

**TECHNICAL ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
February 27, 2023, 9:30 a.m.**

**1. Call to Order**

**Ms. Lantz** called the meeting to order at 9:30 a.m.

**2. Roll Call**

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

**TAC Members Present**

Lorraine Lantz, Chair, Collier County Transportation Planning

Dan Hall, Collier County Traffic Operations

Daniel Smith, City of Marco Island (arrived after Roll Call)

Dave Rivera, City of Naples

Don Scott, Lee MPO

Margaret Wuerstle, Southwest Florida Regional Planning Council

Michelle Arnold, Director, Public Transit & Neighborhood Enhancement Division

Ute Vandersluis, Naples Airport Authority

**TAC Members Absent**

Allison Bickett, Vice-Chair, City of Naples

Andrew Bennett, Collier County Airport Authority

John Kasten, Collier County School Board

Justin Martin, City of Marco Island

Tim Brock, Everglades City

**MPO Staff**

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Dusty Siegler, Administrative Assistant

**Others Present**

Steve Ludwinski, The Corradino Group

Victoria Peters, FDOT Community Liason

3. **Approval of the Agenda**

*Mr. Rivera moved to approve the agenda. Ms. Arnold seconded. Carried unanimously.*

4. **Approval of the January 23, 2023 Meeting Minutes**

*Mr. Scott moved to approve the January 23, 2023 meeting minutes. Ms. Arnold seconded. Carried unanimously.*

5. **Public Comments for Items not on the Agenda**

None.

6. **Agency Updates**

**A. FDOT**

**Ms. Peters** indicated that approximately 65 people showed up for the public information meeting regarding the I-75 South Corridor Master Plan Update at North Collier Regional Park. The project team will likely be providing updates on public feedback.

FDOT is getting ready to send out a preliminary snapshot of the Transportation Improvement Program (TIP) in March. The snapshot can be used as a foundation to start to develop the TIP. A firmer snapshot is anticipated in April.

FDOT has received member project (also referred to as earmarks or legislative budget requests) requests. Many of the Lee County projects are hurricane related. Ms. Peters is in the process of reaching out to the applicants and following up to get more information regarding the projects. In the past, if the legislature approved the project, the funding would come from FDOT's budget. If the project was already programmed and got approved, the funding would be swapped out. If the project was vetoed and approved, under Florida Statutes, it had to be pushed out two years. In the last few years, when the earmark was approved, the State had used funds from the general revenue source. In the past when FDOT's budget was used, projects would have to be pushed out of the work program. Ms. Peters thinks the general revenue source will be used this year as well, but it may be the last year that funding for earmarks comes from the general revenue source. Ms. Peters indicated that two bills were sent to the legislature for Collier County member requests. Collier County has requested a four-point roundabout (House Bill No. 1483). Commissioner McDaniel submitted the request, which includes a realignment of Camp Keais Road and installation of a roundabout at the intersection of Camp Keais Road and Immokalee Road/S 1st Street. The other request is a project for Oil Well Road, segment three, to widen existing traffic lanes and install paved shoulders on both sides of the road (House Bill No. 1484).

Ms. Peters will not be at the next TAC and CAC meeting in March. Ms. Peters anticipates having more availability in May.

## **B. MPO Executive Director**

**Ms. McLaughlin** informed everyone that Naples City Council voted to not pursue two roundabouts that had been approved, prioritized and programmed (Harbour Drive/Crayton Road and Crayton Road/Mooring Line Drive). One was for FY 2024 and one was further out. Ms. McLaughlin is working with Ms. Peters to get the programmed funds realigned as quickly as possible. **Mr. Rivera** indicated that only the City of Naples' funds had been used toward the projects.

## **7. Committee Action**

### **A. Endorse Amendment #2 to the FY 2023-2027 Transportation Improvement Program (TIP) and Authorizing Resolution**

**Mr. Kingston** explained that the Amendment was for four capital projects for Collier Area Transit. The public comment period on the proposed Amendment began on February 17, 2023 and ends with the MPO Board meeting on March 10, 2023. **Ms. Lantz** asked if the Amendment was to add new projects based on 5310 and 5311 allocations. **Ms. Peters** responded that they are new projects. **Ms. McLaughlin** commented that transit funding awards are often on a different schedule than FHWA awards, which is why the MPO often must amend the TIP when the awards are announced. **Ms. Arnold** indicated that the 5310 portion is for paratransit (buses and tablets), and the 5311 portion is for a fixed route bus and utility truck.

*Ms. Arnold moved to endorse Amendment #2 to the FY 2023-2027 Transportation Improvement Program (TIP) and Authorizing Resolution. Ms. Wuerstle seconded. Carried unanimously.*

### **B. Review and Comment on Draft Bike-Ped Safety Ordinance**

**Ms. McLaughlin** explained that the County Attorney's Office, Scott Teach, Esq., drafted the Ordinance at the direction of the MPO Board at its December meeting. The MPO Board requested the Ordinance be drafted to address cyclists riding against the flow of traffic and electric micro mobility options, such as electric bicycles, scooters, *et cetera*, on public sidewalks. The MPO Board specified that it wanted BPAC to review and comment on the draft Ordinance. MPO Staff would also like TAC and CAC to review and comment on the draft Ordinance. The draft Ordinance is a proposed amendment of an existing ordinance for portions of unincorporated Collier County, and therefore, would not be controlling in the City of Naples or on Marco Island. In developing the draft Ordinance, Mr. Teach spoke with the attorney for the Collier County Sheriff's Office and attempted to speak with the Commissioner who requested the ordinance be drafted, but it is unknown whether a conversation has occurred yet.

The draft Ordinance contains a prohibition against power assisted bicycles being operated on sidewalks, with some exceptions. All types of motorized scooters and mopeds would be prohibited on sidewalks. Bicyclists would be allowed on sidewalks but would be required to travel with the flow of traffic and not against it. At signalized intersections, bicyclists approaching on sidewalks would be required to obey the instruction of any pedestrian control signal.

BPAC reviewed the draft Ordinance at its meeting on February 21. BPAC decided to meet again on the draft Ordinance and provide specific member comments to MPO Staff by March 7, so the comments

can be reviewed and discussed at BPAC's March meeting. BPAC's comments at the February meeting included re-defining various attributes of what constitutes a motorized vehicle, a bicycle, electric bicycle, bicycle path, *et cetera*. There was some discussion, from one member in particular, regarding a desire to get virtually all bicycles off of sidewalks. There were detailed discussions regarding the definition of "pedal assist" and the various classes of electric bicycles. According to Mr. Bonness, who has been on BPAC for decades, the pedal-assisted electric bicycles go up to 25 mph, but the Class II ones can go faster, up to 28 mph. There was a lot of concern about the speed of electric bicycles and the danger it causes to pedestrians. Mr. Bonness also commented that State law provides that the driver has the responsibility to stop and look both ways and expressed concern that the Ordinance putting the burden on the cyclist to go in the proper direction might somehow exonerate drivers. A few members expressed that Collier County has an incomplete sidewalk system, and also that precluding electric bicycles on sidewalks would prevent those riders from being able to travel on many arterials in the County, including portions of U.S. 41, Goodlette-Frank Road, and Airport-Pulling Road. The issue was raised that pedal-assist electric bicycles require the user to pedal to get the power assistance, so enforcement of a prohibition against electric bicycles would be difficult. It was expressed that a definition for shared use path should be included in the Ordinance, where bicyclists are encouraged to ride against the flow of traffic. Some members expressed that exceptions would be needed when there is a sidewalk on only one side of the street or if a sidewalk is closed for construction. The philosophical question was raised whether an ordinance is needed, or whether more public education is needed.

**Ms. Arnold** commented that enforcement of the Ordinance may be difficult. **Mr. Scott** commented that the Ordinance would likely apply after-the-fact for liability purposes if there was a crash. Safety concerns regarding electric bicycles, scooters, and the like, will be a continuing problem moving forward, especially as the technology advances and goes faster. The existing facilities infrastructure is not complete and putting cyclists back in the road could present a safety issue. **Mr. Hall** pointed out that for enforcement purposes, signage would likely be necessary. **Mr. Rivera** added that some sort of markings would be necessary. **Ms. Lantz** expressed concern that the Ordinance does not contain a definition for a shared use path, and that the Ordinance could be construed to remove the burden of looking both ways from the driver. **Mr. Scott** commented that forcing electric bicycles onto roads could be dangerous. **Ms. Lantz** commented that not allowing electric bicycles to be used for transportation effectively is not aligned with the multi-modal transportation initiative. **Mr. Scott** and **Ms. Arnold** shared instances of cyclists riding into vehicles. **Mr. Scott** commented that the different types of electric bicycles identified in the Ordinance are not incorporated into the governing provisions of the Ordinance. **Mr. Rivera** pointed out that requiring cyclists to bike with the flow of traffic could sometimes force them to cross several lanes of busy traffic. **Mr. Hall** added that safety needs to be considered; it can be more dangerous to cross busy roads than to ride on sidewalks against the flow of traffic. Some sidewalks that would be against the flow of traffic have more space between the road and the sidewalk and are safer. **Mr. Scott** pointed out that there could be unintended consequences that the Ordinance, as drafted, creates. **Ms. McLaughlin** added that one issue that concerns her, is many users of electric bicycles and scooters are the younger population and economically disadvantaged. Car ownership can be expensive and prohibitive. The MPO supports equal access to transportation. **Mr. Smith** indicated that Marco Island has been working on Complete Streets and different types of multi-modal transportation, but there is hesitancy in discussing facility infrastructure issues. With respect to cycling with the flow of traffic, much of Marco Island only has sidewalks on one side of the street. Mr. Smith indicated there are safety concerns related to tourist groups on rental electric bicycles on

Marco Island. Mr. Smith noted that electric bikes are often quiet and hard to hear coming. **Ms. Peters** wondered how tourists would be aware of the Ordinance or other applicable rules and indicated that signage similar to what is on Sanibel Island could help, but would be costly. **Mr. Hall** pointed out that signage must comply with MUTCD.

**Ms. Lantz** commented that TAC has concerns and questions regarding the draft Ordinance as written, some of which are similar to BPAC's, and would need more time. **Ms. Arnold** agreed, indicating that the Ordinance raises many questions. **Ms. Lantz** indicated that TAC would like guidance as to the intent of the Ordinance and how it is anticipated that the Ordinance will be enforced.

**Mr. Scott** wondered what the attorney for the Sheriff's Office's thoughts on the draft Ordinance were. **Ms. McLaughlin** commented that she would like to know what FDOT's safety office has in terms of policy and advice. **Ms. Peters** indicated that Keith Robbins and John Kubicki are looking to provide more education. Much safety education is handled through the Community Traffic Safety Team in working with the Sherriff and the County. Ms. Peters indicated she would reach out to Mr. Robbins.

**Ms. McLaughlin** discussed the differences between smaller municipalities and the County as it relates to bicycle traffic. The City of Naples and Marco Island tend to have lower speed limits and shorter blocks. The County has longer roads with higher speed limits and multiple lanes of traffic. Neighborhoods have slower speed limits and less traffic. In terms of an ordinance, there does not seem to be a one size fits all approach. By and large, fatalities are happening on major arterials. **Ms. Lantz** asked if the MPO could assist with an ordinance in connection with its Bicycle and Pedestrian Master Plan update. **Ms. McLaughlin** responded that such an endeavor would consume the budget. The MPO would need additional funding, and it would need to be a standalone project, which would likely be costly. There does not seem to be a blanket approach that would work County-wide.

**Ms. Lantz** reiterated that TAC would like more time to consider the draft Ordinance, in addition to more direction, more information, guidance as to the intent of the Ordinance, and how it is anticipated that the Ordinance will be enforced.

**Mr. Rivera** asked when the Bicycle/Pedestrian Advisory Committee meets. **Ms. Peters** responded that BPAC meets on the third Tuesday of the month. **Mr. Rivera** indicated he might attend the next BPAC meeting. **Ms. Lantz** requested MPO Staff to send a reminder to TAC regarding the next BPAC meeting.

### **C. Endorse Project Scope for Transit Disadvantaged Service Plan – Major Update**

**Mr. Kingston** provided a brief background regarding the requirements for the major update to the Transit Disadvantaged Service Plan (TDSP) and the project scope. **Ms. Lantz** asked if the MPO utilizes its general planning contract library and rotation from the Procurement Division, and if the MPO has the available funding, and **Ms. McLaughlin** confirmed. Ms. McLaughlin indicated that she could follow up to confirm the funding sources and amount in the Unified Planning Work Program (UPWP). **Ms. Lantz** asked if anyone had edits to the proposed scope, and there were none. **Ms. Lantz** asked for confirmation that the TDSP major update is required by the grant, and **Ms. McLaughlin** confirmed that it is, and the update is needed to meet grant requirements.

*Ms. Arnold moved to endorse the Project Scope for Transit Disadvantaged Service Plan – Major Update. Mr. Hall seconded. Carried unanimously.*

#### **D. Endorse Project Scope for Zero Emissions Transit Fleet Transition Plan**

**Mr. Kingston** provided a brief background regarding the purpose of the Plan and the proposed scope. **Ms. Arnold** added that the scope was prepared by PTNE in coordination with the MPO. The Plan will be an evaluation of the different available technologies and whether it would make sense for transit operations in Collier County. Current operations will be evaluated in terms of which routes certain technology may or may not work for, particularly regarding the range of the technology. There would need to be coordination with utilities providers to implement certain technology. The Plan will also include a financial analysis to help determine feasibility of the costs associated with any transition. **Mr. Hall** asked if there are additional grants available for electric vehicles. **Ms. Arnold** responded that there are certain grants available to transit agencies if a transit agency has a Transition Plan. Any transition would have to be done gradually.

*Mr. Smith moved to endorse the Project Scope for Zero Emissions Transit Fleet Transition Plan. Mr. Scott seconded. Carried unanimously.*

#### **E. Endorse FDOT’s PM2 and PM3 Statewide Performance Targets**

**Mr. Kingston** provided a brief background regarding Collier MPO’s historical adoption of FDOT’s PM2 (Pavement and Bridge) and PM3 (System) Statewide Performance Targets. FDOT has updated its targets for the second federal performance period – January 1, 2023 through December 31, 2025.

**Ms. Lantz** asked if Collier County is judged on performance related to the adopted targets. **Mr. Scott** commented that most of the targets are in fact being met, and that the State (and not Collier County) is judged by FHWA. **Ms. Peters** agreed, adding that there is no penalty for Collier County or Collier MPO. **Ms. McLaughlin** added that the new targets appear to be the same as the old targets.

*Mr. Smith moved to endorse FDOT’s PM2 and PM3 Statewide Performance Targets. Mr. Rivera seconded. Carried unanimously.*

#### **8. Reports and Presentation (May Require Committee Action)**

None.

#### **9. Member Comments**

**Ms. Wuerstle** stated that EDA (U.S. Economic Development Administration) is having a resiliency and recovery workshop on March 14 from 9 a.m. to 3 p.m. in Fort Myers. EDA intends to have Federal and State agencies attend to present regarding available resources. The EDA would like needed projects in

the area to be presented and prioritized to streamline how many applications will be received by our region.  
**Ms. Wuerstle** can provide the flyer to anyone interested.

**10. Distribution Items**

**A. Administrative Modifications to the FY 2023-2027 TIP**

Item distributed.

**11. Next Meeting Date**

*March 27, 2023, 9:30 a.m. –Transportation Management Services Bldg. Main Conference Room,  
2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.*

**12. Adjournment**

**Ms. Lantz** adjourned the meeting at 11 a.m.