

**CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
March 28, 2022 2:00 p.m.**

1. Call to Order

Ms. Middelstaedt called the meeting to order at 2:00 p.m.

2. Roll Call

Ms. Bates called the roll and confirmed a quorum was present.

CAC Members Present

Neal Gelfand
Karen Homiak
Dennis DiDonna
Fred Sasser
Elaine Middelstaedt
Rick Hart [arrived 6A]
Josh Rincon [arrived 6B]

CAC Members Absent

Robert Phelan
Katelyn Harrington

MPO Staff

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

Others Present

Wally Blain, Benesch
Lorraine Lantz, Collier County Transportation Planning
Michael Tisch, Collier County Transportation Planning
Alex Showalter, PTNE
Jacob Stauffer, MV Transit
Victoria Peters, FDOT

3. Approval of the Agenda

Ms. Homiak moved to approve the agenda. Mr. Gelfand seconded. Carried unanimously.

4. Approval of the February 28, 2022 Meeting Minutes

Ms. Homiak: Add Lorraine Lantz to the others present list.

Mr. Sasser moved to approve the February 28, 2022 meeting minutes as amended. Mr. Gelfand seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters: We're working on the Collier joint certification. The MPO and FDOT get jointly certified each year on following processes, statutes, invoices, and it puts out a risk assessment. Collier MPO did great, and the risk level was low, they always meet deadlines. They are working on the SR 29 and SR 82 Roundabout, one more section to complete. Looking to have it completed by the end of the summer. Old 41 runs along the boundary line of Lee and Collier Counties and they are doing a PD&E study for the widening. Public meeting will be held on April 14. Will send meeting information to committee.

Mr. DiDonna: Will they notify or send out a mailer or put up a sign? That's important to us. That whole corridor and Veterans Memorial Parkways that cuts across Old 41 and connects to US 41. We want to go east that's what we want to accomplish. Old 41 is a mess, it backs up significantly.

Ms. Peters: They normally do notify, I'll circle back to the people who do that. Bonita is interested in this section. There are some alternatives they can look at, and they've spent a long time discussing this. It is always good to go to the meetings. The displays are informative. You are welcome to contact the Project Manager.

B. MPO Executive Director

Ms. McLaughlin: We will send that flyer to all the CAC members; it is important to note it is an FDOT led project that does include Lee MPO and us.

7. Committee Action

7.A. Endorse Congestion Management Process (CMP) 2022 Update

Ms. Otero: Our consultant is here, Wally Blain, with Benesch (formerly Tindale Oliver). They were hired to update the Congestion Management Process (CMP) Update. The Congestion Management Committee (CMC) is the main driving force, and they have endorsed it. This folded in the Trans System Performance Report.

Mr. Blain: Presented PowerPoint in the agenda packet. Those of you on the Committee a couple years ago would remember the Transportation System Performance Report (TSPR) which had some suggestions and updates. We are looking for you to endorse this document. We have met with the CMC several times. We've also discussed next steps with the CMC. The CMP is an 8-step process set by the Federal Highway Administration. We want to look at all strategies not just roadway widening. We've tried to mimic each of those steps in the Update. In 2017 the CMP was last updated. There was one overarching goal, driven by volume versus capacity. There are also other measures that we can use to

address congestion. Do we have places around schools? Are there places that are congested but reliable or are there places that are unreliable. We've integrated those items and reliability measures. We did not update the data, when it is updated next there will be consistency. We used the 8-steps to guide the document. This is planned for the MPO Board in April. When the baseline conditions were done, we looked at the top locations for congestion. We want to talk about what causes the congestion, what are potential strategies, and what are activities already underway to mitigate that congestion. We presented some of the data to the CMC. We are working through the fact sheets for the 10 corridors. We are also looking to do a County-wide origin-destination study that should have final result in July.

Mr. Gelfand: We live in a highly seasonal area, do you sample at different points in the year, how is congestion/when is congestion defined?

Mr. Blain: Traditionally it is the average demand in a year, many months out of the year the system can handle off season traffic, it is efficient. We are using those measures, what is the traditional capacity-based congestion. We're also looking at average travel speeds, you have differences on the road itself too. One of the things we're adding is where specific bottlenecks occur. This uses data that has the month and day grid to see averages that change seasonally and hourly. It is difficult but we're going to present and report on it.

Mr. DiDonna: Is there a thought that when you do a traffic study in and out of season?

Mr. Blain: Collier County traffic counts are taken 4 times a year, those are used to create an average. Collier County makes sure they have studies from peaks and off peak more than other communities. Everything we do in planning is an average condition. We cannot afford to adjust it to the worst 15 minutes of the year.

Mr. DiDonna: The average lowers the situation we have in January.

Mr. Gelfand: Are there any communities that shoot for the 75th percentile instead of the average?

Mr. Blain: There are many planning factors, we use the K Factor. There are permanent counters that run all year. And they find the 100th highest hour and that's what we shoot for.

Mr. Rincon: The one lane at the roundabout at SR 29 and SR 82 in Immokalee has made traffic worse.

Ms. Peters: The backup is due to the construction of the roundabout. It will get better as construction completes. General congestions will be alleviated when it's completed. The project should be done end of summer or earlier.

Mr. Blain: During the System Performance Report analysis corridors were identified in tiers. As we moved forward, we consolidated them into 10 corridors. Some of them are longer like Immokalee Road. There are things the County is already doing to alleviate pressure on these roads. We want it to be informative and say this is what is causing congestions but also what options are there that can be prioritized for funding and letting the public know about some of the studies that have already been done. We want it to be concise. The CMC talked about some of the metrics to include. We have methodology

for the cost of delay. We also talked about how to show that data with the CMC. We will take draft fact sheets in May, take it back in July, and then you will see it in August. We ask for an endorsement.

Mr. Sasser: In one of the tables a project set up in the past, preemption at signals in Naples, is that ambulances?

Ms. Peters: Yes, firetrucks, ambulances, etc.

Mr. Rincon moved to Congestion Management Process (CMP) 2022 Update. Mr. Hart seconded. Carried unanimously.

7.B. Review & Comment on the Draft FY 2023-27 Transportation Improvement Program (TIP) Narrative

Ms. McLaughlin: We have been revising the narrative to the TIP and updating it for fiscal years 2023-2027. It is revised every year to update dates and annual reporting, newly adopted plans, project evaluation criteria, and we pull the prior year's priority lists, and new state and federal guidance. We moved the acronyms to the front. Mr. Philips included an executive summary and a description of the new federal appropriation bill, the Bi-Partisan Infrastructure Law. We have grouped funding categories. We also deleted extraneous text. There is a brief description of the consolidation planning grant and we removed mention of joint Collier and Lee SIS priorities. The proposed changes are provided in a strikethrough-underline copy. We will bring the entire TIP to the April meeting. We expect to take it to the Board for review in May and adoption in June. There is no action required.

Ms. Homiak: Page 72 of the packet, "the legislation introduced new competitive that require further" something?

Mr. Philips: We will add the details in, it should be guidance.

Ms. Homiak: Page 77, 18 of the documents, the listing there, it would be better to name the street than the apartments.

Ms. Peters: FDOT tends to use roadways not landmarks.

Ms. McLaughlin: We will investigate it.

Mr. Philips: That is how it was described in the work program, but we can work with FDOT to change the name to the street name.

Ms. Homiak: Page 51 of the document, 4th bullet fiscal year has an extra digit.

Ms. Middelstaedt: There was a waking line not a walking line, I think on page 37.

Mr. Sasser: Page 94, there are two projects listed for 2036, two connector roads, what other new interchange is being planned? I know about Everglades but I'm not sure what the other one would be.

Ms. Middelstaedt: Didn't we look at an interchange at Vanderbilt?

Ms. McLaughlin: FDOT tends not to approve partial interchange, but it was something we looked at once, it is in the unfunded needs list. If we ever did the Everglades extension we would need a connecting road to the next major road, we did not want to say it would be Everglades Boulevard, it would be done in two locations. Send your comments to Ms. McLaughlin:

7.C. Endorse 2022 Transit Priorities

Ms. Otero: These priorities were drafted by PTNE, they are consistent with 2021 priorities, but they include the addition of the new Immokalee Transfer Facility Building and the new Maintenance Facility building. This is in accordance with transit asset management. It will be provided to FDOT, however the list is not just for SU funding, any time they have funding for transits projects they pull from this list.

Mr. DiDonna: Is there ever available to the public information like ridership and load factor? If its low, they could use smaller busses.

Ms. Otero: Buses may appear empty, but it changes, they may have just dropped people off.

Mr. Showalter: We have the ridership information, it's not on the website, but we can pull it. There is a server developed by IT that has ridership in different tabs so once that it fleshed out, we can release that. We don't have it laid out for load factor yet.

Mr. Gelfand: At a meeting a few years ago, they had that data and compared it to Lee and other systems. They have it but how easy is it to access?

Mr. Showalter: It takes flushing out for the ridership data and time of day.

Mr. DiDonna: Is the load factor higher in the winter than in the summer?

Mr. Showalter: There is not a big difference in ridership in and out of season.

Ms. Otero: We can request a presentation on the system, but we can't ask them to start with brand-new data. I'll see what data they have available.

Ms. Homiak moved to endorse 2022 Transit Priorities. Mr. Hart seconded. Passed unanimously.

7.D. Endorse 2022 Bike-Ped Project Priorities

Mr. Philips: Requesting the committee endorse these projects, the BPAC endorsed these in January. There are consistent with the LRTP and the Bike-Ped Master Plan, and the total cost is \$7.4 million.

Ms. McLaughlin: Wanted these presentations to show what thought went into these priorities. The BPAC spent a significant amount of time on this.

Mr. Tisch: [Presented PowerPoint](#). We put together a project for each Commissioner District. District 1 is the Naples Manor area, we've identified 2 streets, Confederate Drive and McCarthy Street. These add to the existing sidewalk network in Naples Manor, address safety needs. Each project in every district was chosen because it's located within environmental justice communities, these projects address safety, provide connectivity, and are close to schools and parks. In District 2, in the Naples Park area, a sidewalk is proposed on 111th Street. In Naples Park, Collier County Utilities is replacing water and sewer lines and leaving a 5'-wide flat surface for sidewalks, which saves money. Additionally, sidewalks are proposed on 106th, 108th, and 109th. We've done a number of these in the past to fill in sidewalks in this community. There were several pedestrian and cyclist crashes in the area. The last project is on Vanderbilt Beach Road; there are existing facilities, but because this area has a high utilization volume, we're looking to expand the 6-foot sidewalk to a 10-foot multiuse pathway. In District 3 we used the [Golden Gate] Community Walkability Study done there; sidewalks are proposed on 23rd Street and 45th Street to connect to existing sidewalks. They are in-fill projects to expand the network for the residents, there are also parks and schools nearby. For District 4, we worked with the Bayshore Community Redevelopment Agency (CRA) to see what they needed most [based on their master plan]. The projects provide infill for existing sidewalks and greater walking opportunities. In District 5 we worked with the Immokalee CRA to identify locations; there is high utilization of people walking but there are not sidewalks. There is a great need here.

Mr. Sasser: Does the sidewalk on McCarthy cross the road to have fewer interruptions?

Mr. Tisch: Yes, we look at the constructability and chose cheaper options especially with drainage and the like.

Mr. Gelfand: The Naples Parks ones are ones that don't have any sidewalks now, right?

Mr. Tisch: Correct.

Mr. Gelfand: What justifies having a sidewalk on both sides on Vanderbilt Drive?

Mr. Tisch: It's the high utilization, I've been doing bike-ped for 20 years and this is the most utilization I've seen.

Mr. DiDonna: Are you going to put cross walks in? There are none until you get to 111th.

Mr. Tisch: Because of Right-of-Way (ROW) restrictions it will likely end at 108th/109th and there will be a crosswalk there, and may be something like a hybrid pedestrian beacon, and we intend to enhance the pedestrian crossing on Bluebill Avenue.

Mr. Gelfand: Are all these sidewalks on public, County ROW or private?

Mr. Tisch: It must be done within County owned ROW; the funds cannot be spent to acquire ROW.

Mr. DiDonna: Are there statistics of crashes on those streets.

Mr. Tisch: That is part of the backup provided to Ms. McLaughlin. There have been close to 20 rashes with bikes and pedestrians with crashes in Naples Park for the past few years.

Mr. Hart: What are the pedestrian crosswalks? They aren't lights, are they?

Mr. Tisch: It depends but it would be at intersections.

Mr. Hart: Is it just striping?

Mr. Tisch: Yes?

Mr Hart: If it is at a signal would those be audible crosswalks.

Mr. Tisch: That would have to go through Traffic Ops. In Naples Park there would be a panel that lights up and illuminated the area.

Ms. McLaughlin: His advocacy the MPO will chip in a pay for an audible signal, to assist the visually impaired.

Mr. Tisch: If we're told there is a blind resident, we make more of an effort.

Mr. Hart: I know at least two blind people live in Naples Park. I know the best time to install them when they're building.

Mr. Tisch: This is just a midblock crossing that has the Rectangular Rapid-Flashing Beacons (RFFB).

Ms. McLaughlin: So much of the work for Everglades City is done by volunteers. Dayna Fendrick did a lot of work for these. I want to say on their behalf is that Everglades City is working on Phase 4 of their Bike-Ped improvements in the Bike-Ped Master Plan. The way the Bike-Ped Master Plan works is if a local government has approved a plan we incorporate it into our Bike-Ped Master Plan. How does an MPO weigh the relative merits of sidewalk projects in such a huge county area. So, we did a first cut of underserved services, proximity to schools and transit routes, we also look at timeliness for constructability, along with safety and connectivity. Both Camelia and Datura connect to the school. In addition to these two streets there is filling in a gap in sidewalks on CR 29 and the roundabout near City Hall.

Ms. Middelstaedt: These are close to my heart; I am very impressed with the volunteers. They put a lot of thought into this application. We were named a Trail Town a couple years ago which has led

to economic opportunities. We have a lot of visitors especially biking tourists. This will help the city. We have drainage projects which are why some are expensive, but we have the larger dotted line on the map and FDOT is extending that to the new Chokoloskee Bridge. It helps with safety for the kids. We are also a golf cart community, and they are not allowed on the larger streets. I've been on Marco Island and they're putting a 10-foot pathway on San Marco Road.

Mr. Rincon moved to endorse 2022 Bike-Ped Project Priorities. Ms. Homiak seconded. Passed unanimously.

7.E. Endorse Amendment #5 to FY2022-2026 TIP and Authorizing Resolution

Ms. McLaughlin: This is an amendment for the TIP we are currently under. The TAC did endorse this morning. FDOT made the request to delete the 16th Street Bridge from Golden Gate Boulevard to Randall Boulevard, which is currently programmed for construction in fiscal year 2022. It is important. It was assumed the project could use a design-build process, but FDOT changed their policy when they decided Local Area Projects could not use design-build. There's been a lot of work to try to keep it on the timeline. Part of the project is federal aid eligible, and some parts are not. It cannot enter in construction in 2022. The request from FDOT is to delete and re-requested. Secretary Nandam said they would program it when the work program opens for changes, and it would be funded in 2024 with SU funds. It is very critical for connectivity. We are asking the committee to endorse the amendment to delete the project for the time being.

Ms. Middelstaedt: We have an important project but until the funding people have their ducks in a row it must be deleted.

Mr. Hart: How do they get the funding in the future?

Ms. McLaughlin: It is an assurance which speaks to their good faith to make sure we have SU funds available.

Ms. Peters: When you work for a public entity to give that assurance/promise it's like when we hope the roll-forward happens each year. The Secretary assuring we'll do everything we can, and I've had lots of internal meetings. I will be programming it.

Mr. Rincon moved to endorse Amendment #5 to FY2022-2026 TIP and Authorizing Resolution. Ms. Homiak seconded. Passed unanimously.

8. Reports and Presentations

None.

9. Member Comments

Mr. DiDonna: What district is Logan Boulevard in? I went to a meeting, and they annexed a bit. In conversation with friends, I love roundabout, they're putting one on Logan in front of Old Cypress but there's a lot of traffic on Logan to get to I-75.

Ms. McLaughan: It is the boarder of Commissioner Solis and Commissioner Saunders Districts.

10. Distribution Items

None.

11. Next Meeting Date

April 25, 2022 – 2 p.m. – in person

Meeting was adjourned at 3:35 p.m.