NOTE: THIS IS AN IN-PERSON MEETING
August 16, 2022, 9:00 AM

1. Call to Order
2. Roll Call
3. Approval of the Agenda
4. Approval of the May 17, 2022 Meeting Minutes
5. Open to Public for Comments
   Items Not on the Agenda
6. Agency Updates
   A. FDOT
   B. MPO
7. Committee Action
   None
8. Reports & Presentations*
   A. MPO Report and Discussion Items
   B. Lee MPO Rail-Trail Feasibility Study Update
   C. City of Naples Pedestrian and Bicycle Master Plan 2022 Update
   D. Gulf Coast Trail Update
9. Member Comments
10. Distribution Items
11. Next Meeting Date
    September 20, 2022
12. Adjournment

*May Require Committee Action

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) 252-5850. 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 Mr. Scott Philips (239) 252-5850 or by email at: scott.philips@colliercountyfl.gov, or in writing to the Collier MPO, attention: Mr. Philips, 2885 South Horseshoe Dr., Naples, FL 34104.
1. **Call to Order**
   Mr. Matonti called the meeting to order at 9:03 am.

2. **Roll Call**
   Mr. Philips called roll and confirmed a quorum

**Members Present**
Anthony Matonti, Chair
Alan Musico
Andrea Halman
Kim Jacob
Patty Huff
Dayna Fendrick
George Dondanville

**Members Absent**
Mark Komanecky
Claudia Keeler
Joe Bonness

**MPO Staff Present**
Scott Philips, Principal Planner
Anne McLaughlin, Executive Director

**Others Present**
Steven Andrews, FDOT
Matt Dockins, RK&K / FDOT
Lorraine Lantz, Collier County Transportation Planning
Michael Tisch, Collier County Transportation Engineering
Michelle Avola-Brown, NPC [arrived late]
Megan Greer, Blue Zones [arrived late]

3. **Approval of the Agenda**
   
   *Ms. Fendrick moved to approve the agenda. Second by Ms. Huff. Carried unanimously.*
4. Approval of the April 19, 2022 Meeting Minutes

Ms. Halman moved to approve the April 19, 2022 minutes. Ms. Fendrick seconded. Carried unanimously.

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

None.

6. Agency Updates

A. FDOT: [Update provided by Ms. McLaughlin.] Deborah Chesna announced she is leaving FDOT.

B. MPO: MPO Board approved updated SUN Trail alignment.

Ms. Huff: Who is responsible for construction at 92/41? Took out trees and removed part of bike path. Ms. McLaughlin: Not aware of project, will look into it and report back.

7. Committee Action

None.

8. Reports & Presentations (May Require Committee Action)

8.A. Immokalee TIGER Grant Complete Streets Project – Collier County

Mr. Tisch: project adds 20 miles of new sidewalk, a shared-use path, bike boulevard, street lighting, bus shelters, new CAT Transfer Station, landscaping, and stormwater drainage improvements; project cost $22.9 million

Ms. Fendrick: What are the characteristics of a bike boulevard? Mr. Tisch: Signage and bike sharrows. Ms. Halman: Why not doing anything on New Market? How will new Loop Rd affect it? Mr. Tisch: Sidewalks were just installed on both sides of New Market. Ms. Halman: It’s still dangerous; all the schools are located on one side; lots of trucks use New Market; can hardly cross it. Ms. Lantz: PD&E for new Loop Rd. just finished; no construction start date. Mr. Tisch: anticipates Phase 1 construction to start in November; largest grant County ever received. Ms. Fendrick: Does it build off Walkability Study? Ms. Lantz: Yes. Grant includes 80% of Tier 1 sidewalks. Mr. Tisch: Public meeting at CRA office on May 25th from 5:00 pm to 7:00 pm.

8.B. Old 41 PD&E Study – FDOT

Mr. Andrews: Introduced Matt Dockins, RK&K, to give presentation in agenda packet.

Mr. Dockins: Design cost $3M, construction cost estimate $85M; improves safety, adds bike/ped facilities, address congestion, and serve County industrial park; 2 alignment alternatives: 1) New quadrant road southeast corner Bonita Beach Rd intersection (former racetrack property)
alleviates congestion at Bonita Beach Rd and Old 41 intersection, provides cut through to I-75; 2) cut off connection to US 41 south of Veterans Memorial Blvd and remove existing signal on US 41; add signals at Veterans Memorial Blvd and Railhead Drive (industrial park); provide U-turn bulb-outs to allow trucks to make left turn/turn around; working with MPO to find funding for design, ROW, and construction; held two public workshops in April, one in-person, one virtual, received 300 comments; FAQs to be added to project website.

**Ms. Huff:** Will new traffic signals add to congestion; does project continue north of Bonita Beach Rd? **Mr. Dockins:** Signals can be timed to platoon through corridor; will lessen congestion at either end of project. No plans to go further north. **Ms. Fendrick:** Why is a sidewalk not included in Lee County section? **Mr. Dockins:** City of Bonita Springs request – not a lot of destinations on east side. When racetrack property development occurs, a sidewalk will be required. **Ms. Fendrick:** The sidewalk just ends? **Mr. Dockins:** Extends to entry to Spanish Wells. Shared-Use Path will T into railroad crossing, coordinating with railroad. **Mr. Matonti:** ROW costs mostly attributable to new quadrant road? **Mr. Dockins:** ROW will be donated by new development; ROW costs attributable to stormwater ponds, intersections, railroad crossing. [in response to further questions]; new quadrant road is consistent with Bonita Beach Rd Vision Plan; the four historic sites are the roadway, the railroad track, the racetrack, and the donut shop.

9. **Member Comments**

**Ms. Huff:** Reported the USBR 15 study team gave a status update to the Everglades City Council; cyclist riding on 29 forced off road by pickup truck and required surgery. A police report will be filed with the Collier County Sheriff.

**Mr. Dondanville:** Good news. 311 County system works. Immediate hookup with right department.

10. **Distribution Items**

None.

11. **Next Meeting Date**

*August 16, 2022 – 9:00 a.m. In-Person Only Meeting*

12. **Adjournment**

*The Chair adjourned the meeting at 10:22 a.m.*
MPO Report and Discussion Items

OBJECTIVE: For MPO staff to report on the status of several topics of interest to the committee, followed by discussion and recommendations as needed.

CONSIDERATIONS:

1. Joint BPAC Meeting – The Collier and Lee MPOs traditionally host an annual joint BPAC meeting. Due to logistical difficulties, Lee MPO has proposed instead that the respective committee Chairs attend each other’s meeting and give an update on planning activities of mutual interest. Staff is seeking the committee’s input on potential reporting topics.

2. 2022 Bicycle & Pedestrian Priorities – The MPO Board discussed two priority projects at length before voting on them - the Bike/Ped Trail Crossing at Golden Gate Parkway, Freedom Park, and the Gordon River Greenway, and the three Naples Park Sidewalk projects. In the end, the Board voted to support the three Naples Park Sidewalk projects but eliminated the Bike-Ped Trail Crossing (ranked #11) as shown in Attachment 1. Staff will report on the discussion that preceded the vote and options the committee may wish to recommend staff pursue.

3. Outlook for SU Funding – Staff will report on multiple factors that may impact the availability of SU funds for programming new bike/ped project priorities in FY28 and beyond.

STAFF RECOMMENDATION: That the committee have the opportunity to discuss these topics, ask questions, and make recommendations as needed.

Prepared By: Scott Philips, Principal Planner

ATTACHMENT(S):

<table>
<thead>
<tr>
<th>Rank</th>
<th>Project Name</th>
<th>Submitting Agency</th>
<th>LAP</th>
<th>Funding Request</th>
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<tbody>
<tr>
<td>1</td>
<td>Immokalee Sidewalks</td>
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<td>2</td>
<td>Bayshore CRA Sidewalks</td>
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<td>3</td>
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<td>4</td>
<td>Golden Gate City Sidewalks</td>
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<td>5</td>
<td>Everglades City Phase 4 Bike/Ped Improvements</td>
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<td>6</td>
<td>Marco Island - Bald Eagle Dr Bike Lanes</td>
<td>Marco Island</td>
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<td>7</td>
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<td>10</td>
<td>Vanderbilt Beach Rd Pathway</td>
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<td>11</td>
<td>B/P Trail Crossing Golden Gate Pkwy @ Freedom Pk &amp; Gordon</td>
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**Total** $7,416,779

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**Total** $6,666,779
Lee MPO Rail-Trail Feasibility Study Update

**OBJECTIVE:** For the committee to receive an update on the Lee MPO Rail-Trail Feasibility Study.

**CONSIDERATIONS:** In March 2021, the Lee County MPO partnered with the City of Bonita Springs and the Village of Estero to conduct a feasibility study for the construction of a public multi-use trail within the Seminole Gulf Railway (SGLR) corridor. Study area boundaries are Alico Road (north), Bonita Beach Road (south), I-75 (east), US 41 (west), passing through the City of Bonita Springs and the Village of Estero and ending at the Collier/Lee County line. The study evaluates three potential trail alignments for connectivity, project readiness, service, and user experience; and includes an analysis of right-of-way (ROW) and environmental impacts; and safety, security, and maintenance needs. The study will be used to select a preferred alignment for further analysis. The Rail-Trail feasibility study will be completed in September 2022. *(Attachment 1).*

The Lee Rail-Trail segment will be part of the FDOT Southwest Coast Regional Connector and Gulf Coast Trail initiative to build a continuous multi-use trail from Tampa to Naples, tying into the Legacy Trail network to the north and the Paradise Coast Trail in Collier County (south). The Study is funded by a grant from the Florida Department of Transportation’s (FDOT) Shared Use Network (SUN) Trail Program with local match provided by the City of Bonita Springs and the Village of Estero.

**STAFF RECOMMENDATION:** That the committee receive the presentation and have the opportunity to ask questions.

Prepared By:  Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Lee MPO Rail Trail Public Workshop Presentation 6-2-2022
STUDY PURPOSE

Purpose
• To study the feasibility of a rail-trail within or near the Seminole Gulf Railway (SGL) corridor
• To meet the requirements of the Florida Shared-Use Nonmotorized (SUN) Trail Network Program
• To maintain eligibility for SUN Trail funding
• Recommend a Preferred Alternative(s) using:
  o Technical analysis
  o Public and stakeholder input

Key Study Terms
• Rail-to-Trail: Rail corridor converted to a multi-use trail
• Alignment: The location and type of project within a corridor
• Alternative: The corridor and alignment under study
STUDY TEAM

Consultant Team

Government Partners
ABOUT RAIL-TO-TRAILS

U.S.

1965
Elroy-Sparta State Trail opened, the first in the U.S.

2,270
Number of completed rail-to-trail projects in the U.S.

FLORIDA

1988
Tallahassee-St. Marks Historic Railroad State Trail opened, the first in Florida

65
Number of completed rail-to-trail projects in Florida

Source: Rails to Trails Conservancy as of 2021
LEGACY TRAIL, FLORIDA

Trail Timeline:
- 1971: Passenger rail service ends
- 1992: Freight rail service ends
- 2004: Sarasota County purchases corridor
- 2008: Trail opens
- 2017: Voters approve funding for extension

Trail Length:
- ~18.5 miles
  - Fruitville Road (north)
  - Venice Train Depot (south)
- Connects to a wider trail network

Trail Demand:
- ~479K people used the trail in 2021
- ~305K as of April 2022
STUDY AREA
Boundaries:
• Alico Road (north) and Bonita Beach Road (south)
• I-75 (east) and US 41 (west)

Collier County Segment:
• Extends 1.5-miles into Collier County
• Not evaluated for this study

Future Study:
• Explore connection to:
  o Paradise Coast Trail
    ✓ Via Old US 41: Widening includes shared-use path on west side of the road and bike lanes
  o SUN Trail Network
    ✓ Via Rail Corridor and Veterans Memorial Boulevard Extension
    ✓ Via Imperial Boulevard/Livingston
    ✓ Via Old 41 as part of 4-lane widening
# Study Schedule

**18 - Month Schedule**

<table>
<thead>
<tr>
<th>Task</th>
<th>2021</th>
<th>2022</th>
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<tbody>
<tr>
<td>Notice to Proceed (March 19, 2022) - Study Completion</td>
<td></td>
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<tr>
<td>Task Management (Monthly Progress Meeting with PM; kickoff Meeting and Management Plan)</td>
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<tr>
<td>Task 1 (Kickoff Meeting)</td>
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<tr>
<td>Task 2, 5, 6, 9 (Data Collection)</td>
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<tr>
<td>Task 3 (Title Search)</td>
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<tr>
<td>Task 4 (Survey)</td>
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<tr>
<td>Task 5 (Trail Corridor Review and Mapping)</td>
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<tr>
<td>Task 6 (Environmental Assessment)</td>
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<td>Task 7 (Geotechnical)</td>
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<td>Task 8 (Stormwater Analysis)</td>
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<td></td>
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<tr>
<td>Task 9 (Utility Impacts)</td>
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<td></td>
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<tr>
<td>Tasks 10 and 11 (Roadway Crossings/Bridges Existing)</td>
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<tr>
<td>Tasks 12, 13, 14 (Trail Concept Planning and Analysis)</td>
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<tr>
<td>Task 15 (briefing Report)</td>
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<td></td>
</tr>
<tr>
<td>Task 16 (Public Involvement; Steering Committee and Public Workshop)</td>
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</table>

**Notice to Proceed (March 19, 2022) - Study Completion**

- **Mar**: Notice to Proceed
- **Mar**: Study Completion

**Task Management (Monthly Progress Meeting with PM; kickoff Meeting and Management Plan)**


**Task 1 (Kickoff Meeting)**

- **Mar**: Task 1

**Task 2, 5, 6, 9 (Data Collection)**

- **Mar**: Task 2, 5, 6, 9

**Task 3 (Title Search)**

- **Mar**: Task 3

**Task 4 (Survey)**

- **Mar**: Task 4

**Task 5 (Trail Corridor Review and Mapping)**

- **Mar**: Task 5

**Task 6 (Environmental Assessment)**

- **Mar**: Task 6

**Task 7 (Geotechnical)**

- **Mar**: Task 7

**Task 8 (Stormwater Analysis)**

- **Mar**: Task 8

**Task 9 (Utility Impacts)**

- **Mar**: Task 9

**Tasks 10 and 11 (Roadway Crossings/Bridges Existing)**

- **Mar**: Tasks 10 and 11

**Tasks 12, 13, 14 (Trail Concept Planning and Analysis)**

- **Mar**: Tasks 12, 13, 14

**Task 15 (briefing Report)**

- **Mar**: Task 15

**Task 16 (Public Involvement; Steering Committee and Public Workshop)**

- **Mar**: Task 16
STUDY METHODOLOGY

SCREEN 1 ANALYSIS
-Evaluated 7 alternatives
-Used the following evaluation criteria:
  1. SUN Trail Funding Eligibility
  2. Available ROW
  3. User Experience
  4. Development Challenges

SCREEN 2 ANALYSIS
- Evaluated 3 alternatives
- Used the following evaluation criteria:
  1. Connectivity
  2. Project Readiness
  3. Service
  4. User Experience
**ALTERNATIVES**

**Alternative 1**
Rail-to-trail alignment within the SGL corridor

**Alternative 2**
A rail-with-trail alignment within the SGL corridor

**Alternative 3**
A trail alignment within the road right-of-way (ROW)
Tasks that are In Progress:
- Documentation/Tech Memos
- Public Presentations
- Monthly Progress Meetings
  - MPO and Municipal Staff

Completed Tasks:
- Bridge Inventory Analysis
- Environmental Assessment
- Kickoff meeting (April 6)
- Data collection and Mapping
- Utilities Inventory
- Roadway Crossing Inventory
- Alternatives Evaluated
- Briefing Report
A Rail-to-Trail is a multiuse path that is converted to a trail from an inactive rail line.
ALTERNATIVE #1: RAIL-TO-TRAIL

Planning Level Construction Costs:
• $4-6 Million per mile

Right-of-way:
• Requires agreement with railroad for fee simple purchase

Road-Trail Crossings:
• 20

Utility Providers:
• Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)
## ALTERNATIVE #1: RAIL-TO-TRAIL

<table>
<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>CHALLENGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Creates connections to local businesses, parks, schools, and other civic spaces</td>
<td>• May require relocation of utilities and retrofit of existing bridges.</td>
</tr>
<tr>
<td>• Could use existing bridges</td>
<td>• Will require agreement with railroad for fee simple purchase of right-of-way</td>
</tr>
<tr>
<td>• Provides equal access opportunities to residents from both the east and west side of the corridor</td>
<td></td>
</tr>
<tr>
<td>• Creates more of a linear park opportunity and is a low-stress facility completely separate from the roadway</td>
<td>• Estero Parkway, Corkscrew Road, and Coconut Road are potential locations for overpass crossings</td>
</tr>
</tbody>
</table>
A Rail-with-Trail alignment is parallel to the rail line. The path would be built within the railroad right-of-way on one side of the rail line. This allows the rail to continue to be operational.
Planning Level Construction Costs:

- $7-10 Million per mile

Right-of-way:

- Requires agreement with railroad for fee simple purchase or lease* with SGLR for partial corridor

Road-Trail Crossings:

- 20

Utility Providers:

- Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility (predominantly at road crossings)

*With lease option, Alternative #2 capital improvements will not be eligible for SUN Trail funding
## ALTERNATIVE #2: RAIL-WITH-TRAIL

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<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>CHALLENGES</th>
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</thead>
<tbody>
<tr>
<td><strong>Connectivity</strong></td>
<td>• Requires selection of east or west side of the rail, which will limit connectivity to secondary access points</td>
</tr>
<tr>
<td></td>
<td>• May require utility relocation, new bridges, and modification to stormwater features.</td>
</tr>
<tr>
<td><strong>Project Readiness</strong></td>
<td>• May require pedestrian overpasses at Estero Parkway, Corkscrew Road, and Coconut Road.</td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td>• May require purchase of partial rail corridor or a lease with Seminole Gulf Rail</td>
</tr>
<tr>
<td><strong>User Experience</strong></td>
<td>• Because of the rail line, it will not be accessible from all directions</td>
</tr>
</tbody>
</table>

- Is a low-stress facility because it would be separate from the road
ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD

A trail alignment that runs parallel to the road within the road’s ROW. Also named sidepath, they require ample space between the road and path for people to comfortably and safely use it.
Planning Level Construction Costs:
• $13-18 Million per mile

Right-of-way:
• Cannot be built entirely within existing roadway ROW
• Will require acquisition of property

Road-Trail Crossings:
• 96 (includes roadway/ driveway crossings)

Utility Providers:
• Florida Power & Light, TECO Gas, Lee County Utility, Bonita Springs Utility throughout the corridor
### ALTERNATIVE #3: TRAIL ALIGNMENT ADJACENT TO ROAD

#### OPPORTUNITIES

- Portions ready for construction (e.g., Sandy Lane shared-use path; Broadway East to Three Oaks and/or Broadway North to Estero Parkway)

#### CHALLENGES

- Does not directly connect to the existing SUN Trail Network because it is farther from US 41 and closer to I-75
- Requires purchase of ROW
- Requires new bicycle and pedestrian bridges, and upgrades to 96 crossings.
- Does not provide as much accessibility
- Is a high stress facility next to high-volume multi-lane road, with many driveway and roadway crossings

---

**Connectivity**

**Project Readiness**

**Service**

**User Experience**

"A trail adjacent to the road in Austin, TX"
Next Steps and Questions
City of Naples Pedestrian and Bicycle Master Plan 2022 Update

**OBJECTIVE:** For the committee to receive a presentation on the City of Naples Pedestrian and Bicycle Master Plan 2022 Update.

**CONSIDERATIONS:** On June 15, 2022, the Naples City Council voted unanimously to approve the City’s 2022 Pedestrian and Bicycle Master Plan, subject to several revisions. City of Naples staff will give presentation, shown in Attachment 1, to brief the committee on the plan as approved by the City Council. This is the City’s first Pedestrian and Bicycle Master Plan update since 2013.

**STAFF RECOMMENDATION:** That the committee receive the presentation and have the opportunity to ask questions.

Prepared By:  Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. City of Naples Pedestrian and Bicycle Master Plan Update - Presentation
City of Naples
Pedestrian and Bicycle Master Plan Update
STREETS & STORMWATER DEPARTMENT
August 2022
Timeline

- October 2007 - City adopted first Pedestrian and Bicycle Master Plan (MP)
- June 12, 2013: Adoption of 2013 MP Update
- December 2, 2020 – VHB hired to update 2013 MP
- April 19, 2021 - VHB update to City Council following public outreach
- May 2021 - City Council directed staff to work directly with property owners’ associations
- Jun. – Oct. 2021 – Staff worked with POA’s to review & create projects
- November 1, 2021 – Council update of MP(draft report & compiled list of projects)
- February 17, 2022 – Priority list of projects & Bike Loop Map presented at Council Workshop
- March 31, 2022 – Public meeting for input on the final priority lists
- May 20, 2022 – Staff presented final feedback at City Council Workshop
- June 15, 2022 – Adoption of 2022 Bike & Ped Master Plan Update
Wayfinding Signage
County & Zoo Signage
Existing Map signage
Fleischmann Corridor
Project Prioritization Lists

Two separate lists

- City projects
- FDOT, County and necessary easements or usage of other properties

### Naples Bike and Pedestrian Master Plan

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Improvement Type</th>
<th>Street / Intersection</th>
<th>Roadway Limits</th>
<th>Improvement Description</th>
<th>Estimated Cost ($)</th>
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</thead>
<tbody>
<tr>
<td>Collier County ROW</td>
<td>Shared Use Path</td>
<td>Goodlette-Frank Rd</td>
<td>Northbound</td>
<td>Pathway with minimal interference</td>
<td>1,913,584.00</td>
</tr>
<tr>
<td>Collier County ROW</td>
<td>Pedestrian Crossing</td>
<td>Ayepich Rd</td>
<td>Southbound</td>
<td>Traffic signal at intersection</td>
<td>25,000.00</td>
</tr>
<tr>
<td>Collier County ROW</td>
<td>Sidewalk</td>
<td>Goodlette-Frank Rd</td>
<td>Southbound</td>
<td>Paved, wide pathway with minimal interference</td>
<td>112,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Other</td>
<td>Williams Blvd &amp; 119th Ave E</td>
<td>Northbound</td>
<td>Add sidewalks to improve connectivity</td>
<td>750.00</td>
</tr>
<tr>
<td>Collier County ROW</td>
<td>Pedestrian Crossing</td>
<td>Golden Gate Ave &amp; Vanderbilt Blvd</td>
<td>Southbound</td>
<td>Add sidewalks to improve connectivity</td>
<td>20,000,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Intersection Improvement</td>
<td>Large</td>
<td>Southbound</td>
<td>Remove existing signal and install new signal</td>
<td>40,000.00</td>
</tr>
<tr>
<td>Collier County ROW</td>
<td>Sidewalk</td>
<td>Overseas Hwy &amp; 52nd St</td>
<td>Northbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>75,355.75</td>
</tr>
<tr>
<td>Collier County ROW</td>
<td>Sidewalk</td>
<td>Overseas Hwy &amp; 52nd St</td>
<td>Southbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>40,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Pedestrian Crossing</td>
<td>US 41 &amp; Training Area Rd</td>
<td>Southbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>25,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Pedestrian Crossing</td>
<td>US 41 &amp; Bay Street</td>
<td>Eastbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>25,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Pedestrian Crossing</td>
<td>US 41 &amp; Bay Street</td>
<td>Westbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>25,000.00</td>
</tr>
<tr>
<td>FDOT ROW</td>
<td>Pedestrian Crossing</td>
<td>West Blvd and Whippinig Place Rd</td>
<td>Southbound</td>
<td>Add sidewalk to improve connectivity</td>
<td>25,000.00</td>
</tr>
</tbody>
</table>
Moving Forward...

1. Annual review of project list – particularly for upcoming fiscal year
2. Further discussion on Bike Loop development & potential additional loops
3. Removed roundabouts for separate discussions
4. Annual inclusion in budget process
**EXECUTIVE SUMMARY**

**REPORTS AND PRESENTATIONS**

**ITEM 8D**

Gulf Coast Trail Update

**OBJECTIVE:** For the committee to receive a presentation on progress made on the Gulf Coast Trail. (Attachment 1)

**CONSIDERATIONS:** When complete, the Gulf Coast Trail (GCT) will provide a 336-mile non-motorized shared use corridor in Southwest Florida connecting the cities of Tampa, St. Petersburg, Clearwater, Palmetto, Bradenton, Sarasota, Venice, North Port, Fort Myers, Cape Coral, and Naples, and is part of Florida’s statewide SUN Trail network.

Recent activity on the GCT includes construction of the Port Charlotte Gateway – Harbor Walk in 2021, and the Punta Gorda US-41 Multi-use Recreational Trail in 2020; studies being conducted on the corridor include the Old US-41 Project Development & Environmental (PD&E) Study in Lee and Collier Counties, and the Paradise Coast Trail Feasibility Study.

- Port Charlotte Gateway – Harbor Walk: Located in Charlotte County, this project provides a safe non-motorized bike/ped route on the Peace River that cross under US-41 connecting to Live Oak Point Park and the Charlotte Harbor National Harbor Estuary.

- US 41 Multi-use Recreational Trail: Located in Punta Gorda, the project entailed the construction of a 110-foot pedestrian bridge across the North Fork Alligator Creek. The trail is located on the eastern side of US 41 and closes a gap on the US-41 Multi-use Recreational Trail.

- Old US 41 PD&E Study: The study examines environmental and design impacts from proposed improvements proposed to relieve congestion and accommodate future growth. The study area is broken into two segments due to the project being located in Collier and Lee Counties. Proposed improvements include adding new driving lanes and bicycle/pedestrian facilities. The final report is expected in November 2022. Construction is not funded at this time.

- Paradise Coast Trail: The Paradise Coast Trail feasibility study is complete and the MPO submitted the revised Paradise Coast Trail alignment to the Office of Greenway and Trails in May 2022. The revised alignment cleans up the Livingston Road trail segment including the FPL easement, removes the trail segment through Rookery Bay, and realigns the connection at Rich King Greenway/Rattlesnake Hammock Rd to extend eastward to Collier Blvd and then south to US 41. The Livingston FPL Trail Extension from Radio Road to the Collier/Lee County line PD&E Study is programmed for funding in FY 2026.

**STAFF RECOMMENDATION:** That the committee receive the presentation and have the opportunity to ask questions.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Gulf Coast Trail Presentation
Gulf Coast Trail

Collier MPO BPAC
August 16, 2022
What is the Gulf Coast Trail?

- Serves as the spine that links Southwest Florida’s non-motorized corridors across seven counties
- Recent MPO Gulf Coast Trail Activities
  - Sarasota/Manatee: Acquisition of the Legacy Trail Northern Extension
  - Charlotte/Punta Gorda: Construction of the North Fork Alligator Creek Bridge & the Gateway – Harbor Walk
  - Lee: Rail-Trail Feasibility Study
  - Collier: Paradise Coast Trail Feasibility Study
  - FDOT: Old US 41 PD&E Study
- The Gulf Coast Trail will provide a 336-mile non-motorized multi-use corridor connecting the Tampa/St. Pete area to Collier County when complete
Legacy Trail
Northern Extension
Sarasota County

- Acquired approximately 9-miles of abandoned railroad in 2019
- Connects downtown Sarasota to the cities of North Port and Venice
- Improvements include a pedestrian overpass at Clark Road and Bee Ridge Road
Punta Gorda Pathway
North Fork Alligator Creek Bridge

- 110-ft bike/ped bridge crossing the North Fork Alligator Creek
- Closes gap on the US-41 Multi-use Recreational Trail
- Improves user safety and mobility
- Construction completed in March 2020
Gateway – Harbor Walk
Charlotte County

- New non-motorized connection on the Peace River that crosses under US-41
- Links the eastern flank of US-41 to the western flank
- Improves safety and mobility
- Provides access to Live Oak Point Park
- Completed in March 2022
Lee MPO Rail-Trail Feasibility Study

- Study Area: Alico Road (north); Bonita Beach Road (south); I-75 (east); & US-41 (west)
- Rail line extends 1.5-miles into Collier County (not evaluated for this study)
- Provides connection to the Paradise Coast Trail via Old US 41 as part of 4-lane widening
- Improves safety, access, mobility, connectivity
- Study to be completed in September 2022
Paradise Coast Trail Feasibility Study

- Proposes a 70+ mile multi-use trail in Collier County
- Supports the SUN Trail & Gulf Coast Trail Network goals and alignment
- Will provide connections to:
  - Gulf Coast Trail
  - Collier Seminole State Park
  - Ave Maria
  - Immokalee
  - Marco Island
  - Everglades City
  - Estero Bonita Lee Rail-Trail