

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
609/610 Conference Room, Growth Management Division
2800 N Horseshoe Dr
January 18, 2021 - 9:00 A.M.
Meeting Minutes**

1. **Call to Order**
Mr. Bonness called the meeting to order at 9:09 am.
2. **Roll Call**
Ms. Bates called roll and confirmed a quorum

Members Present

Joe Bonness
Alan Musico
Andrea Halman
Kim Jacob
Claudia Keeler
Mark Komanecky
Anthony Matonti
Dayna Fendrick
George Dondanville

Members Absent

Patty Huff
Larry Smith
Dr. Mort Friedman

MPO Staff Present

Scott Philips, Principal Planner
Brandy Otero, Principal Planner
Danielle Bates, Administrative Assistant

Others Present

Lorraine Lantz, GMD, Transportation Planning

3. **Approval of the Agenda**
Ms. Fendrick moved to approve the agenda. Second by Mr. Musico. Carried unanimously.
4. **Approval of the November 16, 2021 Meeting Minutes**

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

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

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

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

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

None.

6. Agency Updates

A. FDOT

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

B. MPO

[Mr. Philips: None](#)

7. Committee Action

7.A. Elect Chair, Vice Chair

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

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

Matonti: I am willing to stay as Vice Chair or move into the Chair position.

Mr. Bonness moved to elect Mr. Matonti as Chair. Mr. Musico seconded. Carried unanimously.

Mr. Musico: Are there self-nominations?

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

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

Mr. Philips: This will start in February.

7.B. Endorse Prioritized Ranking of New Projects

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

Mr. Matonti: Has funding changed?

Mr. Philips: No

Mr. Dondanville: What's the total?

Mr. Philips: \$5 million

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

Mr. Bonness: Good observation on funding

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

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

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

Mr. Bonness: This is the five-year plan for resurfacing in the county, we're asked to review to see if there's anything we can push, changes, look for bike lanes, or striping plans modified.

Ms. Fendrick: I didn't see Everglades City CR 29, so I sent an email to Anne and Trinity, asking for an update. In May 2020 CR 29 was scheduled for FY 21, but I didn't see it. It became county resurfacing because the county maintains it. We also asked for the cross section to extend to Circle North on Collier Avenue and the city sent request to the county manager.

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

Ms. Fendrick: The approval for northern segment?

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

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

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

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

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

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

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

Mr. Matonti: Will this come back next month?

Mr. Philips: Yes

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

Ms. Haman: There's not many in Immokalee?

Mr. Philips: The current TIP has several projects in Immokalee, but not sure on additional or new projects.

Ms. Halman: Is that the reason?

Mr. Philips: We can check, [please email us your questions.](#)

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

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

8.A. **FDOT Pedestrian Bicycle Strategic Safety Plan**

Ms. Chesna: Presented on [Florida's Bicycle Pedestrian Focused Initiative Update](#) along with the Florida Pedestrian and Bicycle Strategic Safety Plan presentation in the agenda packet.

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

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

Mr. Dondanville: Collier is 25th but still the lowest of bad 25, should we try to get out of the 25?

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

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

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

Members discussed replanned versus organic growth over time, the lack of interconnectivity and sidewalk. These issues need to be discussed this with people in charge of the Land Development Code and comprehensive planning. Members also discussed law

enforcement addressing speeds and behavior more, along with ideas like preventing right turns on red lights.

Mr. Komanecky: Are these based on raw numbers?

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

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

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

9. Member Comments

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

10. Distribution Items

None.

11. Next Meeting Date

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

12. Adjournment

The Chair adjourned the meeting at 10:21 a.m.