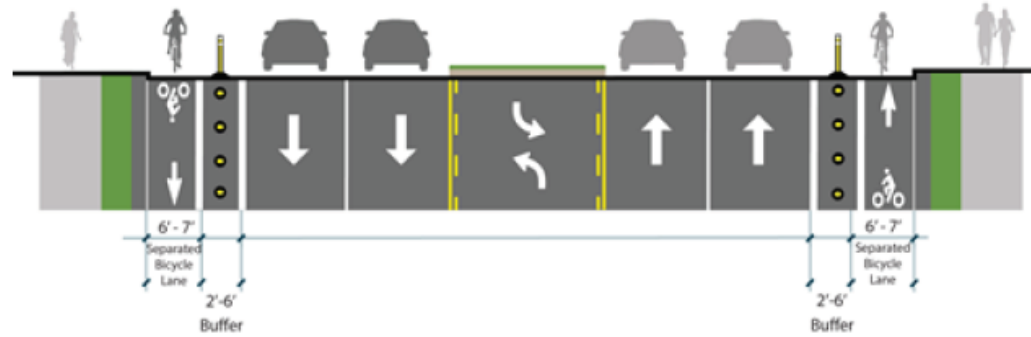


- Uses a vertical element to separate cyclists from motor vehicle traffic
- Reduces risk of crashes by reducing “dooring,” narrowing lane widths, and calming traffic³
- Extends the local low-stress LTS 1 and 2 network
- Provides space for a range of micromobility resources in conjunction with high quality sidewalks
- Attracts more cyclists than standard bike lanes⁴

FURTHER RESOURCES

- [FDM Chapter 223](#)
- [NACTO Urban Bikeway Design Guide—Bicycle Lanes](#)
- [AASHTO Guide for the Development of Bicycle Facilities](#)
- [MUTCD 2009 Edition Part 9 Figure 9C-3](#)
- [FHWA Bikeway Selection Guide](#)
- [Small Town and Rural Design Guide, Visually Separated Bicycle Lanes](#)

Typical Section



APPLICATION

FDM CRITERIA

Separated bicycle lanes can be applied on curbed roadways in all context classifications with design speeds less than or equal to 45 mph.

A separated bicycle lane may be used when all the following conditions are met:

- Minimum required combined width of the separator and separated bicycle lane can be obtained
- Separation between bicycle and motorized traffic through intersections can be maintained
- Conflict points are minimal and mitigated

DISTRICT ONE PREFERRED APPLICATION

Strongly consider a separated bicycle lane on SHS in C2T, C4, or C5 with design speed of 35–45 mph.

DESIGN FEATURES

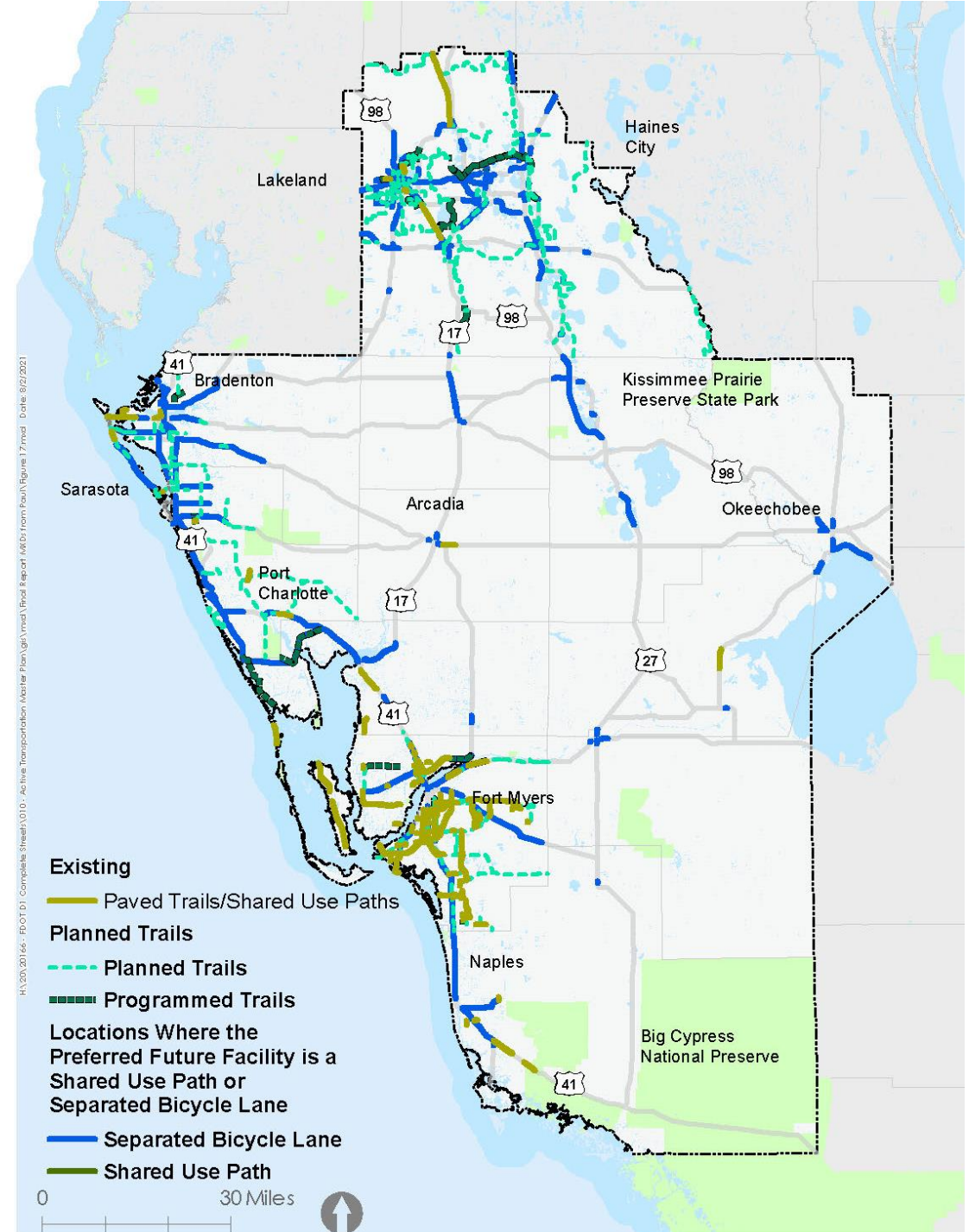
Separation:

- If adjacent to travel lanes with design speeds of:
 - 35 mph or less: Tubular markers, islands, rigid barriers, or on-street parking
 - 40–45 mph: Medians islands or rigid barriers
- If adjacent to on-street parking, use an island with a 3-foot minimum buffer

Separated bicycle lane widths:

- Two-way facilities: 12 feet preferred; 10 feet minimum
- One-way facilities: 7 feet preferred; 6 feet minimum
- Use wider lanes where higher volumes are expected
- Cyclists should be given priority at driveway and side street crossings

Preferred Locations for Shared Use Paths and Separated Bicycle Facilities



Intersection Design and Signal Treatments to Support People walking and Biking

	Special Emphasis is Crosswalk, Pedestrian Countdown Signals, Lighting, Signing	Parking Restrictions Near Curb	Curb Radius Reduction	Truck Aprons	Curb Extension	Hardened Centerlines	Crossing Islands	Bicycle Lane Extension Through Intersection, Green Pavement Markings	Intersection Bicycle Boxes	Two-Stage Bicycle Turn Boxes	Keyhole Lane	Protected Intersection Treatment	"Bicycle/Pedestrian" and "Two-Direction Large Arrow" (W11-15 and W11-7) signs	Leading Pedestrian Interval/Leading Bicycle Interval	Exclusive Bicycle Phase	Passive Detection of People Walking and/or Biking	No Turn on Red	Short Cycle Lengths	Minimum Green Interval for Bicycles/Red Clearance	Coordination Based on Bicycle Speed	Delayed Turn/Leading Through Interval	Flashing Yellow Arrow or Red Arrow for Right Turns When Pedestrian Signal is Called	Exclusive Pedestrian Phase	Concurrent-Protected Crossing	Pedestrian Recall	Rest on Walk	Bicycle Signal
C1-Natural & C2-Rural																											
All Signalized Intersections*	●																										
Shared Use Path	●											○	○	○	○	○	○		○								
Paved Shoulder	●										●		○	○			○		○								
C3R-Surburban Residential & C3C-Suburban Commercial																											
All Signalized Intersections*	●		○	○		○	○											○				○					○
Shared Use Path	●							○				○	○	○	○	○	○		○		○						
Separated Bicycle Lane	●							○		○		○	○	○	○	○	○		○		○						○
Buffered Bicycle Lane	●							○	○	○	○	○		○	○	○	○		○		○						○
Paved Shoulder	●							○			●		○	○			○		○								
C2T-Rural Town, C4-Urban General, C5-Urban Center, C6-Urban Core																											
All Signalized Intersections*	●	●	○	○	○	○	○									○		○				○	○	○	○	○	
Separated Bicycle Lane	●							○		○		○	○	○	○		○		○	○	○						○
Buffered Bicycle Lane	●							○	○		○	○		○	○		○		○	○	○						○
Sharrow	●								○								○			○	○						

* Consider adding treatments in the columns to the right if the applicable bicycle facility is present

● Always Consider ○ Candidate Treatment

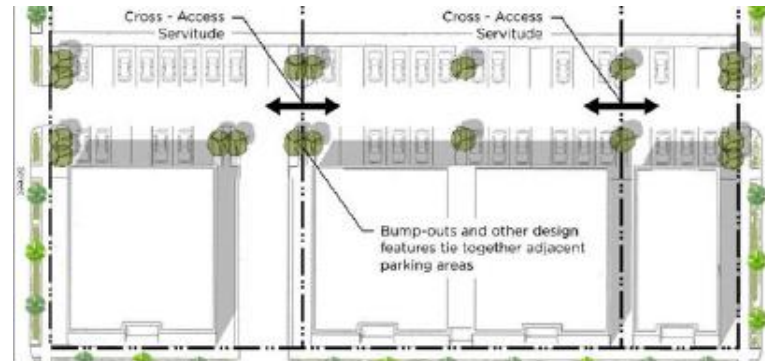
The Local Network and Built Form

Tools to build communities that support multimodal travel include:

- Zoning/land development codes
 - Mixed-use districts
 - Form based codes
- Access management
- Parking policies
 - On-street parking
 - Parking maximums
 - Shared parking
 - Bicycle parking/microtransit parking
- Site design and building placement
- Landscaping/streetscaping
- Curb management



Lake Nona, FL



Source : Milton, Florida Code of Ordinances

Milton, FL



US 17, City of Punta Gorda, FL



Wachula, FL

Active Transportation Plan

1 Why a District Master Plan?

2 Existing Facilities

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Performance Measures



Safety

Zero fatal or serious injuries



Connectivity



Bicycle Facilities and Sidewalks

100%

Coverage of Bicycle Facilities and Sidewalks In **High Demand Areas**



Comfort



LTS 1 or 2 in **High Transit corridors**

100%

Coverage of Sidewalks In **High Transit Corridors**



Equity

100%

Coverage of Bicycle Facilities and Sidewalks In areas with **High Equity Index Score**



Economic Vitality



Bicycle Facilities and Sidewalks In areas with **High Job Density**



Commuting by Walking or Biking



VMT

How to Achieve the Performance Measures



Invest in
systemic safety
on every FDOT
project



Coordinate with MPO
partner agencies to
prioritize critical gaps
and areas of concern
for safety



Thank you!

Deborah Chesna

Bicycle and Pedestrian Coordinator

FDOT District One

deborah.chesna@dot.state.fl.us



EXECUTIVE SUMMARY

Distribution Item

Item 10A

Collier/Lee MPO Joint Committee Meeting Minutes

OBJECTIVE: To provide a copy of the Collier/Lee MPO Joint Committee Meeting Minutes.

CONSIDERATIONS: Collier MPO prepared, and Lee MPO reviewed, the minutes for the joint committee meeting held on October 26, 2021. A copy is provided for informational purposes, see **Attachment 1**.

STAFF RECOMMENDATION: n/a

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Collier/Lee MPO Joint Committee Meeting Minutes

**JOINT COLLIER MPO BICYCLE & PEDESTRIAN ADVISORY COMMITTEE
AND LEE MPO BICYCLE PEDESTRIAN COORDINATING COMMITTEE MEETING**

**The Collaboratory
2031 Jackson Street
Ft. Myers, FL 33901
October 26, 2021 - 10:00 A.M.**

MEETING MINUTES

1. Call to Order

Called to order by Mr. Ron Gogoi at 10:05 a.m.

2. Roll Call

Roll was recorded. There was a quorum.

Collier BPAC Members Present: Anthony Matonti, Dayna Fendrick, Joe Bonness, Patty Huff, George Dondanville

Lee BPCC Members Present: James Lear, Carrie Call, Colleen Bennett, Armand Regnaert, Teresa (Terri) Lewis, Syndi Bultman, Scott Stryker, Gordon Brown, Pim Tan, Tom Marguardt, Dan Moser, Michael Cohn, Simone Behr, Jorge Puente, Nancy Crocker, Sean Gibbons, Lee Waller, Carl Karakos

Collier MPO Staff Present: Anne McLaughlin, Scott Philips, Danielle Bates

Lee MPO Staff Present: Don Scott, Ron Gogoi

Others Present: Michael Tisch (Collier Transportation Planning), Deborah Chesna (FDOT), Victoria Peters (FDOT), Tanya Merkle (FDOT), Michelle Avola-Brown (Naples Pathways Coalition), Jim Wood (Kimley Horne), Natalia Lercari (McMahon Assoc.). Trent Ebersole (McMahon Assoc.), Ned Baier (Volkert), Jodi Walborn (Blue Zones), John Majka (citizen)

3. Election of a Chairperson

Mr. Bonness (Collier BPAC Chair) nominated Mr. Dan Moser (Lee BPCC Vice Chair) to chair the meeting. Mr. Matonti seconded. Mr. Moser was elected by consensus to Chair the meeting.

4. Approval of the Agenda

Mr. Brown moved to approve the agenda. Second by Mr. Dondanville. Carried unanimously.

5. Public Comments on Items on the Agenda

None.

6. Reports & Presentations (May Require Committee Action)

A. District 1 Bike Ped Coordinator Report

Ms. Chesna presented the [Active Transportation Plan](#). The presentation highlighted the need for the plan, and included data from existing facilities, crashes, and survey results. The plan includes toolkits. Her hope is that all MPOs agree with the methodology and take it further to eliminate gaps and to prioritize spending and funding using better data and decision-making process. FDOT is highly prioritizing safety. Mr. Moser asked if this would be moving forward. Ms. Chesna responded that now they are gathering input from MPOs and committees and it will be taken to higher levels at FDOT.

B. New Collier and Lee County Bike Ped Projects in the 2023 Draft Tentative Work Program

Ms. Peters provided an overview of the Draft Tentative Work Program for Lee County. Sampling of highlights: paving improvements in Fort Myers Beach, sidewalks for the Village of Estero, Gator Circle sidewalks in Cape Coral, US 41 and Terry Street Intersection safety project, and East Terry shared use path. Mr. Gogoi showed a PowerPoint of Lee MPO 2021 bike/ped priorities noting the ones that had been programmed: [Tentative Work Program PowerPoint](#).

Ms. Peters also provided an overview of the [Draft Tentative Work Program for Collier County](#). Some highlights were 91st Ave from Vanderbilt Beach Road (VBR) to US 41, a corridor study for Vanderbilt Beach Rd from Airport Road to Livingston Road, 2 bike/ped projects, finishing funding for other projects, and a Safe Routes to School grant for Lavern Gaynor Elementary School. Ms. Lewis asked if construction costs include planting trees. Ms. Peters explained it depends on the project, most projects include basic landscaping like grass in the median, but when municipalities request more they take over the maintenance. Sometimes landscaping does go in the Work Program.

C. Paradise Coast Trail Feasibility Study Update

Mr. Wood with Kimley Horn provided an update on the [Paradise Coast Trail Feasibility Study](#). The study is led by Ms. Avola-Brown with Naples Pathways Coalition, with Kimley Horn as the consultant, FDOT, Collier County, and the City of Naples as partners, and Collier MPO as the study advisor. The plan includes a north connection to the Estero/Bonita Springs Trail along with connections to Naples, Golden Gate City, Ave Maria, Immokalee, and the new County sports complex. The study launched in April and most of the data collection phase has been completed. Hoping to be done with the study in May 2022. The PowerPoint included maps, the purpose for the trail, and process overview.

D. Estero Bonita Rail Trail Feasibility Study Update

Mr. Baier with Volkert provided an update on the [Rail Trail Feasibility Study](#). There are three alternatives being studied: Rail-to-Trail, Rail-with-Trail, and a trail alignment within road Right-of-Way (ROW). The PowerPoint included planning level construction costs, ROW, road/trail crossings, and utilities for each alternative along with the opportunities and challenges each alignment has. The next steps include meeting with elected officials and municipalities and launching a comprehensive

communications plan. The study is planned to conclude in August 2022. Mr. Gogoi mentioned that the appraisal and negotiation with Seminole Gulf Railway has been paused due to the volatile market but the process may resume next year. Mr. Baier added that such pauses are common, also happened in Sarasota for a similar project. Mr. Karakos asked about the cost, looking at \$100-\$220 million for just planning, not including the cost for the railway ROW; what kind of funding they can get, and why has the environmental process started for all alternatives rather than waiting for the preferred one? Mr. Baier responded that they're using the FDOT cost estimating tool to forecast costs, the intent is to keep eligibility for SUN Trail funds, there are also at least 4 governments and municipalities that could participate to share some of the cost. Planning level environmental information is being gathered for all three alternatives now, but a more detailed study will be done for the preferred alternative later.

E. Bike Ped Facility Updates on Regional Road Projects

Mr Scott presented an update which can be viewed here: [Bike Ped Facilities on Region Roads](#) Mr. Gibbons clarified that Bonita Springs is waiting on the final alignment for Old 41 to decide on the sidewalks. Mr. Scott also mentioned that Bonita and Collier can hopefully work together and use the same engineering firm for Old 41 design phase.

F. SUN Trail Program Update

Ms. Chesna gave a brief presentation of the SUN Trail Program. The FDOT Work Program instructions require the Chief Planner to sign off on design variances. Funding is very limited, FDOT will protect previous public investments by programming the next eligible phase of previous SUN Trail projects but is not anticipating a SUN Trail solicitation for new projects in the foreseeable future.

Ms. McLaughlin gave an overview of Collier SUN Trail opportunities The MPO deleted the loop through Rookery Bay as part of the adoption of the 2019 Bike/Ped Master Plan, but it remains on the official SUN Trail network map for the time being. The Bike/Ped Master Plan proposes connecting the SUN Trail alignment [on US 41] to Marco Island. Collier received funds from SUN Trail for a PD&E on the FPL easement adjacent to Livingston Rd, connecting to Rich King Greenway to the south and Lee County SUN Trail network to the north. Ms. Huff asked what the MPO had planned to complete the 2-mile gap in the Shared Use Path on US41. Ms. McLaughlin responded that the MPO is working on getting it funded through FDOT as part of a road project, rather than through SUN Trail funding which requires local maintenance. The road project is in the 2045 LRTP [Cost Feasible Plan.]

Mr. Gogoi gave an overview of seven projects in the SUN Trail Network in Lee County. Ms. Tran provided details of Cape Coral's Kismet Parkway Trail from Burnt Store Road to NE 24th Avenue. ... Mr. Karakos gave an update on the Fort Myers project of the John Yarbrough Linear Park Multi-Use Trail Extension from Colonial Boulevard to Hanson Street. This includes a proposed pedestrian bridge over Colonial Boulevard and the different aesthetic options being considered. Mr. Matonti asked if there was push back to the bridge proposal because a similar project is proposed in Collier. Mr. Karakos explained there was some push back about whether an at-grade crossing makes more sense in that location. Mr. Gogoi called out projects from Lee County in the queue for future SUN Trail funds: Phase 3 construction of Kismet Parkway from Del Prado Boulevard to NE 24th Avenue with a price tag of, almost \$3 million; the Caloosahatchee Downtown Multimodal Alternative Study with a price tag of \$650,000 plus a \$200,000

local match; and the design and construction of the CR 865 Multi Use Trail connecting Fort Myers Beach and Bonita Springs.

The PowerPoint for this item can be viewed here: [SUN Trail Updates](#)

G. USBR 15 Expansion Efforts Update in Lee & Collier County

Mr. Gogoi provided an overview on US Bike Route 15 extension efforts in Lee and County, and the status of Resolutions of Support in Lee and Collier County. He then invited Ms. Huff who volunteers for Adventure Cycling Association to speak on the status of the extension efforts in other parts of the state. Ms. Huff explained that the proposed bike route does not require any funding or construction as it uses existing facilities, the route map serves as a guide for long distance cyclists. There is a designated route on the Florida's east coast but none on the west. US Bike Route 15 would connect to existing routes in Georgia. Continuing to work with all of the counties that would have the route. The progress can be monitored at ridewithgps.com/routes/34634828. Once all the affected counties and municipalities submit letters of support, it can go to AASHTO for approval, hopefully in April 2022. The route can be updated twice a year if needed, this could include the Paradise Coast Trail and the Estero Bonita Rail Trail. The PowerPoint for this item can be viewed here: [USBR 15 Expansion Efforts Update](#)

H. 2021 Infrastructure Investment and Jobs Act Bike Ped Program Highlights

Skipped due to time constraints

7. Public & Member Comments on Items not on the Agenda

Mr. Majka made public comments on SR 80. Mr. Majka presented his own PowerPoint. Mr. Majka wants a PD&E study for this section of SR 80.

7. Information & Distribution Items

None.

9. Next Meeting Date

None.

10. Adjournment

Mr. Gordon moved to adjourn. Second by Mr. Regnaert. Carried unanimously. The meeting adjourned at approximately 12:10 p.m.