



# AGENDA

## BPAC

### Bicycle/Pedestrian Advisory Committee

**NOTE: THIS IS AN IN-PERSON MEETING**

IT Training Room, 5<sup>th</sup> Floor

Collier County Government Center

Administration Building (F)

3299 Tamiami Trail East, Naples, FL, 34112

**February 21, 2023**

**9:00 a.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the January 17, 2023, Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
  - A. FDOT
  - B. MPO
7. Committee Action
  - A. Review and Comment on Draft Pedestrian and Cyclist Safety Ordinance
8. Reports & Presentations (May Require Committee Action)
  - A. Update on Immokalee Transportation Network Study
  - B. Discuss Areas of Mutual Interest between BPAC and the Congestion Management Committee
9. Member Comments
10. Distribution Items
11. Topics for Future Meetings
12. Next Meeting Date

**March 21, 2023 – 9:00 a.m.**  
**Location:** CCGC Admin. Bldg. F, IT Training Room, 5<sup>th</sup> Floor, 3299 Tamiami Trail East, Naples, FL, 34112
13. Adjournment

#### 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) 252-5814. 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 Coordinator, Ms. Dusty Siegler, at (239) 252-5814 or by email at: [Dusty.Siegler@colliercountyfl.gov](mailto:Dusty.Siegler@colliercountyfl.gov) or in writing to the Collier MPO, attention: Ms. Siegler, at 2885 South Horseshoe Dr., Naples, FL 34104.*

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
Collier County Government Center, Administration Building (F)  
IT Training Room, Fifth Floor  
3299 Tamiami Trail East, Naples, FL, 34112**

**January 17, 2023 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

**Ms. Huff**, having agreed to act as Chair in Mr. Matonti and Mr. Bonness' absence, called the meeting to order at 9:09 a.m.

**2. Roll Call**

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

**Members Present**

Anthony Matonti, Chair (arrived late)  
Alan Musico (arrived late)  
Andrea Halman  
Carey Komorny  
Dayna Fendrick  
George Dondanville  
Joe Bonness, Vice-Chair (arrived late)  
Kim Jacob  
Mark Komanecky  
Michelle Sproviero  
Patty Huff, Successor Vice-Chair  
Robert Phelan

**Members Absent**

None

**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  
Michelle Avola-Brown, Naples Pathways Coalition  
Tanya Merkle, FDOT

3. **Approval of the Agenda**

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

4. **Approval of the November 15, 2022 Meeting Minutes**

*Ms. Sproviero moved to approve the November 15, 2022 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 FDOT has circulated its Draft Tentative Work Program; the final snapshot of the Program is expected in April.

**Ms. Merkle** indicated that she has received SUN Trail applications for review and recommendations, which are due to FDOT central office in the middle of April.

**Ms. Fendrick** indicated that FDOT's Draft Tentative Work Program shows the Everglades City Phase 3 project as sidewalk projects, but the projects include re-striping the roadway to remove the outer lane to use as a bike lane. Ms. Fendrick would like to make sure the description in the Work Program is correct. **Ms. Merkle** indicated she would review it and double-check. **Ms. Fendrick** inquired as to the status of the Copeland Avenue sidewalk project; her understanding was that it was supposed to start in September and was postponed. **Ms. Merkle** indicated she would check and report back.

**Ms. Sproviero** indicated that a survey had been sent out regarding the Marco Island Loop Trail, but it does not seem widely known. Ms. Sproviero stated that she only found out about it from Naples Velo and asked what could be done to make the survey known to the public so that more input outside of the bicycling community could be gathered. **Ms. Merkle** responded that FDOT has been going to farmers markets, public meetings and public areas and providing the information. Hurricane Ian impacted timing, and the deadline was extended. There have been efforts to reach out, including through the media. FDOT has received many responses. Ms. Merkle indicated she would follow up to confirm what avenues of public outreach are being utilized. **Ms. Sproviero** requested that the final results be provided, and **Ms. Merkle** responded that a final report and resulting recommendations will be provided. **Ms. Huff** asked for confirmation of the deadline, and **Ms. Merkle** responded that it was January 16. **Ms. Huff** requested that a report or presentation be provided at the next BPAC meeting. **Ms. Merkle** responded that FDOT needs time to review the information gathered, and she will work with Ms. McLaughlin to provide

information and potentially a presentation at a future BPAC meeting. **Mr. Phelan** asked if the route for the Loop Trail had been finalized. **Ms. Merkle** responded that the route is still part of the study. **Ms. Halman** asked if the information is being shared with the County or just Marco Island; she was not aware that there were online meetings. **Ms. Huff** clarified that the meetings were for the steering committee; Ms. Huff, Mr. Musico and Mr. Phelan are members. The last meeting was during late 2022. Much of the discussion at the last steering committee meeting was about shared use of bridges. **Ms. Halman** expressed a desire to attend the meetings. **Ms. Merkle** indicated she would follow up to get information and provide it to Ms. McLaughlin.

**B. MPO:**

**Ms. McLaughlin** stated that the MPO is happy to have Ms. Siegler and Mr. Kingston on staff, and that a vacant principal planner position was posted, but has not been filled. Over the next few months, Ms. McLaughlin intends to seek consulting services to assist with the MPO's workload.

[Mr. Bonness arrived at the meeting.]

**7. Committee Action**

**A. Elect Chair and Vice-Chair**

*Mr. Dondanville moved to elect Mr. Matonti as Chair. Ms. Sproviero seconded. Carried unanimously.*

*Ms. Halman moved to elect Ms. Huff as Vice-Chair. Mr. Bonness seconded. Carried unanimously.*

**B. Review and Endorse Scope of Services for Bicycle & Pedestrian Master Plan Update**

**Ms. McLaughlin** explained that MPO Staff is preparing to have a work order issued under its general planning contract for professional services to update the 2019 Bicycle & Pedestrian Master Plan (BPMP). At its November meeting, BPAC received a presentation on the BPMP update and discussed potential scope of work elements in a workshop format. After receiving Mr. Matonti's BPAC Chair Report at its December 9, 2022, meeting, the MPO Board made the following suggestions regarding the BPMP update: Commissioner McDaniel urged the MPO to rely more on input from BPAC and less on the opinions of consultants and to include outreach to teach pedestrian and bicycle safety at elementary schools; Commissioner Kowal requested the Deputy County Attorney to develop an ordinance regarding cyclists riding against traffic on sidewalks being inherently unsafe, and the MPO Board approved a motion to have BPAC review the draft ordinance; and Commissioner Hall mentioned that he is an avid cyclist, and believes education is central, including outreach to seasonal drivers and riders on electric bicycles. The draft ordinance is in the very beginning stages. As soon as a draft ordinance is ready, it will be presented to BPAC.



The draft Scope of Services incorporates BPAC's suggestions from its November meeting and some broad language to capture the MPO Board's concerns. The Technical Advisory Committee (TAC) and the Citizens Advisory Committee (CAC) will also be requested to endorse the Scope this month, and then the Scope is submitted to FDOT and FHWA for approval and vendor selection (which is done through the County). Possibly in February, the MPO would request the MPO Board to approve a work order, followed by a notice to proceed in March. The estimated time frame the BPMP update would be Spring of 2024 for finalization, providing for a good transition to the Long-Range Transportation Plan (LRTP); the BPMP update is a critical component of the LRTP. The primary purpose of the Scope is to develop an Update that would be incorporated into the next LRTP. The BPMP Update is the deciding plan on how the MPO invests Surface Transportation Block Grant – Urban (SU) funds for bicycle/pedestrian projects and the investment of Transportation Alternatives (TA) funds, which has been expanded to include carbon reduction formula funds. The amount of potential funds is expanding (although there will be competition for the funds, which also address transit). Other programs are mentioned, such as the Reconnecting Communities Pilot Program (if extended) and RAISE (Rebuilding American Infrastructure with Sustainability and Equity). Public safety was added; public involvement is key. There is existing information to be incorporated into the Update, which would save time for the consultant because so much work has already been done, particularly at the regional level (such as the Naples Pathways Coalition (NPC) Paradise Coast Trail vision being the structural component of a regional connected network, which includes part of the SUN Trail). There are new data and policies to be evaluated and the prospect for new evaluation criteria and call for project details. The Scope contains SU and TA fund allocations and sets forth the rotation for project initiatives. SU funds are just over \$5 million per year and TA funds are approximately \$700,000 per year. The combined increase under the latest bill would add approximately \$800,000 and the possibility to target carbon reduction program funds of approximately \$660,000. Evaluation criteria components include broad language to incorporate members' previous comments. The bike/ped facility GIS database and map and other online applications that may make the information more available to the public would need to be updated.

**Ms. McLaughlin** requested member comments on the draft Scope.

**Ms. Huff** commented that the local/regional plan section's reference to U.S. Bike Route 15 (in item 9) is incorrect; State Bike Route 15 is listed, and it should be U.S. Bike Route 15. The status of U.S. B.R. 15 is that there are four counties that have not yet approved of it; NPC hopes to get approval by Spring. Separately, at a recent meeting of the Office of Greenways and Trails, it was mentioned that there is interest in extending the whole network of pathway systems throughout the State so there is more connectivity between urban areas and State and National parks. Ms. Huff suggested that it be included if such an initiative is pursued.

**Mr. Dondanville** requested clarification on whether BPAC will get to review and comment on the draft ordinance before it is passed. **Ms. McLaughlin** responded that any time an ordinance is proposed, great deference is given to legal counsel on what is being proposed. It was sincerely intended by the MPO Board that BPAC have input on the ordinance.

**Ms. Halman** requested clarification of what the Reconnecting Communities Pilot Program is. **Ms. McLaughlin** responded that the program contemplates trying to repair past damage done

by major transportation infrastructure in terms of cutting a community in half. It was clear from the notice of funding availability that the program seeks very expensive, complicated projects that would eventually become a prototype. Ultimately, while Collier County had an interesting project (Golden Gate Parkway Complete Streets project), Ms. McLaughlin's understanding is that it would not have been lucrative to pursue the funding. **Ms. Halman** asked if cul-de-sacs in communities that close the communities off would qualify. **Ms. Lantz** explained that the grant was looking for a road that disconnected a single community; it had to be one community that was disconnected. The County was looking at whether Golden Gate Parkway in Golden Gate City would qualify. It did not fit the criteria requirements for the grant. **Mr. Dondanville** indicated that a Golden Gate Parkway overpass from the Greenway to Freedom Park would connect a split community. **Ms. Lantz** responded that one of the grant program requirements is that a potential project is in an environmental justice area.

[Mr. Matonti arrived at the meeting.]

**Mr. Komanecky** asked what kind of outreach the MPO and BPAC are doing; when he talks to people about BPAC, most of them do not know it exists. Mr. Komanecky wondered if there are proactive approaches that could be taken, particularly with respect to social media. **Ms. McLaughlin** responded that whenever the MPO begins a major planning effort, such as the LRTP or the BPMP, the vendor is requested, as part of the scope of work, to come up with a specific public involvement plan for the planning development. The MPO has a broad Public Participation Plan that controls what it does for the committees, the MPO Board, and the MPO's internal work. When a significant plan is updated, much thought needs to be given to who the stakeholders are and who might be missing from the conversation. Consultants do bring more staffing and technical assistance to the project and public outreach efforts. The last time the BPMP was updated, the public outreach was robust and included online information and opportunities, maps showing existing facilities, the ability to suggest improvements and provide an illustrated representation, and online and social media surveys. The MPO can coordinate to use the County's Facebook page to post surveys. There is also traditional outreach of reaching people at local farmers markets and community events. For traditionally underserved populations, translators are used, and venues are selected where it is anticipated that minorities will be present. The MPO has received expensive proposals for things like automated or virtual town halls, which can cost approximately \$40,000 (about half of the budget for the BPMP update). **Ms. Huff** suggested the potential of collaborating with NPC and Blue Zones, and the Florida Bicycle Association to help with outreach by including it in their newsletters and updates.

[Mr. Musico arrived at the meeting.]

**Ms. Fendrick** indicated that she is pleased the criteria for project selection and prioritization is being expanded. Ms. Fendrick asked if the County has counters in place for bicycle/pedestrian traffic and requested data from the counters. **Ms. Lantz** responded that there are counters but was unsure of the exact locations of them. There were counters on Golden Gate Parkway for the Complete Streets project. Ms. Lantz indicated she could follow up with Michael Tisch to get the information.

**Ms. Fendrick** suggested adding an element to the policy section of the Scope to deal with

“mega” roads and “mega” intersections. Ms. Fendrick indicated that they become barriers to cyclists/pedestrians. Ms. Fendrick would like a policy to try to keep the roads smaller, more interconnected, and built with more thoughtful bike/ped facilities (instead of as an after-thought). **Ms. Huff** commented that FDOT has a policy to the effect. **Ms. Merkle** clarified that it depends on the project; right-of-way constraints are an issue. Repurposing lanes would be individual to the communities and their needs and desires. **Ms. Lantz** added that it is difficult to retrofit into a built environment; Vanderbilt Beach Road Extension is the first new road that has been constructed in years. BPAC has been exploring issues with gaps in connectivity, which is also a focal point for the County. **Mr. Bonness** commented that the issue stems from the Land Development Code. As gated communities were constructed, they desired exclusivity and did not want connectivity.

**Ms. Halman** asked if the BPMP update would be added to the current Master Plan booklet, and **Ms. McLaughlin** speculated that it would replace it, but the answer will be better known once a consultant is on-board. Ms. McLaughlin anticipates the Update to be more focused, as so much has been done in the interim, especially regarding regional connections.

**Mr. Musico** stated that, in looking at the scoring criteria, one issue mentioned previously was project cost. Mr. Musico would support some mechanism for considering the cost of a proposed project; there should be a disincentive for projects that would consume the entire budget of allocated funds. The cost of a proposed project should be considered when looking at the scoring of a project because there would be a preclusion, to some extent, of the other proposed projects. **Ms. Halman** commented that sometimes, the cost should not matter if a project is needed. **Mr. Musico** responded that cost should be a consideration, but not necessarily an outcome determinative factor.

**Mr. Matonti** asked for clarification of which budget, LRTP or BPMP, Ms. McLaughlin was referring to when she mentioned that a \$40,000 virtual town hall would consume half of the budget. **Ms. McLaughlin** responded that she was referring to the BPMP budget, which is approximately \$56,000. The MPO can look to secure additional funding now that it has more latitude with consulting services. **Mr. Matonti**, circling back to online public outreach, pointed out that social media is a free method of outreach. **Mr. Komaneky** added that assistance from online platforms for organizations such as NPC would also be beneficial. Other agencies in Florida have used ad campaigns on Facebook to promote and it seems to be successful but would cost money and require expertise. A more proactive outreach on social media is something to consider. **Mr. Bonness** mentioned that there is the ability to reach out through major media, such as radio (Renda Broadcasting) or television, to get short advertisements. They are looking for opportunities to advertise public involvement. **Mr. Musico** added that many local newspapers are looking for topics for articles; reporters could be contacted and given information about what BPAC is doing and have the website included in the news article, which would be free.

**Mr. Matonti** asked what public involvement would likely cost. **Ms. McLaughlin** responded that the public involvement section in the draft Scope, at this stage, is generic. It currently includes interactive web-based component, traditional media, and other public outreach. **Mr. Matonti** suggested that coordination with local media and local agencies and non-profits could be added, with the understanding that they need to meet with BPAC. At the last MPO Board meeting, the Board indicated it is looking to BPAC to provide guidance on the Update.

**Ms. McLaughlin** reiterated Mr. Matonti's comments to be incorporated into the draft Scope: under the public involvement section, add develop public outreach campaign for review by BPAC initially (which is ultimately approved by the MPO Board). This would likely include local print, radio and television media, and local agency/non-profit organization collaborations. Ms. McLaughlin will come up with additional language to add, and noted that consultants often desire to push the envelope when it comes to public involvement.

Ms. McLaughlin delineated the following additional changes to the draft Scope based on the other member comments: correction of State Bike Route 15 to U.S. Bike Route 15 (under local and regional plans); language to address Ms. Fendrick's concern about general road network connectivity (under MPO planning policies); and inclusion of "costs" in the evaluation criteria.

**Mr. Musico** indicated that one of the best ways to reach the public is attending public events, such as farmers markets. Mr. Musico has seen tremendous success in interacting with the public in such a way. Mr. Musico thinks it should be included as it provides an opportunity to have face-to-face interaction with people. **Ms. McLaughlin** agreed and indicated that in the past, the MPO has had staff or volunteers attend such events to save money. **Ms. Halman** pointed out that such outreach does not reach the people who need their bicycles for regular transportation and to commute for work. That population tends not to go to farmers markets as often. In Immokalee, many people work from early in the morning (5 a.m.) until mid-evening (6 or 7 p.m.). One would need to reach out to them in the early morning or evening before their bus rides, or when it is raining, and outdoor work is not feasible. **Mr. Musico** indicated that public outreach, to be effective, should be at a venue where people typically go. **Ms. Halman** added that information could also be provided to certain community members that could pass it on to groups of residents. There are many residents who utilize bicycles; bike racks are usually filled. **Ms. McLaughlin** stated that she would add language to the Scope regarding outreach to the local community.

**Mr. Matonti** asked what the next steps would be. **Ms. McLaughlin** responded that the Scope (with BPAC's revisions and additions) will be presented to TAC and CAC on January 23 and then potentially to the MPO Board in February if FHWA and FDOT have reviewed it in time. **Mr. Matonti** asked if BPAC would get to review the Scope again, and **Ms. McLaughlin** responded that it would not be reviewed again in terms of approval. **Mr. Matonti** urged that if anyone had any further comments, changes, revisions, or additions to the Scope, to make it known.

**Ms. McLaughlin** requested BPAC's endorsement of the Scope, as revised per the members' comments, and indicated that she could slow the process down if anyone had any concerns or felt they needed more time to review the Scope, but she is trying to keep the process moving in a timely fashion.

**Ms. Halman** asked if education was included, and **Ms. McLaughlin** responded that safety education was included.

***Mr. Dondanville** moved to endorse the Scope of Services for the Bicycle & Pedestrian Master Plan Update with the discussed revisions and additions. **Mr. Musico** seconded. Carried unanimously.*

### **C. Review and Comment on Collier County's 2023 Road Resurfacing Plan**

**Ms. McLaughlin** explained that the MPO received a distribution of the Plan on December 7, 2022, with the request to review and comment. The last time BPAC reviewed a resurfacing plan was January of 2022. The current Plan is a single-year plan (and not a five-year plan). **Ms. McLaughlin** provided preliminary comments and briefly met with the road maintenance project manager and Michael Tisch.

**Ms. Halman** asked how the resurfacing projects were selected, and **Ms. McLaughlin** responded that she was not sure, but would follow up to find out. **Ms. Halman** indicated that there are not many resurfacing projects occurring in Immokalee. **Ms. Halman** would like to know how resurfacing needs are determined, as many roads in Immokalee are in poor shape. **Ms. McLaughlin** responded that she did hear some discussion at the meeting regarding the analysis the County does on pavement condition and the technology used, and she could request a report on the process. **Ms. McLaughlin** further indicated she would request comments on the resurfacing projects and **Ms. Halman's** concern that there are not enough resurfacing projects slated for Immokalee.

**Ms. McLaughlin** indicated she spoke with the project manager about the project on Green Boulevard, as it coincides with a bike lane/sidewalk project that the MPO had funded. Both projects appear to be happening in the same year, so **Ms. McLaughlin** wanted to make sure they were being coordinated. One or the other of the projects may be slightly delayed so that the projects are streamlined.

**Ms. Huff** indicated that the annotated Plan provides that Mr. Tisch would follow up regarding the extent of drainage issues on Collier Avenue in Everglades City and asked whether that follow up had occurred. **Ms. McLaughlin** responded that she has not yet heard and wondered if Everglades City had received any follow up. **Ms. Huff** was not aware of anything. **Ms. McLaughlin** stated that when it was discussed, her sense was that it was a high priority for paving and accommodating lane guides. There was concern that the road may need a lot of work to clean up some drainage issues to be able to accommodate cyclists. **Ms. McLaughlin's** understanding was that there would be coordination to determine the scope for drainage and how it could be modified to accommodate bicycles, and then a report back regarding whether there might be any additional cost that the MPO could potentially assist with.

**Ms. Fendrick** asked what the red and black lines on the Plan depict. **Ms. McLaughlin** was not sure but indicated there were markups on the Plan from a capital project group that had reviewed it prior to it being distributed to the MPO. **Mr. Bonness** indicated that the red lines might represent overlays (another coat of asphalt) and the black lines might represent milling overlays (where the surface is removed and redone). [Various members expressed difficulty in understanding the nature of the projects depicted on the Plan.]

**Ms. Jacob** inquired about the process to get Sharrow markings for bicyclists requested and indicated that Vanderbilt Drive does not have a bike path and there are aggressive drivers and many cyclists. **Ms. McLaughlin** stated that the issue has been brought up before at BPAC

meetings, and her recollection is that there are issues regarding right-of-way that would limit the facilities that could be put in. Ultimately, it was decided to install sidewalks on both sides of the road rather than bike lanes. **Ms. Jacob** expressed that some sort of signage/markings is needed to make drivers more aware of the cyclists. **Ms. McLaughlin** indicated that she is unsure whether the County uses Sharrow markings for County roads. **Mr. Bonness** pointed out that the City of Naples has many Sharrows. Mr. Bonness had worked alongside the Community Traffic Safety Team and that organization does work to get Sharrow markings completed. **Ms. Merkle** added that the speed limit on the roadway is relevant to whether Sharrow markings are allowed; if the speed limit is greater than 35 mph, FDOT does not recommend Sharrow markings. There are other parameters for Sharrow markings, such as the type of traffic.

**Ms. Fendrick** stated that her recollection was that the purpose of getting the five-year resurfacing plan was so BPAC could review it and make requests regarding re-striping and bike lanes in connection with the resurfacing and have enough time to be able to do so. **Ms. McLaughlin** indicated that she was uncertain whether there is a five-year plan at this time, but would follow up to find out.

[Various members expressed confusion regarding the meaning of the markups on the plan map and the nature of the work to be performed.] **Mr. Matonti** indicated that the black lines on the map represent resurfacing projects, and the red lines represent major construction projects.

**Ms. Sproviero** commented that Collier Boulevard, near Paradise Coast Sports Complex, is dangerous for pedestrians/cyclists and there are no bike lanes. **Ms. Lantz** responded that the upcoming construction project will expand the road from four to six lanes and include sidewalks and a multi-use path.

**Ms. McLaughlin** indicated that she would touch base with Mr. Tisch regarding the comments and questions on the plan for the next BPAC meeting. **Ms. Lantz** indicated that Mr. Tisch went to the former meeting location for the BPAC meeting; he will try to attend the next BPAC meeting. With respect to the Vanderbilt Drive project, there is currently a sidewalk on the west side and a sidewalk will be added to the east side. There are right of way issues. **Ms. McLaughlin** indicated that she would follow up regarding the County's position on Sharrows, particularly with respect to Vanderbilt Drive.

*Ms. Halman made a motion for the MPO to follow up regarding the questions and concerns raised at the meeting related to the 2023 Road Resurfacing Plan for the next BPAC meeting. Ms. Huff seconded. Carried unanimously.*

#### **D. Clear and Block Date for Tentative Joint Meeting with Lee County BPCC**

**Ms. McLaughlin** explained that MPO staff has been working with Lee County to block a date for a tentative joint meeting with Lee County Bicycle Pedestrian Coordinating Committee (BPCC). Collier MPO would like at least four members of BPAC to attend the meeting; the meeting would not be an additional meeting for BPAC for the month of October. **Ms. Siegler** indicated that the meeting could be in Bonita Springs or Estero and the location will be worked out in the coming months.

**Ms. Huff** asked what quorum would be needed for a joint meeting and whether any decisions would be made at a joint meeting. **Ms. McLaughlin** indicated that it is unlikely decisions would be made and the focus would likely be on workshopping, sharing information, and regional presentations/updates. With respect to a quorum, MPO Staff has received somewhat conflicting information from the County Attorney's Office at differing times-the MPO was advised that it could not hold a meeting without a quorum present. More recently, in the context of regional meetings, the MPO was advised that if the meeting is only a workshop, it is okay to not have a quorum present. **Ms. Huff** indicated that her recollection was the last joint meeting was in a workshop and presentation format, and a quorum was not present. In the past, when there were joint regional plans, a quorum was necessary to vote. **Ms. Halman** asked how many members are needed for a quorum. **Ms. McLaughlin** stated that the quorum for BPAC is three. **Ms. Siegler** added that the request for four BPAC members' attendance at a joint meeting was to ensure enough members would be present for a quorum. The Interlocal Agreement with Lee County MPO does not specify the required number for a quorum for BPAC at a joint meeting, but does so specify for TAC and CAC.

**Mr. Musico** commented that he would like to know what the agenda for a joint meeting would be prior to scheduling a joint meeting. **Ms. Huff** indicated that she thinks it is important to connect with Lee County, even if just for information purposes, and all BPAC members should try to attend. **Ms. Halman** agreed that it is important to know what Lee County is going to discuss in advance of a joint meeting. **Mr. Musico** added that it is important for BPAC to be well-represented as no one knows what may come up at a regional meeting. **Ms. Lantz** indicated that October 24, 2023, is a BCC meeting day and, therefore, there would likely be Collier County staff that would be unable to attend a joint BPAC/BPCC meeting on that day. **Ms. Siegler** commented that the meeting rotation days for the MPOs are set and it is somewhat difficult to find meeting dates that work for all involved. **Mr. Musico** suggested that another meeting date be cleared due to the conflicting BCC meeting. **Ms. McLaughlin** indicated that MPO Staff could endeavor to get presentation materials from County staff ahead of time if staff would be unable to attend the meeting and Ms. McLaughlin could present. The most difficult thing for MPO Staff has been securing a meeting date and venue. **Ms. Huff** suggested that BPAC keep the October 24, 2023, date for a joint meeting. **Ms. Siegler** requested clarification on whether to move forward with the October 24 date or to try to get an alternate date and was directed to move forward with the October 24 date.

*Ms. Huff moved to block October 24, 2023, for a potential joint meeting with Lee County BPCC. Mr. Komaneky seconded. Carried unanimously.*

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

None.

**9. Member Comments**

**Ms. Huff** stated that she is still conducting monthly bicycle rides in Everglades City. There was a music festival to raise funds for the Bank of Everglades Building restoration project on January 14. Florida Bicycle Association has a new Executive Director, Kelly Morphy. She is very active and works hard to promote the Association. The Association website has been updated and changed. Ms. Huff encouraged BPAC members to look into the Association to see if they would like to be members.

**10. Distribution Items**

None.

**11. Topics for Future Meetings**

**Ms. McLaughlin** indicated that the items discussed at the meeting provided sufficient topics for the next BPAC meeting.

**12. Next Meeting Date**

February 21, 2023 – 9:00 a.m., in-person only meeting, at Collier County Government Center, Bldg. F, IT Training Room, Fifth Floor, 3299 Tamiami Trail East, Naples, FL, 34112.

**13. Adjournment**

**Mr. Matonti** adjourned the meeting at 11:20 a.m.



**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Review and Comment on the Draft Pedestrian and Cyclist Safety Ordinance**

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**OBJECTIVE:** For the Committee to review and comment on the draft Pedestrian and Cyclist Safety Ordinance.

**CONSIDERATIONS:** The County Attorney's Office (CAO) has followed up on the direction provided at the December MPO Board meeting regarding drafting a County ordinance regulating the operation of bicycles on public sidewalks. The CAO has proposed an amendment to the existing Pedestrian Safety Ordinance to incorporate additional regulations covering the operation of bicycles (including electrical bicycles) on public sidewalks within the unincorporated portions of Collier County.

The amendment would require that bicyclists ride in the same direction as the flow of traffic and that only human powered bicycles can be operated on public sidewalks. Cyclists could ride electric bicycles on sidewalks, but they would have to be under human power rather than the battery function.

The CAO discussed the draft amended Ordinance with the Collier County Sheriff Office's attorney. Although the draft amended Ordinance specifically regulates the unincorporated portions of the County, the CAO will be reaching out to the respective attorneys representing the municipalities to gauge their interest.

The MPO Board directed that the Committee review and comment on the draft Ordinance. Staff will provide the Committee's comments to the CAO. The new sections of the Ordinance are underlined, and any changes are in ~~striketrough~~. (**Attachment 1**).

**STAFF RECOMMENDATION:** that the Committee review and comment on the draft Pedestrian and Cyclist Safety Ordinance.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. Draft Pedestrian and Cyclist Safety Ordinance in Track Changes

**ORDINANCE NO. 2023 - \_\_\_\_\_**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, AMENDING ORDINANCE NO. 2022-02, THE "COLLIER COUNTY PEDESTRIAN SAFETY ORDINANCE", AMENDING SECTION THREE, DEFINITIONS; AMENDING SECTION FOUR, JURISDICTION; PROVIDING FOR A NEW SECTION ESTABLISHING REQUIREMENTS FOR THE OPERATION OF BICYCLES ON SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS WITHIN THE UNINCORPORATED PORTIONS OF COLLIER COUNTY, FLORIDA; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE OF LAWS AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, a recent compilation of motor vehicle crash data for 2020 published by the National Highway Traffic Safety Administration in October 2022 stated that Florida ranked fourth in the percentage of pedestrian fatalities in 2020; and

**WHEREAS**, Collier County has a significant government interest in pedestrian and bicyclist safety and this ordinance regulates conduct for the purpose of promoting pedestrian and bicyclist safety; and

**WHEREAS**, according to the Florida Department of Highway Safety and Motor Vehicles Crash Dashboard website at <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>, in 2022, there were 172 bicycle crashes in Collier County, resulting in 4 fatalities, and 164 injuries suffered, as well as, 190 pedestrian crashes resulting in 5 fatalities, and 122 injuries suffered (this data covers crashes occurring between January 1, 2022 and December 29, 2022); and

**WHEREAS**, the Florida Statutes expressly authorize local authorities such as Collier County to regulate the operation of bicycles and electric bicycles within their jurisdiction and within the reasonable exercise of their police power under the State Uniform Traffic Control Statute at §§ 316.008(h) and 316.2068(5); and

**WHEREAS**, the Board of County Commissioners finds that requiring the progression of bicycles on sidewalks and upon public rights of way to travel in the same direction as the flow of traffic will promote safer pedestrian travel and reduce the potential for crash events between vehicles and both pedestrian and bicycle travelers; and

**WHEREAS**, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in Collier County, which presents enhanced opportunities for crashes and injuries with other pedestrian travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

[21-COA-02062/1764287/1]

**WHEREAS**, the Board of County Commissioners finds that this Amendment to Ordinance No. 2022-02 is narrowly tailored to impose specific regulations to protect the public health, safety, and welfare by reducing the likelihood of serious bodily injury or death that results from conflicts between vehicular traffic, bicyclists, and pedestrians progressing on the sidewalks, crosswalks, and intersections in the unincorporated area of Collier County; and

**WHEREAS**, the Board of County Commissioners seeks to prevent further pedestrian fatalities or injuries within the County.

**NOW, THEREFORE, BE IT DULY ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA**, that:

**SECTION ONE:** Section Three: Definitions of Ordinance No. 2022-02, codified as Section 110-162 of the Code of Laws and Ordinances, is amended as follows:

**SECTION THREE: DEFINITIONS.**

For the purpose of this division, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

Bicycle means every vehicle propelled solely by human power, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels, as defined in § 316.003(4), Florida Statutes, including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include motorized scooters, micromobility devices, or such similar devices as defined in § 316.003(41).

Bicycle lane means any portion of a roadway or highway which is designated by pavement markings and signs for preferential or exclusive use by bicycles. See also Travel Lane below.

Bicycle path means any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the right-of-way or within an independent right-of-way.

Crosswalk means: (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Electric bicycle means a bicycle or tricycle equipped with a fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- (a) “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(b) “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(c) “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Intersection means: (a) the area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict, and (b) where a highway includes two roadways 30 feet or more apart, every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, every crossing of two roadways of such highways shall be regarded as a separate intersection.

*Median* means the portion of the roadway separating the opposing traffic flows. Medians can be depressed, raised, or flush.

Moped means any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels, with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters. The term does not include an electric bicycle.

Motorized scooter means any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground. The term does not include an electric bicycle.

*Motor vehicles* means any vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails, but not including any bicycle or moped as defined in this section.

*Pedestrian* means any person afoot.

*Person* means any natural person, firm, co-partnership, association, or corporation.

*Sidewalk* is the portion of the street right-of-way intended for the use of pedestrians that is between the curb and the adjacent property line. If there is no curb or right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the roadway and the adjacent property line. If there is no curb but there is a right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the right-of-way parking area and the adjacent property line.

*Traffic separator* means a barrier, such as a concrete wall, raised median, guardrail, fence, or landscaped or gravel area, whether or not raised, that is less than 6 feet in width placed between lanes of a roadway to divide traffic moving in opposite directions.

*Travel lane* means the portion of the roadway dedicated to the movement of motor vehicles traveling from one destination to another where a motor vehicle may not remain stationary indefinitely without eventually obstructing the free flow of motor vehicle traffic, and not including, shoulders, bicycle lanes, or on the street parking. Travel lanes do not include sidewalks, bike paths, private property, or streets closed to vehicular traffic. The term shall include ~~bike~~ bicycle lanes which are delineated but a contiguous part of the street or highway pavement.

**SECTION TWO:** Section Four of Ordinance No. 2022-02, codified as Section 110-163 of the Code of Laws and Ordinances of Collier County, Florida, is amended as follows:

#### SECTION FOUR: JURISDICTION

The provisions of this section shall be in effect upon all streets and highways, owned and maintained by the county, as well as the sidewalks within the unincorporated area of the county over which Collier County has traffic control jurisdiction.

**SECTION THREE:** Ordinance No. 2022-02 is amended to include the following new section:

#### **OPERATION OF BICYCLES ON PUBLIC SIDEWALKS AND CROSSWALKS WITH FLOW OF TRAFFIC**

1. Authorization: Bicycle riding is allowed upon the public sidewalks within the unincorporated area of Collier County over which the County has traffic control jurisdiction.
2. Power Assisted Bicycles Prohibited: No person shall ride any bicycle other than by using human power upon any public sidewalk except for authorized government personnel, law enforcement officers, and other emergency responders. All types of motorized mopeds and motorized scooters are prohibited.
3. Operation with Flow of Traffic: Bicycles shall travel in the same direction as traffic while being operated on public sidewalks, crosswalks, and intersections so that such bicycles are traveling with and not against the flow of traffic unless otherwise specifically directed by a law enforcement officer.

4. At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the cyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
5. The provisions of this Section expressly do not apply to motorized wheelchairs having three or more wheels.

#### **SECTION FOUR: CONFLICT AND SEVERABILITY**

In the event this Ordinance conflicts with any other Ordinance of Collier County or other applicable law, the more restrictive shall apply. If any phrase or portion of the Ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion.

#### **SECTION FIVE: INCLUSION IN THE CODE OF LAWS AND ORDINANCES**

The provisions of this Ordinance shall become and be made a part of the Code of Laws and Ordinances of Collier County, Florida. The sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "ordinance" may be changed to "section," "article," or any other appropriate word.

#### **SECTION SIX: EFFECTIVE DATE**

This Ordinance shall become effective upon filing with the Department of State.

**PASSED AND DULY ADOPTED** by the Board of County Commissioners of Collier County,  
Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

ATTEST:  
CRYSTAL K. KINZEL,  
Clerk of Courts & Comptroller

BOARD OF COUNTY COMMISSIONERS  
COLLIER COUNTY, FLORIDA

By: \_\_\_\_\_  
\_\_\_\_\_, Deputy Clerk

By: \_\_\_\_\_  
Rick LoCastro, Chairman

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach  
Deputy County Attorney

**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8A**

**Update on Immokalee Transportation Network Study**

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**OBJECTIVE:** For the Committee to receive an update on the Immokalee Transportation Network Study.

**CONSIDERATIONS:** Collier County Transportation Management Section has hired Atkins to develop a framework for Local Transportation Network Improvements in Immokalee. The purpose of the study is to identify potential routes and make recommendations to improve connectivity of the collector and local street grid to expand public transit service and bicycle and pedestrian access. Based on the analysis of existing plans and input from the Stakeholder Advisory Group and Steering Committee composed of the County Transportation Management Section, Community Redevelopment Area, Collier Area Transit and the MPO, a prioritized list of projects will be proposed for consideration.

The presentation on the Immokalee Transportation Network Study is shown in **Attachment 1**.

**STAFF RECOMMENDATION:** That the Committee receive an update on the Immokalee Transportation Network Study.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. Presentation on Immokalee Transportation Network Study





8A Attachment 1  
BPAC 2/21/23



Immokalee Transportation Network Plan



# Study Goals

The goal of this effort is to determine community mobility needs and important connections to address missing gaps, set priorities for needed improvements, and recommend improvements to address the mobility needs providing accessibility for all.



## Walkability

Ensuring safe walkways that connect people and places



## Cycling

Ensuring safe roadways and connections for cycling



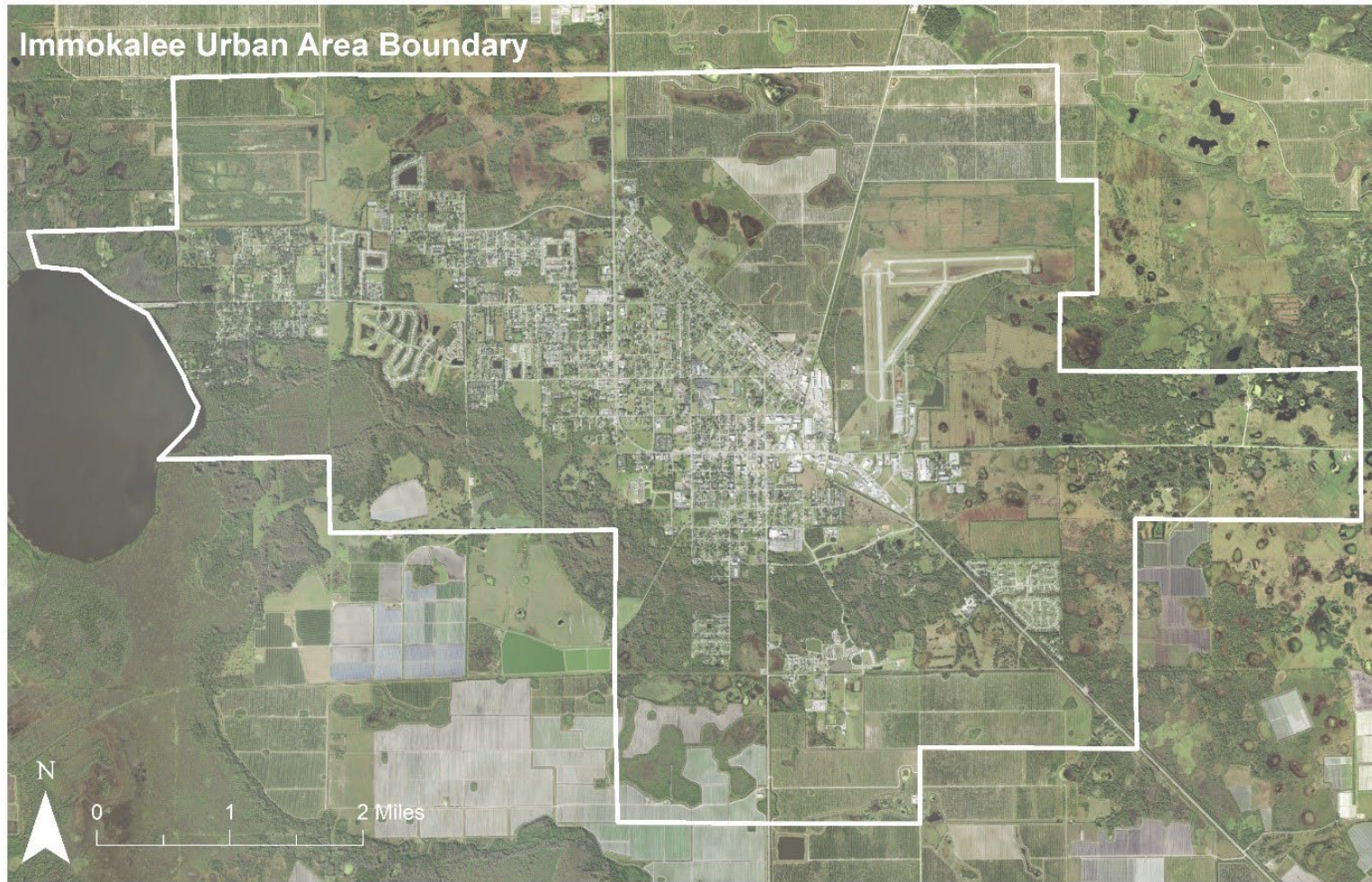
## Connectivity

Connecting people to services, schools, and jobs





# Study Area

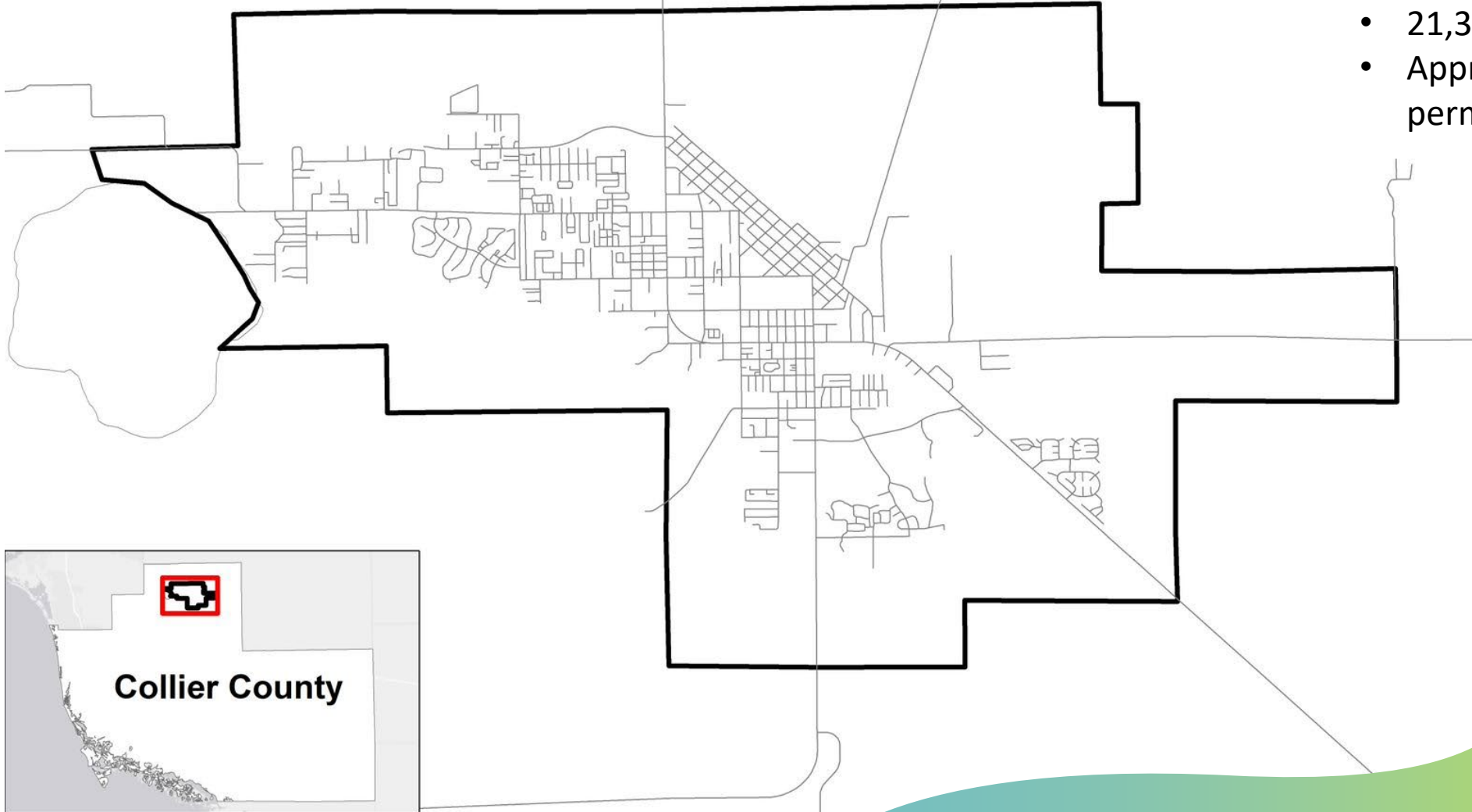


- 22.72 square miles
- 21,306 acres
- Approximately 24,100 permanent population



# Immokalee Urban Area Boundary

- 22.72 square miles
- 21,306 acres
- Approximately 24,100 permanent population



# Stakeholder Advisory Group



The Immokalee Transportation Network Plan Stakeholder Advisory Group (SAG) is comprised of individuals with direct knowledge of transportation needs and issues in the community



Two meeting of this group have been held

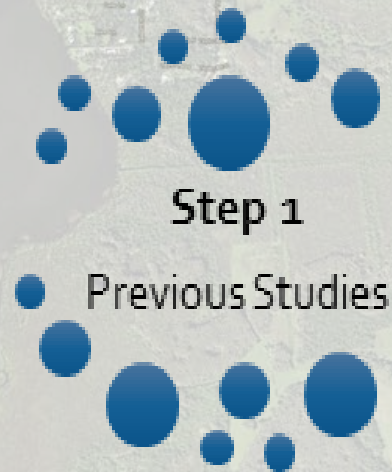


One-on-one interviews have been conducted with many of the agencies



# Study Process

## Potential Pedestrian Enhancement Projects



### Step 1

## Previous Studies

## Step 2

## Existing Conditions

### Step 3

## Gap Analysis and Project Identification

## Step 4

## Final Project List and Recommendations

## Stakeholder Advisory Group

- Enhanced Pedestrian Improvement
- Potential Roundabout/Neighborhood Circle
- Transit Stops
- Proposed Sidewalk Improvement
- Complete Streets Reconstruction
- Multi-Use Path Improvement
- Potential Lane Repurposing
- Proposed Trail
- Existing Sidewalks
- SR 29 Bypass
- Seminole Reservation and Casino

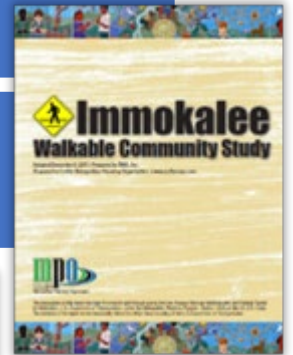
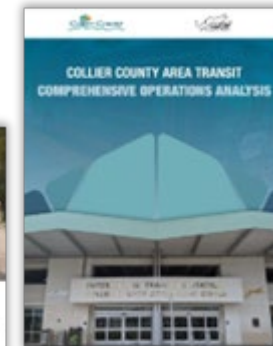
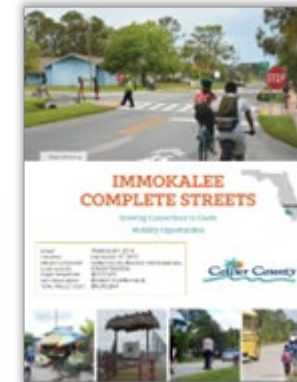
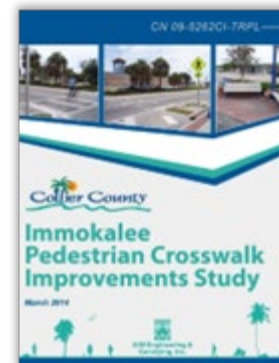


# Previous Studies

A key element in developing the *Immokalee Transportation Network Plan* was conducting a comprehensive review of previous studies.

A total of 10 plans and resources were reviewed as part of the previous studies analysis:

- Collier County/Immokalee Complete Streets TIGER 2016 Application and Grant
- Collier Area Transit (CAT) Bus Stop & Facility Accessibility Study
- CAT Comprehensive Operations Analysis
- CAT Transit Development Plan (TDP)
- Collier MPO and CAT Park-and Ride Study
- Collier MPO Bicycle & Pedestrian Master Plan
- Collier MPO Pedestrian and Bicycle Safety Study
- Collier MPO Local Road Safety Plan (LRSP)
- Immokalee Pedestrian Crosswalk Improvements Study
- Immokalee Walkable Community Study



# Existing Conditions

Demographics

Bicycle and Pedestrian Crashes

Activity Centers

Schools/Community Centers

Street Grid and Connections

Sidewalks

Bicycle Facilities

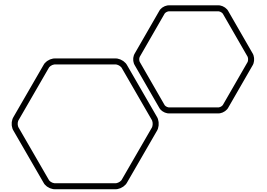
Transit Service



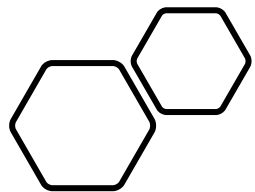


# Gap Analysis

- Compiled all the projects from the previous studies
- Compiled all the pedestrian and bicycle facilities currently in place
- Identified deficiencies within the existing system
- Developed a list of projects to address the deficiencies







# Project Evaluation

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Evaluation Criteria were developed for  
both sidewalk and roadway projects

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High, Medium, and Low Priority  
Projects



# Project Evaluation

The evaluation criteria for unfunded proposed sidewalks included six (6) categories as shown below:

- Connectivity to the existing network
- Proximity to a major activity center
- Proximity to a shopping/retail center
- Proximity to a bicycle/pedestrian crash that occurred within the last five years
- Proximity to a school
- Proximity to a transit stop



# Project Evaluation

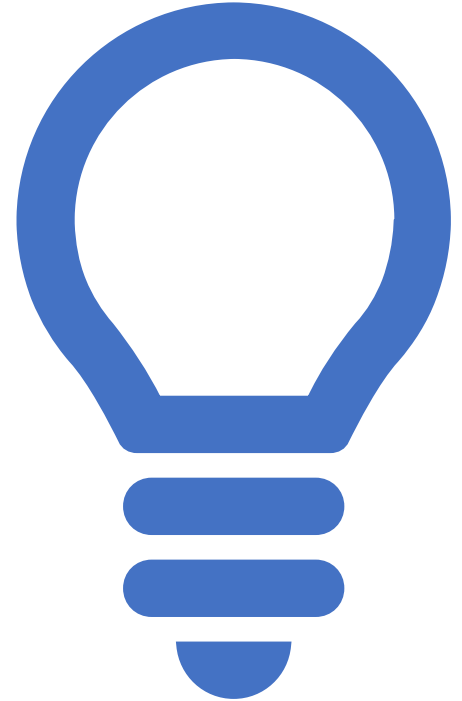


The evaluation criteria for roadway projects included five (5) categories below:

- 1.Connectivity to the Existing Roadway Network
- 2.Funding Status
- 3.Project Status
- 4.Proximity to Evacuation Routes
- 5.Right-of-Way Availability

# Recommendations

Sidewalk and Roadway Projects



# DRAFT

## Top 10 Sidewalk Projects

Street Name	From	To	Miles	Connectivity to Existing Sidewalk Network	Proximity to Activity Centers	Proximity to Shopping and Retail	Proximity to Bicycle or Pedestrian Crashes	Proximity to Schools	Proximity to Transit Stops	Score	Ranking
2ND ST	E MAIN ST	S 1ST ST	0.12	3	2	3	3	3	3	17	HIGH
ROBERTS AVE W	N 9TH ST	N 1ST ST	0.55	3	3	2	3	3	3	17	HIGH
N 9TH ST	ROBERTS AVE W	2ND AVE N	0.14	3	1	2	3	3	3	15	HIGH
S 2ND ST	BOSTON AVE	COLORADO AVE	0.14	3	1	3	3	2	3	15	HIGH
S 3RD ST	BOSTON AVE	COLORADO AVE	0.14	3	1	3	3	2	3	15	HIGH
S 4TH ST	BOSTON AVE	COLORADO AVE	0.14	3	1	3	3	2	3	15	HIGH
S 6TH ST	COLORADO AVE	W DELAWARE AVE	0.14	3	1	2	3	3	3	15	HIGH
CLIFTON ST	CLIFTON RD	IMMOKALEE DR	0.29	3	1	2	3	3	3	15	HIGH
S 7TH ST	BOSTON AVE	COLORADO AVE	0.14	3	1	2	3	3	3	15	HIGH
5TH AVE	N 18TH ST	N 15TH ST	0.28	3	0	3	3	2	3	14	HIGH

# DRAFT Top 10 Roadway Projects

Street Name	From	To	Notes	Miles	Connectivity to the Existing Roadway Network	Funding Status	Project Status	Proximity to Evacuation Routes	Right-of-Way Availability	Score	Ranking
LITTLE LEAGUE RD EXTENSION	SR 82	LITTLE LEAGUE RD	ROADWAY EXTENSION	3.65	1	2	1	1	0	5	MEDIUM
PLUM ST	CARSON RD	PLUM ST	EXISTING DIRT PATH	0.15	1	0	1	0	1	3	MEDIUM
WESTCLOX ST EXTENSION	LITTLE LEAGUE RD	WESTCLOX ST	ROADWAY EXTENSION	0.28	1	1	1	0	0	3	MEDIUM
HENDRY ST EXTENSION	ADAMS AVE W	WASHINGTON AVE	ROADWAY EXTENSION	0.07	1	0	1	0	1	3	MEDIUM
W DELAWARE AVE EXTENSION	S 9TH ST	W DELAWARE AVE	EXISTING ASPHALT PATH	0.20	1	0	1	0	1	3	MEDIUM
S 5TH ST	W DELAWARE AVE	W EUSTIS AVE	EXISTING SHARED-USE PATH	0.13	1	0	1	0	1	3	MEDIUM
11TH ST EXTENSION	E MAIN ST	11TH ST SE	ROADWAY EXTENSION	0.24	1	0	1	1	0	3	MEDIUM
E EUSTIS AVE EXTENSION	SCHOOL DR	16TH ST SE	ROADWAY EXTENSION	0.25	1	0	1	0	1	3	MEDIUM
STOCKADE RD EXTENSION	STOCKADE RD	SR 29	ROADWAY EXTENSION	1.32	1	0	1	1	0	3	MEDIUM
BOSTON AVE	HANCOCK ST	S 9TH ST	EXISTING DIRT PATH	0.12	1	0	1	0	1	3	MEDIUM



Questions



# Thank You

## Contact Information

Lorraine Lantz, AICP, CPM

Transportation Planning Manager

Collier County

[lorraine.lantz@colliercountyfl.gov](mailto:lorraine.lantz@colliercountyfl.gov)

239.253.5779

**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8B**

**Discuss Areas of Mutual Interest between BPAC and the Congestion Management Committee**

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**OBJECTIVE:** For the Committee to have the opportunity to discuss areas of mutual interest with the Congestion Management Committee (CMC) Chair.

**CONSIDERATIONS:** The MPO anticipates issuing a Call for Projects for new Congestion Management projects in March 2023. Bicycle and pedestrian facilities are eligible under the Congestion Management Process (CMP) 2022 Update. The CMP Strategies are provided in **Attachment 1**.

During the Congestion Management Committee's January meeting, the newly elected Chair, Pierre Beauvoir, expressed an interest in learning more about bike-ped safety and facility planning and discussing goals and strategies the two committees have in common.

**STAFF RECOMMENDATION:** That BPAC members have the opportunity to discuss areas of mutual interest with the CMC Chair.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. 2022 CMP Strategies

### 6.3 Congestion Management Strategies

6 Identify and Assess Strategies

Federal guidance recommends that the identification of congestion management strategies be based on their ability to support regional congestion management objectives, meet local context, and contribute to other regional goals and objectives. Strategies that effectively manage congestion and achieve the previously mentioned CMP Goal and Objectives have been selected to meet Collier County's specific needs. The 2022 CMP Update process includes the following CMP Strategies that were identified and added to the existing strategies list based on the analysis that was conducted in the 2020 TSP Baseline Conditions Report, which also identified causes and locations of congested corridors, and the TSP Action Plan, which analyzed and identified congestion mitigation strategies for the specific corridors. The main additions made for this CMP update include safety strategies and strategies to address school-related congestion. Table 6-2 lists the category and respective CMP Strategies identified to mitigate congestion on the CMP Network in Collier County.

**Table 6-2: CMP Strategies**

<b>STRATEGIES: Demand Management (Programmatic), Transportation &amp; Land Use Policy</b>	Improved incident management
	Carpool/Vanpool Assistance and Carpool/Vanpool Technology, including School Carpooling Apps
	Flexible Work Hours
	Transit Vouchers
	Transit Oriented Development
	Jobs/Housing Regional Balance
	Implement Complete Streets Policy All New Development
	High-Density and Mixed-Use Fixed Route Corridor
	School Dismissal timing (e.g., stagger dismissal times, dismissal automation software)
	Walking, Biking, Transit, and School Bus Awareness/Education Campaigns
	Safe Routes to School or School Zone Traffic Congestion Study
	Origin-Destination Study
<b>STRATEGIES: Safety</b>	Signage and Pavement Markings (e.g., special emphasis crosswalks, yield/stop for pedestrian signs, advanced signs)
	Visibility and Sightline Improvements
	New and upgraded street lighting
	Traffic control devices (e.g., left turn signals, variable message signs, pedestrian hybrid beacons)
	New and upgraded existing bicycle and pedestrian crossings



<b>STRATEGIES: Transit</b>	Amenities to Attract New Ridership
	MPO transit service expansion and improvement (e.g., frequency, hours of operation, re-align routes)
	Regional Transit system expansion
	Bus rapid transit corridor
	Park-and-Ride facilities
	Intermodal Hubs
	Transit ITS and MOD
	Arrival Prediction Technology
	Park-and-Ride lots
<b>STRATEGIES: ITS &amp; Access Management - Active Roadway Management</b>	Expanded traffic signal timing & coordination - ITS
	Traffic Center Operations Enhancements
	Traffic signal equipment modernization - ITS
	Traveler information devices - ITS
	Communications networks & roadway surveillance - ITS
	Access management
	School Zone Traffic Calming Measures
	School Zone pedestrian and traffic signal optimization
<b>STRATEGIES: Physical Roadway Capacity Enhancement</b>	School off-site waiting lots and curbing and parking zones
	Intersection Improvements
	Replace intersections with roundabouts and other innovative designs
	Deceleration lanes and turn lanes
	New grade-separated intersections
	New travel lanes (general purpose)
<b>STRATEGIES: Bicycle &amp; Pedestrian Facilities</b>	New roadway network connections
	New off-street pedestrian and multi-use facilities to close gaps in the transportation network and make connections to key destinations
	Integrated into TODs, High Density Corridors
	Regional Bike/Ped Facilities
	Complete Streets on New Facilities and Retrofit On-street Bicycle Facilities
	Supporting bicycle infrastructure (e.g., secure and convenient parking, bike repair, pumps)



Using the full list of strategies available for mitigating congestion, the primary purpose of the CMP, Action 6, is to identify a set of recommended strategies to manage congestion and achieve the CMP Objectives. To accomplish this task, the MPO has developed the CMP Implementation Matrix that is included in Appendix B.

In the 2017 CMP Update, this matrix presented congestion management/ITS projects from the 2040 LRTP Cost Feasible Plan and evaluated projects submitted as congestion management strategies. As a part of the development process of the 2020 TSP reports, the CMP Implementation Matrix was updated to target the congestion hot spot locations identified in the TSP Baseline Conditions Report. The updated CMP Implementation Matrix lists the congested corridors and identifies the most appropriate CMP Strategies that can be used along the corridors to mitigate the causes of congestion. These strategy recommendations are based on the analysis documented in the TSP Action Plan, and provide the MPO's planning partners with an expanded opportunity to develop future projects which address a range of multimodal and congestion reduction considerations.

