

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
609/610 Conference Room, Growth Management Division  
2800 Horseshoe Dr. N, Naples, FL, 34104**

**September 20, 2022 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

**Mr. Matonti** called the meeting to order at 9:02 a.m.

**2. Roll Call**

**Mr. Philips** called roll and confirmed a quorum was present.

**Members Present**

Anthony Matonti, Chair  
Alan Musico  
Andrea Halman  
Carey Komorny  
Dayna Fendrick  
George Dondanville  
Mark Komanecky  
Michelle Sproviero (arrived late)  
Patty Huff

**Members Absent**

Joe Bonness, Vice-Chair  
Kim Jacob  
Robert Phelan

**MPO Staff Present**

Anne McLaughlin, Executive Director  
Scott Philips, Principal Planner  
Dusty Siegler, Administrative Assistant

**Others Present**

Lorraine Lantz, Collier County Transportation Planning  
Michael Tisch, Collier County Transportation Engineering  
Michelle Avola-Brown, Naples Pathways Coalition (arrived late)  
Roxann Lake, FDOT (arrived late)

**Mr. Matonti** welcomed new member, Ms. Komorny, and Ms. Komorny introduced herself and briefly discussed why she became a member of BPAC.

**3. Approval of the Agenda**

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

**4. Approval of the August 16, 2022 Meeting Minutes**

*Ms. Fendrick moved to approve the August 16, 2022 minutes. Seconded by Ms. Halman. Carried unanimously.*

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

None.

**6. Agency Updates**

**A. FDOT:**

**Ms. Lake** stated that FDOT should have a new representative for their bike/ped position by the next BPAC meeting, SUN Trail is still on schedule and offered to answer any questions or get additional information. **Ms. McLaughlin** reminded everyone the SUN Trail application period begins September 29 and closes on December 15.

**B. MPO:**

**Ms. McLaughlin** provided the following updates:

- The Office of Greenways and Trails has sent out an announcement that they are taking comments through their website on proposed adjustments to the priority trail map for the State. Ms. McLaughlin briefly reviewed the adjustments and it appears the alignment is corrected and is the alignment that the MPO submitted, BPAC endorsed, and the MPO Board approved. Ms. McLaughlin will circulate, as comments are being sought.
- An item is going forward to the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) to request their endorsement for additional funds to cover sudden and extreme construction cost increases on two Collier County bike/ped projects: Eden Park Elementary and 111<sup>th</sup> Avenue North. The issue came up just in time to be placed on the TAC and CAC agendas. Additional information is in the CAC and TAC agenda packets and can be provided.

- FDOT is beginning to put money in the SU fund. There is approximately \$3.2 million in FY 2023, which is helpful for cost overruns. There is none in FY 2024 yet, approximately \$2 million in FY 2025, \$2 million in FY 2026 and \$1.8 million in FY 2027.

**Mr. Tisch** provided a synopsis of the 111<sup>th</sup> Avenue North project: it will provide paved shoulders from the foot of the Bluebill Bridge on the east side up to 7<sup>th</sup>. **Ms. McLaughlin** stated an additional \$125,000 in funds for construction were requested. **Mr. Tisch** indicated costs have been going up dramatically, so the County is trying to have the appropriate funds for when they do get a bid on the project as it takes time to request and obtain additional funding. **Ms. McLaughlin** commented that the project dates from 2013, when it was first prioritized by BPAC, and it can take a long time to get programmed for construction and conditions can change in the interim. **Mr. Tisch** stated that many times construction cost estimates are done far in advance for bike/ped projects and FDOT uses the original estimates and by the time of construction, costs have risen 40% to 50%. The County is reviewing projects and determining if the estimated costs are going to be higher than the original estimates.

**Mr. Tisch** provided an update on the Eden Elementary School project: the sidewalk project runs from the back entrance along Carson Road east and then turns south and comes down next to Westclox Street. Drainage is being added and the County has received an updated cost estimate from the engineer for drainage and the cost is much higher than what is programmed by FDOT for construction. **Ms. Halman** commented that there are many drainage problems in that area. **Mr. Tisch** indicated FDOT will not fund drainage projects and we must be cognizant that projects do not get turned into drainage projects. **Mr. Tisch's** understanding is if the work associated with drainage is greater than 50% of the project cost, FDOT will not fund the project.

**Ms. McLaughlin** indicated she wanted these issues brought to BPAC's attention and FDOT has expressed concern that with construction price increases, being unforeseen and significant, the MPO needs to keep a balance available in the SU box to cover the cost increases so the projects can move forward. For the benefit of the new members, **Ms. McLaughlin** explained that the SU box is funds from the Surface Transportation Block Grant federal funding program. Roughly between \$4 million and \$5 million is allocated to the MPO on annual basis; the MPO Board has more power and authority to program the fund than they do for other funds that are passed through FDOT. BPAC focuses much of its energy on when the MPO issues a call for projects and reviewing and prioritizing projects. The money is also utilized for congestion management, bridges, updating the Long-Range Transportation Plan (LRTP) every five years, and safety. What seems like a reasonable amount of money, when divided among multiple categories, becomes smaller. Last spring, money was slotted for bike/ped projects, a priority list was vetted by BPAC and approved by the MPO Board, and the funding is for FY 2028. Projects usually start with a design phase (approximately one year) and then FDOT typically waits two more years before funding construction. There is a significant gap between the idea and the actual construction; it is the nature of transportation planning.

**Ms. Halman** inquired about the status of the Tiger Grant project in Immokalee. **Mr. Tisch** responded that the project is in the design phase and construction is anticipated to start in November or December and the CRA is provided with an update approximately every two weeks. **Ms. Halman** commented that the people of Immokalee often feel forgotten.

**Ms. Fendrick** asked whether the increased construction costs have impacted the priority of projects or delayed projects. **Ms. McLaughlin** responded that while it is not clear at this time, in the short term, construction costs are anticipated to remain high. Whether costs begin to drop a year or two out is a larger economic question. She is concerned about getting the projects that have been designed into and through construction and that increased costs may impact the funding of new projects entering design, but it is too soon to know. **Mr. Musico** commented that, in the past, once a project has been accepted by FDOT, programmed and in the five-year plan, it is likely going to happen. Those projects then supersede any new projects. What can sometimes change is when the projects are completed.

**Mr. Matonti** welcomed new member, Ms. Sproviero. **Ms. Sproviero** introduced herself. **Ms. McLaughlin** introduced the MPO's new administrative assistant, Ms. Siegler. BPAC members introduced themselves to BPAC's two new members.

7. **Committee Action**

None.

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

A. **Safe Streets and Roads for All (SS4A) Grant Application**

**Ms. McLaughlin** explained the SS4A: a new, competitive grant under the Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act), the purpose of which is to provide grants to develop and implement roadway safety strategies and improvements for all users. The eligibility requirements include a certified safety action plan. The MPO worked on a Local Road Safety Plan recently, which was adopted in 2021, but the data analyzed as part of the plan was years old at the time. Staff anticipates needing to update the Local Road Safety Plan as part of the LRTP. The new grant availability means that federal grant funds can be requested to do the update. If successful, the MPO member governments would be in a better position for potential implementation grants, which is the source of most of the grant funds. Staff met the deadline and submitted a grant application for \$200,000 in federal funds. The County is providing a \$40,000 cash match and the MPO is contributing \$10,000; the total budget is \$250,000. Of particular interest to BPAC, is the new law's focus on Complete Streets and multi-modalism and micro-mobility. One item that is required under the new program is a MPO resolution committing to the goal of zero roadway fatalities and serious injuries and an ambitious target deadline for it. The MPO Board has supported Vision Zero on behalf of FDOT for years. To obtain federal funds for implementation, there will have to be a stronger commitment from the Board. Another item of interest is the planning structure the federal government wants is a committee charged with guiding, developing and implementing the safety plan. The MPO will need to have all of the MPO's advisory committees involved. Staff is investigating utilizing the Community Traffic Safety Team (CTST) as the steering committee. The CTST was established by FDOT originally, and has representatives of emergency medical services, public health agencies, and local law

enforcement. If not awarded funding for the extremely competitive grant, staff will explore ways to fund a comparable plan through the SU box or other available funding, such as PL (planning funds.) Notification of whether the grant may be awarded may be provided this upcoming Spring and it could take a year to get an agreement signed with the federal government. The availability of the funding may be as late as 2024. **Mr. Philips** indicated that the new nationwide program provides a total of over \$5 billion a year over the next five years and that a portion of the funds also go into construction. Entities that have a safety plan in place are able to pursue funds for construction. Each state is only allowed to receive up to 15% of the total grant. **Ms. McLaughlin** confirmed that the SS4A application was submitted. **Mr. Musico** inquired whether the application includes Marco Island, Everglades City and the City of Naples and **Ms. McLaughlin** confirmed that it does and added that each entity could do a safety action plan on their own, but it is much more efficient for the MPO to do it on everyone's behalf.

**Ms. Fendrick** commented that there may be a turnover, with the upcoming election, of the BCC and the MPO Board and inquired how it would impact support of BPAC and its initiatives. **Ms. McLaughlin** responded that is unclear at this time, but the new members are not expected to appear on the MPO Board until the February, 2023, MPO Board meeting.

## **B. Marco Island Loop Trail Feasibility Study Update**

**Mr. Philips** explained that FDOT, the City of Marco Island and Collier County have been meeting and initiated a feasibility study for the Marco Island Loop Trail. It would add a 12-foot-wide multi-use trail along SR 951 (Collier Boulevard) and CR 92 (San Marco Road) from Marco Island to U.S. 41. The project would tie in at the Goodland Bridge on CR 92, tie in at the Jolley Bridge on SR 951, and also tie into the SUNTrail, Spine Trail Network and Land Trail Opportunity Trail/Corridor, as well as the Paradise Coast Trail (PCT) proposed routes. It would be a great connectivity addition for the cycling community. **Ms. Huff** added that it would connect U.S. 41 to the shoulder that goes to Everglades City. **Mr. Philips** provided the schedule: field review was on June 30; an existing conditions report was provided in the middle of last month; the kick-off meeting was in March; a community survey is anticipated for later next month; the second stakeholder meeting will be in February; internal staff meetings will be in March; and the final documents are expected to be completed and submitted in the beginning of April, 2023. **Mr. Musico** commented that two public outreach sessions have been scheduled on November 6 at the Firehouse Chili Cookoff on Marco Island and on November 16 at Mackle Community Park. **Mr. Philips** discussed the initial field review findings. One item that was discussed at the stakeholder meeting was the makeshift boat launch on CR 92. The County has installed a boat launch on Goodland so the makeshift boat launch is not used much anymore. General observations for CR 92 are there are no shoulders on the roadway, there are no destination points and no rest stop. The findings suggest adding some facilities because there is no destination aside from Marco Island. **Mr. Dondanville** inquired about resiliency for the pathway as it is under water and **Mr. Philips** responded that resiliency must be considered and implemented for all of the projects. **Mr. Philips** indicated there should be sufficient space to add the 12-foot path, but there are challenges along each of the segments. **Ms. Kendrick** asked if it is an either/or scenario and **Mr. Musico** responded that the goal is a 12-foot path and where that would not work, what could be done would be

evaluated, and any alternatives would likely be proposed by December. On some segments, a 12-foot path is feasible but on others, such as CR 92 close to the bridge, it may not be feasible. **Mr. Philips** commented that the project is a good opportunity to clean up ditches/swales. **Mr. Musico** indicated the existing in-road bike lanes stop approximately 100 feet from the Jolley Bridge and there is no safe way to get over to the north-bound side from the existing foot path. Part of the study is addressing how to make crossing at the area better.

**Ms. Fendrick** asked if there was a project on SR 951 to take ripples out of the road. **Mr. Musico** responded it has been repaved and shoulders installed and that a portion was not evaluated in the feasibility study because of ongoing work FDOT is doing that will change the conditions present. The Marco Island Loop Trail project will extend from U.S. 41 all the way to the Jolley Bridge. **Ms. McLaughlin** added that there is a project (not shown on the slideshow) on the northern part and she thinks that is where the road widening is supposed to happen. The construction was delayed because FDOT had to delay some projects because so much money was spent on resurfacing projects. Ms. McLaughlin's recollection is that FDOT inquired whether the road widening was still a MPO priority and staff indicated it was, and FDOT is going to try to fund it for FY 2028. The status of that project, from a design perspective, may be worth discussing in the future as it relates to Marco Island Loop Trail. **Mr. Musico** stated it is important to know that the project is not being viewed as a solely Marco Island project and much effort is going into routing the project in a way that serves the different communities. **Mr. Philips** indicated that information on other public engagement opportunities related to the project would be forthcoming and stakeholders' meetings occur approximately every few weeks.

### **C. Regional Bicycle & Pedestrian Facility Planning**

**Mr. Matonti** indicated updates on PCT, Old 41 PD&E, Livingston Road easement, and the Gulf Coast Trail had been previously provided.

#### *(i) US Bike Route*

**Ms. Huff** provided a presentation and update: the US Bicycling Route System (USBR) is coordinated by Adventure Cycling Association (ACA), of which she is a volunteer. Ms. Huff assists with updating current bike routes in Florida: USBR 90 (through the panhandle to Jacksonville) and USBR 1. There are no US bike routes on the west coast of Florida, and ACA started evaluating potential routes a few years ago. There are over 17,000 miles of bike routes in over 31 states. The system is officially approved by FDOT, the State of Florida and the American Association of State Highway Transportation Officials (AASHTO). It is a long-distance continuous trail that is on and off road. In 2014, US Bike Routes 90 and 1 were designated on State highways. Over the last few years, ACA has been working to find alternatives for state roads. The current USBR 15 starts in Madison, Florida, and connects to USBR 15 in Georgia. The suggested route extends from Madison to Miami and adds another 496 miles along the west coast of Florida. Fourteen jurisdictions have approved the project and only four more approvals are needed. Once all the approvals are obtained, it will be submitted to FDOT, and then FDOT will submit it to ASHTO. Maps of the various USBR routes are available on ACA's website.

(ii) SR 82

**Ms. McLaughlin** provided the following update: it has been some time since FDOT has provided an update, a BPAC member asked what bike/ped accommodations are being worked into the road widening project (from two to four lanes) from the Hendry County line to Gator Slough Lane, which is still in the design phase. The cross-section on the plan includes a ten-foot-wide multi-use path on the south side, a five-foot-wide concrete sidewalk on the north side and five-foot-wide paved shoulders. FDOT is the lead agency. **Ms. Huff** commented that the project is very important because there are so many accidents on SR 82 and **Ms. Fendrick** commented that SR 82 is a main commuting corridor. **Ms. McLaughlin** added that portions of the roadway have already been widened but the project has been delayed because of environmental concerns.

(iii) Bonita Beach Road Improvements

**Ms. McLaughlin** provided the following update: according to Lee County MPO, the U.S. 41/Bonita Beach Road Intersection PD&E is not yet funded and the scope is still under discussion. It may have been premature, as of a year ago at the joint BPAC meeting with Lee County, to describe the project as a PD&E. It is still under discussion between the City of Bonita Springs, Lee County and FDOT. Lee MPO has indicated there is not consensus. With respect to Old 41/Bonita Beach Road Intersection, BPAC was briefed by FDOT on the status in connection with the Old 41 PD&E report. There is a proposal for a potential new quadrant road on the southeast side of Old 41 to alleviate some congestion.

**Mr. Matonti** indicated that updates for all regional projects have been provided.

**D. Golden Gate Parkway Pedestrian Bridge Crossing Feasibility Study**

**Mr. Matonti** stated that a primary focus of BPAC is prioritizing projects to send to the MPO Board for approval and then to be funded. The Golden Gate Parkway Pedestrian Crossing has been at the bottom of the list for a time and the MPO Board removed it from BPAC's priority list. At a previous BPAC meeting, the potential for an at-grade crossing was discussed, which is why the item is on the agenda. **Mr. Matonti** had brought this issue up at the last MPO Board meeting.

**Ms. McLaughlin** thanked **Mr. Matonti** for coming to the MPO Board meetings and providing the Board with verbal reports.

**Ms. McLaughlin** provided the following update: at the last MPO Board meeting, **Mr. Matonti** suggested the potential of an at-grade solution being evaluated for the crossing and perhaps it would not cost as much as the PD&E that would evaluate all three options (overpass, underpass and on-street) at an estimated \$1 million for the study. **Ms. Trinity Scott** of Transportation Management Services Department informed the MPO Board, at the last meeting, that a feasibility study was previously done in 2015. **Ms. McLaughlin** subsequently asked **Ms.**

Scott for clarification of how the overpass came to be the preferred method in the study and Ms. Scott responded late yesterday via email, which Ms. McLaughlin forwarded to the BPAC members today. MPO Board Chair Perry had also inquired about the study and potential at-grade solutions at the last MPO Board meeting. Based on a cursory review of the 2015 study, **Ms. McLaughlin** thinks that an at-grade crossing is feasible but is concerned about the safety of such a crossing in that area without a stoplight.

Ms. Scott provided the following comments to Ms. McLaughlin:

While an at-grade crossing sounds appealing due to its cost (approximately \$200,000 back in 2015), the study noted that if we were to consider the number of lanes, curvature of the road, speeds and volumes, we would need to investigate opportunities to employ a pedestrian hybrid beacon (HAWK) or additional traffic signal options. The Manual on Uniform Traffic Control Devices (MUTCD) establishes multiple warrants for consideration of a traffic signal. One of the warrants includes pedestrian activity. If the warrants were met, the MUTCD further provides that before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs, flashers, school speed zone signs or crossing guards, or grade separated crossings. To the County's knowledge, the activity between the two parks within the requisite time frames is not close to meeting signal warrants. If BPAC has specific times of day that it believes are higher for pedestrian volumes, please advise and our teams would be happy to evaluate.

Ms. McLaughlin had also reached out to Ms. Avola-Brown, because Ms. Scott's email went on to say that if BPAC is concerned cyclists and pedestrians do not know where to find a controlled crossing, she expects it to be addressed in the next phase of the PCT that Naples Pathway Coalition (NPC) is spearheading. NPC and other impacted municipalities (the County, the City and FDOT) have been discussing signage associated with PCT.

**Ms. Avola-Brown** stated that the Golden Gate Parkway Crossing is not something being contemplated by NPC. NPC just found out about the \$250,000 in State funding Ms. Avola-Brown applied for (of the \$846 million requested); there was only \$140,000 funded and NPC was not funded. NPC is working on joint signage at segments that have already been incorporated into PCT, such as the Gordon River Greenway and Baker Park, to signify that they are sections of PCT.

**Ms. McLaughlin** commented she was thankful for Ms. Scott's comments as Ms. Scott was in meetings that day, but still made time to provide a response. Ms. McLaughlin did not want anyone to have the impression from the feasibility study that it would be a simple solution of painting a crosswalk.

**Mr. Matonti** commented that at certain times of day, traffic backs up, and the curvature of the road is an issue. Many drivers speed through that area and the curve. His inclination is that a direct, straight crosswalk may not work and that an S curve or other non-linear option (like a Tetris piece) that was spaced out (an 1/8 or 1/10 of a mile) may be better for a crossing: a crossing that



creates visual points for drivers coming around the curve to see pedestrians. There could be a landing pad/island in the middle point of the crossing and then a jog to the other crossing point; this may be the safest option. Drivers may not stop for flashing beacons and it is unclear if there would be support for a stop light. There are projects throughout the State that could be used as examples for crossing options.

**Mr. Dondanville** commented that the term warrant means that whatever is happening must warrant doing work there and as part of the process there will be a counter for pedestrians, cyclists, et cetera. If people are present, there will be a physical person sent to monitor to see if there is any activity that would warrant spending the money to do the work. **Ms. Halman** indicated there is a counter in Immokalee and it is a strip that counts the number of people that go over it. **Mr. Dondanville** indicated that NPC would not necessarily be involved in the counting issue. **Mr. Dondanville** stated his first goal is to attempt to get counters to come out and watch as he and a group that does cleanup in the area once a month dart across the road as quickly as they can to get to the north side of Golden Gate Parkway because some of them need to do that stretch of the cleanup. **Mr. Dondanville** indicated that if some way to cross was built, it would be utilized, and if a person's experience in learning about Freedom Park is driving to it, they would never be counted. **Mr. Dondanville** indicated he will ask that the number of cars entering Freedom Park be counted because they are people who would potentially like to see what happens to the water when it flows south across the road and to see the 3.5-mile passageway created, which goes all the way down to Baker Park and wraps around the airport. **Mr. Dondanville** added that many people walk this every day and perhaps some other people that never have been to Freedom Park would like to go over there. **Mr. Dondanville** expressed this issue is very important to him.

**Mr. Dondanville** added that he has spoken with MPO Chair Perry about this issue and **Mr. Perry** inquired whether **Mr. Dondanville** had read **Ms. Scott's** comments, but he had not yet seen them. **Mr. Dondanville** thinks if a simple at-grade solution were provided, it would solve the problem and would be much more inexpensive. **Mr. Dondanville** stated there are at-grade crossings on U.S. 41, going from the Davis triangle east toward Bayshore Road. There are two, and they may have flashing lights now. They are there because pedestrians are crossing there and scurrying across six lanes of traffic (crossing three and landing on the median and crossing another three). **Mr. Dondanville** believes if it was warranted there, then the crossing at Golden Gate Parkway should be as well, and requested that this continue to be investigated; it should not cost a lot to investigate. **Mr. Dondanville** offered to help provide people to illustrate how the street is being crossed now.

**Mr. Komanecky** agreed with **Mr. Dondanville's** comments and emphasized that many people utilize both Freedom Park and the Greenway and right now there is a barrier that prevents people from exploring both sides safely. **Mr. Dondanville** commented that it can be done, but one must walk all the way to Bear's Paw.

**Mr. Matonti** asked about at-grade examples provided by **Mr. Dondanville**, stating that the area is very busy part of Golden Gate Parkway. **Mr. Dondanville** responded that to see the crossing, go south on Airport Road and make a right turn onto U.S. 41. Upon arriving at the Bayshore Drive intersection, look at the median and overhead; there will be flashing lights. **Mr. Dondanville** added that the crossing is just recently completed and was in the building process for

approximately six months. The tetra angle is a much shorter run and only about ten yards and then the median and another ten yards. One at Golden Gate Parkway would be approximately 100 to 300 yards. **Ms. Halman** commented that the beacons in Immokalee work really well and have prevented pedestrian accidents. **Mr. Dondanville** stated that, while it may not be the right option for the crossing, on U.S. 41, just north of Banyan, there is a crosswalk that was put in for school purposes for children coming from the west to get over to Lake Park Elementary School, which he has used before. There is a button to push to stop the traffic. The light stops cars for 30 to 40 seconds, but it only takes 5 or so seconds to cross and drivers can get angry. **Mr. Dondanville** believes they work, but if it was done in a tetra angle fashion, only one lane direction is stopped at a time. **Mr. Matonti** indicated that in Clearwater Beach, there was a large roundabout with push stations for pedestrians to cross the street and there were so many people that the lights were constantly flashing and the traffic would get really backed up, but there are ways to buffer the light so it is not a constant interruption of traffic flow.

**Ms. Lantz** commented on some of the options contained in the feasibility study: rectangular flashing beacons, which were determined inappropriate for the situation because of the location near a curve, the number of lanes and the traffic volume, and there should be coordination with the County to investigate opportunities for a HAWK (there is one at Rich King Memorial) and additional traffic signal options. The rapid beacon would not work but a HAWK may work. **Ms. Lantz** stated that Ms. Scott's comments were that in order to stop the traffic with a signal, warrants must be met, and there are not warrants. Warrant item considerations include traffic volume (eight and four hours), the peak hours, pedestrian volume, school crossings, coordinated signal systems, crash experiences, roadway network and the intersection near the grade crossing. All these warrants are needed. **Ms. Lantz** indicated that what Ms. Scott is offering is that if there is a day/time of activity suggested for the County to evaluate, the County will have the evaluation of what the pedestrian counts could be. **Ms. Fendrick** commented that it is a chicken or egg scenario; there is no pedestrian activity because there is no safe way to cross. **Mr. Dondanville** asked how the County counts activity and **Ms. Lantz** responded that a strip is placed for vehicles to determine traffic volume, there are tubes and counters already in the system and she thinks there are people physically present to determine pedestrian counts. **Mr. Dondanville** asked if he is able to communicate with the people that come to the parks via signage, that provides contact information to let the County know that you want to cross the road and be counted, so that no matter what time of day it is, they can be counted without a person physically present to do the counting. **Ms. Lantz** responded that she appreciated **Mr. Dondanville's** comments, but she does not think that is how the counts work; the volumes are on certain days and someone is present to observe the traffic. **Mr. Komanecky** inquired how pedestrian activity can even be counted because no one wants to cross six lanes of traffic. **Ms. Lantz** responded that typically someone would be present to see who is trying to cross and who is jaywalking. If there are certain days/times the members think should be evaluated, let the County know. **Ms. Halman** indicated that this was done in Immokalee and residents advised of when the activity was, and it was reevaluated. **Ms. Lantz** emphasized this is only one of the required warrants. **Ms. McLaughlin** added that when signals are placed in a location where there is very little pedestrian activity, sometimes drivers learn to ignore the signals. That has been an issue at Rich King Memorial and FDOT has been asked to go back and evaluate. It is not simply bureaucracy; there is actual concern for the safety of the users. **Ms. Halman** commented that **Mr. Dondanville** is clearly frustrated and has been working on this issue for a long time but should not lash out. **Ms. Halman** indicated she gets

frustrated often as well because she feels Immokalee has been ignored for so long. **Ms. McLaughlin** requested input on when people are trying to cross the roadway in the area. **Mr. Dondanville** responded that he is aware of one group that does so on a regular basis: the Gulf Coast Runners doing cleanup from 8 a.m. to 9 a.m. on a Saturday once a month (maybe the third or fourth Saturday). **Ms. McLaughlin** stated the difference between this location and U.S. 41 is that on U.S. 41 there was a troubling occurrence of serious injuries and deaths of people crossing. Because of that, FDOT did a Road Safety Audit, which was very instructive and included ways to calm traffic on a busy road. **Mr. Dondanville** provided an example of where pedestrians have been accommodated to cross a very busy road: in Winter Haven at Cypress Gardens Boulevard to get to Legoland, and also commented about drivers on Fleishmann Boulevard; without all of the lights the drivers would be speeding and it is matter of slowing the traffic. **Mr. Musico** wondered whether for a given amount of pedestrian traffic in an area, if there is a minimum distance for/between crossovers. **Mr. Dondanville** responded that on Collier Boulevard, one of the busiest roads, in front of the Marriott, there is a parking lot across the street. There are push-buttons for pedestrians to get back and forth from the hotel to the hotel's parking lot. **Ms. Halman and Mr. Dondanville** commented it was probably the hotel that carried that forward. **Mr. Dondanville** added that farther south on Collier Boulevard the County has created a parking lot for public use and a way for people to cross the street to get to the beach. **Mr. Musico** indicated there are push-button facilities there so pedestrians can cross.

**Mr. Matonti** asked if there were any more comments on any of the presentations or reports and there were none. Mr. Matonti thanked everyone for their comments and Ms. McLaughlin for getting information from Ms. Scott.

## 9. Member Comments

**Ms. Huff** asked Ms. McLaughlin for the status of the County bicycle map; NPC had a map and the MPO was coordinating with them. **Ms. McLaughlin** responded that a joint map (NPC, the City of Naples and the MPO) was created a few years ago and has been published and the MPO has hard copies which Ms. Huff would be welcome to have and distribute. The map has not been updated in large part because of the length of time it takes to install new facilities and the expense of updating the map is not yet warranted. **Ms. Avola-Brown** indicated the map is available online on the NPC's website. **Ms. Huff** commented that she does not have any County wide bicycle maps and people have been requesting bicycle path maps. **Ms. McLaughlin** stated the MPO has not received calls from visitor centers requesting maps for some time, but the MPO used to get such calls. The maps are expensive to produce and the MPO does not currently have the funding to offer assistance with printing costs to produce more copies but Ms. Huff can have what the MPO has on-hand. **Mr. Philips** offered to assist Ms. Huff with picking up hard copies of the maps after the meeting.

**Ms. Huff** wanted to remind everyone that 2023 is the 100<sup>th</sup> anniversary of Collier County and when Everglades City was established as the original County seat in 1923. Exciting celebrations are being planned for next year and include the second annual triathlon in Everglades City on January 28 (there is no swimming and instead a biking or kayaking event), for which registration is starting now, and the Seafood Festival is from February 17 through February 19.

**Mr. Matonti** thanked the members for attending the meetings.

**10. Distribution Items**

None.

**11. Topics for Next BPAC Meeting**

**Mr. Matonti** asked if there were proposed topics for the next meeting and requested proposed topics be emailed to Ms. McLaughlin.

**Ms. McLaughlin** indicated that over the next six months or so, the MPO needs to develop a scope of work for the bike/ped master plan update. Staff would like to work with BPAC, maybe starting in October, to review the current plan and NPC's Paradise Coast Trail vision and evaluate the progress made, where emphasis should be shifted going forward and to strategize. With respect to NPC's vision, Ms. McLaughlin commented she likes that it is clear and provides a unified regional connecting network. In addition to the regional connectors, there can be concentration on subareas and sidewalk building to get local connections. Ms. McLaughlin would also like to know what the Transportation Improvement Program can assist with in terms of regional connections and the host of new funding categories under the new Bipartisan Infrastructure Law, and analyze where new funding categories can be tapped into. Ms. McLaughlin would like County staff and FDOT involved in the scoping process.

**12. Next Meeting Date**

October 18, 2022 – 9:00 a.m., in-person only meeting, or possibly November 15, 2022.

**13. Adjournment**

**Mr. Matonti** adjourned the meeting at 11:05 a.m.