

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

**November 15, 2022 - 9:00 A.M.
Meeting Minutes**

1. Call to Order

Mr. Matonti called the meeting to order at 9:01 a.m.

2. Roll Call

Ms. Siegler called roll and confirmed a quorum was present.

Members Present

Anthony Matonti, Chair
Alan Musico
Andrea Halman
George Dondanville
Kim Jacob
Mark Komanecky
Michelle Sproviero

Members Absent

Carey Komorny
Dayna Fendrick
Joe Bonness, Vice-Chair
Patty Huff
Robert Phelan

MPO Staff Present

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Dusty Siegler, Administrative Assistant

Others Present

Lorraine Lantz, Collier County Transportation Planning
Megan Greer, Blue Zones
Michael Tisch, Collier County Transportation Engineering
Michelle Avola-Brown, Naples Pathways Coalition
Vitor Siguri, FDOT (arrived late)

3. **Approval of the Agenda**

Mr. Dondanville moved to approve the agenda and the September 20, 2022 meeting minutes. Seconded by Mr. Komanecky. Carried unanimously.

4. **Approval of the September 20, 2022 Meeting Minutes**

Mr. Dondanville moved to approve the agenda and the September 20, 2022 meeting minutes. Seconded by Mr. Komanecky. Carried unanimously.

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

None.

6. **Agency Updates**

A. **FDOT:**

Ms. McLaughlin indicated that Tanya Merkle is FDOT's new bike/ped coordinator. She was introduced as a community liaison approximately one year ago.

Mr. Siguri introduced himself and indicated he was filling in for Ms. Merkle.

Mr. Musico asked when the work plan for next year is due. **Mr. Siguri** responded that FDOT is somewhat delayed, and it may be late December or early January. **Ms. McLaughlin** indicated she heard it may be December 12; just missing the MPO Board meeting on December 9. Ms. McLaughlin has requested FDOT provide an update on the work program at the December 9 MPO Board meeting.

B. **MPO:**

Ms. McLaughlin introduced the MPO's new principal planner, Mr. Kingston.

7. **Committee Action**

A. **Bicycle & Pedestrian Master Plan Update Workshop**

Ms. McLaughlin wanted the update to be discussed in a workshop format and invited the agency staff present to participate. The purpose was to discuss what the scope of work could be for the next Bicycle & Pedestrian Master Plan update.

Ms. McLaughlin emphasized that the updated Master Plan would be incorporated by reference into the 2050 Long-Range Transportation Plan, which identifies the funding and investment priorities for bike/ped improvements. The appendices to the Master Plan are important

because they incorporate by reference local plans.

Ms. McLaughlin provided a presentation regarding the update. The following policies were implemented in the 2019 Master Plan: FDOT Statewide Complete Streets Policy; All Ages and Abilities Design Approach; Funding Priorities; and Evaluation Criteria. The following were not implemented: MPO's High Priority Complete Streets Corridors; Designing for Safety-Recommendations (guidance); and MPO Coordinating with FDOT to Program road safety audits. What has been the focus in the past few years is addressing some of the regional gaps. Some things have changed since 2019. FDOT approved the 2020 version of the Design Manual, issued a draft Active Transportation Plan, and provided a Ped/Bike Strategic Safety Plan. They contain a lot of data and trend analyses and recommendations. The new Federal Appropriations Act – Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Law came out. Local governments adopted or updated their respective bike/ped master plans. Significantly, Naples Pathways Coalition's Paradise Coast Trail (PCT) Feasibility Study was completed, and U.S. Bike Route 15 was approved (locally). The regional connections seem well defined at this time due to the work on PCT. The SUN Trail alignment is embedded in the PCT. U.S. BR 15 was an important accomplishment.

A few things have come out of FDOT's Florida Pedestrian & Bicycle Strategic Safety Plan. There has been data analysis at a State-wide level about safety and it makes the MPO's job easier when we do an update on safety. We can focus on our local statistics and whether anything is very different from what we saw in 2019. MPO staff plans to borrow heavily from FDOT's plan. FDOT's draft Active Transportation Plan provides good analyses on safety and suggests priority bike/ped investment areas at the State level. Depending on the status of draft or final, it is something MPO staff would build upon.

Another thing that has changed since 2019 is more funds, which are not all available yet, through the Transportation Alternative Program, SU and planning funds. A new formula funding program, carbon reduction, was added. The total available increase for projects appears to be approximately \$1.5 million. The next call for bike/ped projects would be Spring of 2024 for adoption in 2025. Congestion management projects are the next projects to be called (in 2023). There may be opportunities to look at some of the new programs coming in. **Mr. Komanicky** asked if the increase is one-time or continuing, and **Ms. McLaughlin** responded it is continuous for the length of the appropriation (perhaps five years). Ms. McLaughlin continued regarding the commonalities of all the grant and formula programs: prioritizing safety; safe system approach; complete streets; equity; and climate change and sustainability. Staff will be providing a proposed updated environmental justice map to the committees.

With respect to the Carbon Reduction Program, FDOT must first coordinate with MPOs to develop a statewide carbon reduction strategy by November of 2023. The first webinar is in December. Eligibility is broad and includes bike/ped. No one within our jurisdiction has submitted anything under the Reconnecting Communities Pilot Program. The bar is high for the projects the Program is looking for, but there may be eligibility in the future. Staff did apply for the Safe Streets for All grant. If awarded, money may not be received until 2024 or later. The

money is to prepare an action plan and then local governments would be eligible to apply for implementation grants for projects, which is where most of the available funding is. The RAISE grant addresses bike/ped (active) transportation.

This year, in the Unified Planning Work Program, the funding for the Master Plan update is lower than what was available in 2019. This is partly because there were more resources to draw upon this year.

Ms. McLaughlin invited committee members and secondly, agency representatives present, to share their thoughts on the Master Plan update, and inquired what everyone wanted to keep, change, add or modify, and commenced the Bicycle & Pedestrian Master Plan workshop.

(MPO staff's notes from the workshop are attached to these Meeting Minutes as Attachment 1.)

Ms. McLaughlin indicated MPO staff intends to provide a draft scope to BPAC at the next meeting in January.

8. Reports & Presentations (May Require Committee Action)

None.

9. Member Comments

Mr. Dondanville commented that the MPO's website provides there are thirteen members of BPAC and asked for clarification of whether there are twelve or thirteen members. **Ms. McLaughlin** responded that staff would check the bylaws and advise. Ms. McLaughlin's recollection is that there is currently an even number of members. **Ms. Halman** commented that if there is an even number of members, there could be a problem during voting. **Mr. Musico** responded that with twelve members, there would simply need to be a majority vote of seven.

10. Distribution Items

A. Draft 2023 Meeting Calendar

Item distributed. **Ms. McLaughlin** pointed out that the meeting location for BPAC meetings will be different in 2023: Collier County Government Center, Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, FL, 34112. The calendar is being taken to the MPO Board for approval in December.

11. Topics for Future Meetings

Ms. McLaughlin stated that if any members have anything they would like added, to let staff know. Otherwise, the most critical item for the January agenda is the scope for the Bike/Ped Master Plan update.

12. Next Meeting Date

January 17, 2023 – 9:00 a.m., in-person only meeting. New location at Collier County Government Center, Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, FL, 34112.

13. Adjournment

Mr. Matonti adjourned the meeting at 10:45 a.m.

ATTACHMENT 1

BPAC WORKSHOP ON BIKE-PED MASTER PLAN UPDATE SCOPE - 11-15-22

Committee Meeting Discussion Notes

Helmets

Helmets in thrift stores are not good. They may be a safety hazard.

FDOT may provide helmets.

In Marco, they got helmets from FDOT. They have a resource officer who puts helmets in the patrol car.

In Immokalee, parents don't enforce it or schools. They gave parents helmets for the kids, but the kids still don't seem to wear them.

The resource officer may be the active agent in this.

Blue Zones has a helmet distribution program which encourages proper fitting. Wearing helmets has an educational component and a cultural acceptance factor. There have been approximately 4 bike/ped deaths in Immokalee this year. Lack of helmets is not necessarily an issue. The bigger issue is encouraging people to wear them.

City of Naples has been successful in getting the employer involved, explaining to them to encourage employees to wear helmets. This carries over to families wearing helmets.

Dead animals, sand and other debris in bike paths

Conditions are treacherous - is there a way to get bike paths cleaned up?

Some sort of communication with the County could increase safety.

311 helps; you can attach photos. It works very well.

Sometimes the county closes the ticket but the issue is still there.

Back to the master plan

The master plan and the process worked well for us with good results.

Two suggestions:

We have about 5-6 million dollars and 20 projects. There should be a mechanism to pull the total amount of projects submitted into realistic alignment with the funds available.

We really only focus on 3 criteria: master plan, environmental justice, and safety. There are other factors to be considered. We should go through an exercise to consider other factors, to solicit additional criteria to be included which is objectively quantifiable.

Going through the process of prioritizing, safety in various districts and the number of crashes with fatalities, Immokalee was first, Naples Park was number 2 but with a low number of fatalities (it got lost

in the scoring). The number of crashes shows an unsafe condition, whereas fatalities are a function of speed of the cars. Where you direct the focus on fatalities, it is more of an emphasis on the speed of the roadway versus the safety condition.

In Immokalee, it's not the speed limits, it's the unsafe roads.

The fatalities may go higher on the roads with higher speed limits.

Immokalee is number one, so it's the unsafe conditions. The 2 and 3 may be speeds, but in Immokalee it's road conditions.

In New York there's a much greater number of types of options of transportation in Bike Ped than here. What about driver education, can that be included in this plan?

With the MPO's Local Road Safety Plan, a focus area was on driver education. We try to implement this through the MPO and the Community Transportation Safety Team. Blue Zones is assisting the Safety Team by providing its Secretary. The Safety Team talks about driver and bike/ped safety education all the time.

The influx of seasonal residents is a factor.

Regarding project size and costing, project size and costs are increasing. Costs continue to escalate. The County is putting in larger projects to be more effective. About smaller projects, you could do gap-type projects.

If a project costs a million dollars, maybe add additional management. If presenting a high-cost project, have special approval.

We don't always know the cost.

There are many ways to do it to put parameters around the size of the project.

Each area in the County is different. For example, Naples Park has mile-long projects. This makes the project bigger and more expensive. We have to come up with enough projects to reach the million dollars. Anytime there's retrofitting, it's very expensive.

This is a discussion for when we are working on the master plan. For example, when the project is 30 percent of the funds available, maybe we shouldn't be using SU funds. We've used SU funds for the remaining projects. Is it an appropriate project for the SU box?

Stakeholder involvement with resident participation for them to present their project should be considered.

In Naples Park, do you ever find out there's utility work going on a street to find out the funding can come from a different department?

The County looks at stormwater/public utilities to coordinate. SU money can't be used for utilities, just the sidewalk. When we do the feasibility study, we look at the funds that can come after.

We have to spend the same amount of money for each of the 5 districts, right?

No, there are 10 projects that are ranked by criteria, then we take the money and distribute it based on priority. We need to manage the total amount requested so the ranking is more meaningful. Many projects can be broken into two.

With the scoring, we move things around with our discretion, too.

Everything is on the table so we don't need to limit the number of projects that can be submitted. There's something to be said for projects with preliminary design in place. If there's a big chunk of money left over in the SU box from the state and federal reconciliation process, it's good to have a prioritized project to funnel it toward.

It used to be one project for each district and each city. I've been a consistent advocate of the unfunded priority list. We should submit more projects to be funded. If a project gets cancelled, what's next on the list? Keep vetted projects on the docket.

Sometimes what's a priority today may not be a priority tomorrow. We can't keep it written in stone what the priority is.

At the end of the day, the priority list only lasts 2-3 years. If something unexpected happens, there is a working list. Which can we logistically schedule in the timeframe the funds will be available?

Things are changing. What people are building is changing. Needs are changing.

Back to the actual plan itself. Cities have their plans. The major aspect is the update. We've had consultants. There are a couple million dollars to fund projects. There are other funding resources through the federal govt and FDOT. Can projects be used in these funding mechanisms?

The committee does focus very hard on allocating the SU box fund. There are other funding sources out there that the MPO needs to consider for regional connections, like SUNTrail funding. There are elements of the Naples Pathway Coalition's (NPC's) Paradise Coast Trail Vision that aren't on the SUNtrail system. A lot of these funding sources [in the introductory presentation] are new. We don't know all of the rules yet. We need a new map that includes regional connections for the MPO and the county.

Another aspect to think about, because some of these projects don't line up with the SUNTrail system or local priorities, is that trails are an investment that bring funding to the area. Sometimes you need to invest in something grander to get bigger payback for the entire county, like getting the trail built and further connections to it.

If we can identify what these sources of funding are, like TIGER grants, then find what pieces of the master plan fit with each grant. Then, which of the 10 projects is most likely to get funding.

Major road widening projects, for example can include sidewalks, and shared use paths to implement the NPC's Paradise Coast Trail Vision. The Wilson connection is an example. Queuing projects like that may not be an appropriate allocation of SU dollars.

NPC asked whether the BCC and MPO ought to adopt the Paradise Coast Trail Feasibility Plan recommendations. The Feasibility Plan contains the regional connections. There has been superb coordination between the County and the NPC.

The list we do annually is a localized project list, not regional. It's say, the 10 local projects in municipalities. We don't have the regional element now. **We need a regional list of projects.**

The NPC map isn't strictly SUNTrail. Making a regional list wouldn't be limited to SUNTrail.

Keeping an eye on the regional connections is NPC's vision and it's embedded in the BPMP. The MPO needs to pull all of the local plans together with regional connections.

Adding the social justice component is very good. Blue Zones encourages using a weighted system to give voice to the marginalized population. This should be prioritized over recreational use. It opens up funding from many other sources not necessarily focused on transportation.

These are members of society who have to walk or bike to work.

Within the plan, debris on construction sites is a major danger, and should be added to the plan. As long as it's on a priority list, it can help. The regional list is really important, too.

The MPO did achieve important things through the BPMP, like equity. It would be good to loosen the controls on project submittals. There is general committee support for keeping an eye on the regional prize, which is important for the MPO.

Being aware of the expenses for daily project activities helps.

On the plan, to have more flexibility and less rigidity is a focus of the MPO.

The first priority scoring model was put together through an exercise with a group. What emerged was a number of things everyone agreed on for the most part.

Yes, but this was a different group. Many now don't know the need of the person who uses the roadways or sidewalks to go to work.

Equity and safety – as an MPO, we are evaluated on how our spending reflects those goals.

Regarding the bike facility map - NPC is going to need to print more maps in the next several months. The bike shops need these. Propose adding an app that can help people navigate on their bike. It can incorporate reporting hazards, like a dead animal or debris on the bike lane.

(Support from committee members was given to pursue this app.)