



# 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

**March 21, 2023**

**9:00 a.m.**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of the February 21, 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)**
9. **Member Comments**
10. **Distribution Items**
  - A. FDOT Moving Florida Forward Infrastructure Initiative Presentation
11. **Topics for Future Meetings**
12. **Next Meeting Date**

**April 18, 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**

**February 21, 2023 - 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  
Carey Komorny  
Dayna Fendrick  
George Dondanville  
Joe Bonness  
Mark Komanecky  
Michelle Sproviero (arrived after Roll Call)  
Robert Phelan (arrived after Roll Call)

**Members Absent**

Kim Jacob  
Patty Huff, Vice-Chair

**MPO Staff Present**

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

**Others Present**

Carmen Monroy, Stantec  
Lorraine Lantz, Collier County Transportation Planning  
Megan Greer, Blue Zones  
Michael Tisch, Collier County Transportation Engineering  
Michelle Avola-Brown, Naples Pathways Coalition (NPC)  
Tanya Merkle, FDOT

**3. Approval of the Agenda**

*Mr. Matonti moved to approve the agenda, with Item 8.A (Update on Immokalee Transportation Network Study) moved to occur after Item 6. Seconded by Mr. Musico. Carried unanimously.*

**4. Approval of the January 17, 2023, Meeting Minutes**

*Mr. Dondanville moved to approve the January 17, 2023, minutes. Seconded by Mr. Komanecky. Carried unanimously.*

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

**Ms. Avola-Brown** explained that she had a meeting the week prior with Trinity Scott and Dan Rodriguez about the Paradise Coast Trail (PCT). There are several segments where something is planned for the next several years. However, for the segment from Gordon River Greenway to Paradise Coast Sports Complex (Segment 1) (which the public voted as its number one priority), there are currently no plans. It is a constrained area and needs further study (per the feasibility study). Ms. Scott suggested that Ms. Avola-Brown bring the issue to BPAC to see if BPAC would prioritize a further study of the segment. With the amount of money spent on Paradise Coast Sports Complex, it makes sense to get the area connected. Because it is part of the Bike-Ped Master Plan (BPMP), it is logical for BPAC to prioritize the study. As Federal funding opportunities become available, which is expected, we should be as prepared as possible to be “shovel ready.” A feasibility study has been completed, and further in-depth study or a PD&E study is needed.

**Mr. Matonti** commented that that project seems to be a regional project, which BPAC is looking for. Mr. Matonti wondered if by endorsing the study, BPAC would be placing it on its priority list. **Ms. McLaughlin** indicated that it could be incorporated. The connection is in the BPMP and the MPO collaborated closely with NPC in the development of the BPMP to incorporate NPC’s vision. The BPMP seems broad enough to encompass the contemplated alignment. There are currently two opportunities to prioritize and fund bike/ped projects. One is when a bike/ped call for projects is issued, and the other is when a congestion management call for projects is issued. The MPO is about to issue a call for congestion management projects. In issuing a call for projects, the MPO provides submitting agencies with the parameters for projects, which usually must be consistent with the Congestion Management Process, and in this case, the BPMP, and a timeframe to develop the projects, so that the project costs can be estimated, and good, detailed proposals submitted. The Congestion Management Committee (CMC) would then review the submissions (late summer for a preliminary review and fall for a more detailed review). The Technical and Citizens Advisory Committees (TAC and CAC) would also review the projects. Ultimately, the MPO Board would approve the project prioritization (in approximately one year). It would be somewhat out of sequence, but prioritization of the study could be fit into the process. **Ms. Lantz** added that there have been some bike/ped projects funded as congestion management

priorities in the past. If the study was prioritized in 2024, the funding would be for 2029. A PD&E lite type of study would likely be needed. **Ms. McLaughlin** agreed that it typically takes five years from prioritization of a project until it is funded. There are new discretionary grant opportunities. Having the study on a priority project list would be helpful.

*Mr. Dondanville made a motion to prioritize a further in-depth study for Segment 1 of the Paradise Coast Trail (Gordon River Greenway to Paradise Coast Sports Complex) as quickly as possible. Mr. Musico seconded. Passed unanimously.*

## **6. Agency Updates**

### **A. FDOT:**

**Ms. Merkle** indicated that she did not have any major updates and is in the process of following up on some items brought up at the last BPAC meeting. **Ms. Fendrick** indicated she had reached out to FDOT and MPO staff regarding concerns she had about pedestrian/cyclist safety where there is ongoing construction, particularly at the intersection of Bayshore Drive and U.S. 41. There does not appear to be a route for pedestrians/cyclists without going into traffic lanes. Ms. Fendrick asked if contractors are required to provide a route for pedestrians/cyclists during construction. **Ms. Merkle** responded that, typically, they are. If one sidewalk is closed, another sidewalk should be available, or there should be signage indicating the sidewalk is closed. Each project is slightly different. If a sidewalk is closed, there is an attempt to cross pedestrians to an available sidewalk at the safest crosswalk point. Ms. Merkle indicated she would follow up. **Ms. Halman** inquired about having FDOT have a representative at the construction area to help direct pedestrians/cyclists. **Ms. Merkle** responded that the need depends upon anticipated bike/ped traffic at a given location during peak times of day; funding and available staff does not always allow people to be present to direct bike/ped traffic. FDOT relies heavily on signage. It is not a requirement to have an individual present to help direct bike/ped traffic. The construction crew and the project manager, if there is an issue, are often on-site.

**Ms. Merkle** indicated she did follow up from the last meeting regarding an Everglades City project categorization on the draft tentative Work Program, and it was corrected. Ms. Merkle advised that if anyone runs into issues or concerns regarding construction projects on State roadways, to let her know.

**Mr. Musico** indicated that he heard there are two or three construction projects, as part of an infrastructure initiative, that are funded for Collier County (which included New Market Road). Mr. Musico wondered if anyone has more information. **Ms. Halman** indicated that a bypass around Immokalee is included. **Ms. Lantz** pointed out that Mr. Musico was referring to Governor DeSantis' Moving Florida Forward Initiative, which included improvements to Loop Road, S.R. 29, and the I-75 interchange at Pine Ridge Road. The Initiative must still be approved by the legislature. **Mr. Musico** requested an update be provided on the projects slated for Collier County. **Ms. McLaughlin** indicated that MPO Staff could provide the information for BPAC's next meeting. Mr. Musico pointed out that it would be good for BPAC to know the planned projects, as the Bicycle and Pedestrian Master Plan (BPMP) update will be underway soon.

**Mr. Dondanville** asked when the crosswalks on U.S. 41 eastbound, from Pine Street to Bayshore Drive, will be completed. **Ms. Merkle** responded that she would check on the status. **Mr. Dondanville** asked about FDOT's plans for the Four Corners area (U.S. 41, south of the Gordon River, where U.S. 41 splits to Davis Boulevard), relative to what the City of Naples wants to do. **Ms. Merkle** responded that she would check on the status.

**Ms. Fendrick** commented that she had received an email from Tim Brock regarding a safety and bridges grant. **Ms. McLaughlin** indicated she has not looked into safety and bridges grants in detail, and requested Ms. Fendrick to forward the email to her. **Ms. Merkle** indicated that she could check with Victoria Peters and FDOT's grants team. **Ms. Fendrick** asked if such a grant would be applicable to the bridges on U.S. 41 east from C.R. 951. Ms. Fendrick recalled that FDOT may have previously done a study on the bridges and when they would need to be replaced. **Ms. McLaughlin** indicated that there is a related inter-agency resiliency study currently underway regarding U.S. 41. **Mr. Kingston** added that portions of U.S. 41 east of C.R. 951 are reaching the end of their service life. Speculative plans regarding an approach for replacement are being developed. The Army Corp of Engineers has proposed some options. **Ms. Lantz** added that the meetings are being held by the Silver Jackets. There is no PD&E at this time; the study is a preliminary study. The study area is from Tomato Road to the Collier County border. Options being evaluated include raising the road and constructing a high berm to be resilient to future flooding. **Mr. Musico** asked if there are any plans to accommodate bike/ped facilities. **Ms. McLaughlin** responded that design has not been contemplated to her knowledge, but it is an item Collier MPO would like to bring up when the opportunity arises. The primary focus of the current study is potential flood issues. The BPMP does recognize that area of U.S. 41 as an important bicycle corridor. The area is a concern in terms of bike/ped safety. **Mr. Musico** emphasized that the time to plan for facilities is now, as it would be almost impossible to retrofit later. **Ms. Merkle** commented that the study is very preliminary now in terms of potential options, and she would anticipate bike/ped facilities to be included, but much will depend upon how much space is available for the improvements. **Ms. McLaughlin** indicated that the MPO could gather the information it has regarding the resiliency study and provide it at the next BPAC meeting.

The group discussed the need for bike lanes on S.R. 29. **Ms. Fendrick** reminded everyone that a PD&E study had been done on the S.R. 29/U.S. 41 area, and it has valuable information.

## **B. MPO:**

**Ms. McLaughlin** indicated that she followed up on BPAC's comments and questions at the last meeting regarding the County's proposed road resurfacing plan. Regarding whether a five-year plan exists and the lack of repaving projects in Immokalee, Ms. McLaughlin did not receive a response from the project manager. **Ms. Halman** indicated that she found out that many of the roads in Immokalee are private, so the County would not be repaving them. **Ms. McLaughlin** indicated that, regarding the status of repaving/restriping of Collier Avenue in Everglades City, Michael Tisch is coordinating with the road maintenance director to have its contractor look at drainage issues. The drainage issues need to be resolved to be able to adequately serve cyclists. Regarding whether the County would be willing to put sharrows on Vanderbilt Drive, County transportation engineering and traffic operations staff advised that there is Share the Road signage in the area. The County is still evaluating how effective sharrows are generally, and where the

County would want to use them. The second sidewalk for Vanderbilt Drive is being designed now. The County would like to evaluate again after the second sidewalk is constructed.

## 7. Committee Action

### A. Review and Comment on Draft Pedestrian and Cyclist Safety Ordinance

**Ms. McLaughlin** explained that the draft Ordinance was developed by Scott Teach, Esq., Deputy County Attorney, at the request of the MPO Board. The spirit of the Ordinance is to address safety concerns regarding cyclists biking on sidewalks against the flow of traffic and electric bicycles on sidewalks. Concern was expressed by Commissioner Kowal regarding there not being a clear ordinance or law that would aid law enforcement or provide guidance in legal proceedings after an accident. The MPO Board has specifically requested BPAC to review and comment on the draft Ordinance. MPO staff also intends to present the draft Ordinance to TAC and CAC for comment. The new proposed language is underlined in the draft Ordinance, and deleted language is included in strikethrough. The most significant changes are contained in Section Three. By way of brief overview, bicycle riding would be allowed on public sidewalks within the unincorporated areas of Collier County over which the County has traffic control jurisdiction. The Ordinance is meant to only address Collier County, and therefore, if the City of Naples or Marco Island wanted a similar ordinance, those municipalities would need adopt their own. 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 intersection, bicyclists approaching on sidewalks would be required to obey the instruction of any pedestrian control signal. The provisions would not apply to motorized wheelchairs. Ms. McLaughlin indicated that BPAC's questions/comments would be passed on to Mr. Teach.

**Mr. Musico** commented that there are many pedestrians and cyclists on Marco Island. There is increasing concern, particularly regarding pedestrians. Electric bicycles travel especially fast (up to 30 mph). Mr. Musico has spoken with people on Marco Island and there seems to be momentum to try to get bicycles off of sidewalks. Mr. Musico is concerned about those who feel they need to cycle on sidewalks because they are not comfortable or able to use bike lanes, and does not think bicycles should be completely prohibited on sidewalks. Mr. Musico indicated something needs to be done, and that he supports the Ordinance. Mr. Musico also spoke with the Chief of Police, and the issue of how the Ordinance could be enforced was discussed. Mr. Musico speculated that if a bicycle is being pedaled, it is not electric, and if it is not being pedaled, it is electric. Mr. Musico indicated that the Ordinance addresses other motorized items, such as electric skateboards and electric scooters. Mr. Musico expressed that BPAC should endorse and support the Ordinance. **Mr. Phelan** commented regarding electric bicycles, that the rider could be peddling but not be operating under human power; it could be power assist. Enforcement of the Ordinance would be difficult.

**Mr. Bonness** indicated that he had many questions regarding the draft Ordinance. To an

extent, cyclists on the sidewalks are considered pedestrians and have rights of pedestrians under State law. The draft Ordinance places the onus on bicyclists instead of vehicle drivers to stop and look both ways. Mr. Bonness expressed that he does not agree with the draft Ordinance from that standpoint, and there should be uniformity in the governing law. Additionally, the sidewalks in Collier County are incomplete; many places, including major roads, only have a sidewalk on one side of the street-the issue is not addressed in the draft Ordinance. The Ordinance also does not address multi-use pathways-bicycles should be permitted in both directions on multi-use pathways. Under the language in the current draft Ordinance, a multi-use path would be considered a sidewalk.

**Ms. Sproviero** suggested that BPAC not accept the draft Ordinance as drafted. The Ordinance is a starting point, and there needs to be exceptions. One exception should be for when there is construction underway or sidewalk closings. Another exception would be the absence of sidewalks and when there is only one sidewalk on one side of the road. Cyclists should not be forced to ride in traffic. Ms. Sproviero would like a prohibition in the Ordinance against cyclists riding against traffic in bicycle lanes; bike lanes are narrow, and it is dangerous. **Mr. Musico** commented that riding against the flow of traffic in bike lanes is already illegal under current law. **Ms. Sproviero** indicated that she feels that the law is not being enforced. It would be worthwhile to include it in the Ordinance as well, especially for enforcement. Ms. Sproviero commented that many electric bicycles are also going against the flow of traffic in bike lanes. Electric bicycles should also be more clearly defined in the Ordinance.

**Mr. Musico** suggested that BPAC agree with the draft Ordinance in principle, and request that the considerations and issues brought up by BPAC be addressed.

**Ms. Fendrick** indicated that she has many concerns regarding the draft Ordinance. Collier County has such an incomplete system in terms of bicycle/pedestrian facilities. Three main north/south arterials do not have bike lanes (U.S. 41 from Pine Ridge east, Goodlette-Frank Road, Airport-Pulling Road). If electric bicycles are prohibited on sidewalks, and there are no bike lanes, entire corridors would be off-limits to those using electric bicycles. Many people who use electric bicycles are workers; electric bicycles have increased the range for where they can travel to get to work. If facilities are not in place, it would be unfair to prohibit electric bicycles. **Mr. Bonness** commented that the Ordinance could make conditions unsafe for those using electric bicycles, as it would place them in the roadway, sometimes on roads with 50 mph speed limits. **Mr. Musico** and **Mr. Bonness** debated what should be considered a motorized vehicle and what should be allowed on sidewalks.

**Mr. Bonness** commented that neighboring municipalities (City of Naples and Marco Island) should have consistent rules. Mr. Bonness wondered if the Ordinance would apply to State highways and U.S. 41. Mr. Bonness sees the most people riding against the flow of traffic going over the Gordon River (which is in the City of Naples and on U.S. 41).

**Mr. Komanecky** expressed concern regarding sidewalks. Sometimes, he cycles on sidewalks against traffic, such as on Golden Gate Boulevard. In that particular circumstance, he

feels safer riding against the flow of traffic. Mr. Komanecky inquired whether there is data or crash statistics indicating cycling with the flow of traffic is safer. **Mr. Matonti** commented that many children cycling against the flow of traffic on sidewalks would be in violation of the Ordinance. For safety reasons, parents often have children cycle on the sidewalk against the flow of traffic, especially if the children would have to cross a busy road to get to another sidewalk. Furthermore, there are many areas where there are 10 to 12 feet wide sidewalks (which would allow cyclists to travel in both directions). **Mr. Musico** indicated, regarding crash data, that there was an Airport-Pulling Road/U.S. 41 Corridor study. Accidents were evaluated and approximately half of the accidents occurred because cyclists were travelling against the flow of traffic, and the driver did not see the cyclist. **Ms. Halman** commented that it is the responsibility of the driver to look both ways and be aware of cyclists. **Mr. Dondanville** pointed out that cyclists travel much faster than pedestrians. **Mr. Bonness** indicated that FDOT has a study regarding bike/ped crash statistics, and the data shows that cycling against traffic is dangerous. Mr. Bonness questioned whether there should be an ordinance or more education. **Mr. Komanecky** pondered whether there should be a speed limit on sidewalks, indicating enforcement would be difficult. **Mr. Musico** suggested a speed limit of 5 or 10 mph and a weight restriction and feels that electric bicycles should have registered tags, commenting that a moped is no different than an electric bicycle. **Mr. Phelan** expressed disagreement. **Mr. Bonness** pointed out that there is a distinction between being completely electrically powered and not (pedal assist). Class I pedal-assist electric bicycles do not go very fast.

**Mr. Musico** reiterated that he believes something needs to be done; doing nothing does not seem like a good option. **Mr. Bonness** commented that the Commissioners did want education through the schools. There is a good bike safe/walk safe program that could be initiated by schools to educate children. **Mr. Matonti** indicated that the Legacy Trail in Sarasota multi-use path, which is a part of the Florida Greenways and Trail System, now allows electric bicycles on the trails. Addressing the width of sidewalks and multi-use paths would be helpful in many respects. **Ms. Halman** expressed that education is crucial and must be considered. **Mr. Musico** commented that if laws are changed, there will have to be education, and BPAC can include it in its recommendations to the MPO Board.

**Mr. Bonness** commented that the definitions of intersection and pedestrian in the Ordinance need to be revised. Mr. Bonness stated that he would not endorse an ordinance that is not complete; the Ordinance must include the exceptions/exemptions. There are many sidewalks in our area that are not complete. **Mr. Matonti** expressed concern regarding the way the current draft Ordinance is written; he disagrees with the requirement for a manually powered bicycle to travel with the flow of traffic. **Ms. Sproviero** commented that her biggest concern is U.S. 41. Oftentimes, because of how Tamiami Trail East is constructed, it is extremely difficult for drivers coming out of parking lots or side streets to see someone approaching from the right. There are many accidents in the area. **Ms. Halman** added that areas other than Naples should also be discussed, such as Everglades City and Immokalee. The Ordinance should be viewed more holistically; there are many others that ride bicycles other than BPAC and areas where bicycles are used that BPAC is not discussing. **Mr. Bonness** commented that many of the problems he is aware of are occurring are between Marco Island and the City of Naples.



**Mr. Musico** acknowledged the lack of BPAC’s support in endorsing the current form of the draft Ordinance and suggested that BPAC organize its concerns, issues and suggestions into concise issues that need to be addressed. **Ms. McLaughlin** indicated that the MPO could request more time for BPAC to comment on the draft Ordinance. **Mr. Matonti** stated that BPAC clearly has concerns regarding the draft Ordinance and would like more time to provide meaningful comments. **Mr. Musico** suggested that more time be requested, that members provide their written clear and concise comments to the MPO in advance of the next BPAC meeting, and that the comments be discussed and narrowed, as appropriate, at the next meeting. **Ms. McLaughlin** commented that the issues being contemplated are complex and should be carefully considered.

**Mr. Matonti** stated that the committee is split on the issue.

*Mr. Musico made a motion for BPAC to request additional time until the next BPAC meeting to provide BPAC’s comments on the draft Pedestrian and Cyclist Safety Ordinance. The committee is split on the issue. Ms. Sproviero seconded. Passed unanimously.*

**Ms. McLaughlin** requested that members’ written comments on the draft Ordinance be provided to the MPO by March 7, 2023.

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

### **A. Update on Immokalee Transportation Network Study**

**Ms. Lantz** explained that Collier County Transportation Planning is conducting an Immokalee Transportation Network Study. During the Immokalee Master Plan update, it was requested that the connections, inter-connections, and the feasibility of creating a more comprehensive network be evaluated. Atkins Consulting was retained to perform the study.

**Mr. Page** provided a presentation regarding an update on the Immokalee Transportation Network Study. The goal of the study 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, including ensuring safe walkability, cycling and connectivity. Many residents in Immokalee walk and cycle. Mr. Page discussed the study area boundary, the population, the Stakeholder Advisory Group and public involvement, the study process and evaluation of previous studies. Atkins evaluated demographics, bike/ped crash statistics, gaps in current connectivity for bicycles/pedestrians, locations where many people congregate, street grids and connections, sidewalks, bicycle facilities and transit service. In speaking with the public, with the exception of S.R. 29, it is not anticipated that the population would utilize bike lanes. Because so many residents of Immokalee walk, sidewalks are critical.

Project evaluation criteria and a scoring matrix (high, medium, low) were developed for both sidewalk and roadway projects. The evaluation criteria included: connectivity to the existing roadway network; funding status; project status; proximity to evacuation routes; and right-of-way

availability. Atkins developed a master project list of proposed sidewalk and roadway projects. Atkins had approximately 130 sidewalk recommendations and approximately 20 roadway recommendations. Atkins is working to finalize its draft report on the study.

**Mr. Phelan** asked what the minimum width of the sidewalks should be, and **Mr. Page** responded that the minimum should be at least five feet, unless there is a constraint that cannot be avoided. The existing right-of-way would provide for five-foot wide sidewalks. **Ms. Halman** commented that the most pedestrian/cyclist traffic occurs early in the morning when residents are on their way to work. Many workers get picked up by buses on S.R. 29.

**Ms. Halman** indicated that she spoke with Debrah Forester of Immokalee CRA regarding the study, and Ms. Forester wanted the blinking pedestrian lights on Main Street and signage to be brought up. People are unable to see the pedestrian lights, as they are too small. **Mr. Page** indicated that the lights are the standard size for FDOT, and he has heard it is a problem throughout the State. **Ms. Halman** indicated it would be helpful if the signals flashed so that pedestrians know they can cross. Additionally, signage is not easily readable because not everyone in Immokalee reads the same language. It would be helpful to have some sort of pictures or symbols on the signage. **Ms. Merkle** indicated that the signage is standardized nationally, and FDOT may not be able to deviate from the standards. **Mr. Page** commented that one option for crosswalk signals, which he has seen in Jacksonville, is to get video detection sensors. It is a significant effort to get non-standardized DOT signals or signs approved.

#### **B. Discuss Areas of Mutual Interest between BPAC and the Congestion Management Committee (CMC)**

**Ms. McLaughlin** explained that the new Chair of CMC, Pierre-Marie Beauvoir of Collier County Traffic Management Center, did not make it to the meeting. Mr. Beauvoir expressed an openness to learning more about BPAC and trying to share information for prioritization purposes. **Ms. Fendrick** added that at the last CMC meeting, Mr. Beauvoir discussed the bike/ped facility infrastructure in Europe and the need for adequate facilities in Collier County. He also expressed interest in having the ITS system count cyclists and pedestrians to gain more data and a cohesive bike facility map update.

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

**Mr. Bonness** informed everyone that NPC is having its 17<sup>th</sup> Annual Bicycle Brunch on Sunday, March 5, at Cambier Park. There will be a 5K walk and bike rides.

**Mr. Bonness** asked if the DOT has any studies regarding the value of sharrows. **Ms. Merkle** responded that she would check and speak with FDOT's safety group.

**Mr. Dondanville** explained that City Council for the City of Naples recently voted 6:1 not to allow the roundabout projects at Harbour Drive/Crayton Road and Crayton Road/Mooring Line Drive, for which studies were already completed, one project was shovel ready, and the MPO was going to provide funding. Mr. Dondanville feels that the change in the City's position is because

of the change in the makeup of City Council. There are many roundabouts in the City that work very well, although there are complaints about having them. **Ms. McLaughlin** added that the MPO received a communication asking that the MPO remove the two roundabouts from the MPO's Transportation Improvement Program (TIP). The projects were added to the TIP through the Congestion Management Process. Ms. McLaughlin's understanding is that no Federal or State money had been spent yet, and she would double-check to make sure.

**Mr. Musico** urged members to be focused, complete, and concise in their written comments on the draft Ordinance. Mr. Musico suggested that BPAC's discussions regarding the Ordinance at the next meeting be confined to the written comments provided. Otherwise, BPAC could find itself in the position of needing even more additional time.

**Ms. Halman** informed everyone that in one of the nearby parking lots, right behind Building F, there are approximately six to ten dedicated parking spaces available for advisory committee members.

**10. Distribution Items**

None.

**11. Topics for Future Meetings**

Previously discussed.

**12. Next Meeting Date**

March 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 11:32 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**).

The Committee began its review of the draft Ordinance at its February 21<sup>st</sup> meeting and asked that the review be extended to the March meeting. Committee members who wished to submit written comments to include in the agenda packet were encouraged to do so. The comments are assembled in the order received as shown in **Attachment 2**.

**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
2. Committee Members' Written Comments

**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

## McLaughlinAnne

---

**From:** Alan Musico <flprsup@gmail.com>  
**Sent:** Friday, February 24, 2023 10:26 AM  
**To:** McLaughlinAnne  
**Subject:** Bike / Pathway Legislation

**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Anne,

I propose the following changes to the proposed restrictions on e bikes on pathways:

All motorized vehicles (gas, electric or other) are prohibited on all sidewalks and shared use pathways with the following exceptions:

- Handicapped wheelchairs or mobility scooters
- Class 1 E Bikes
- Micro mobility devices (stand up scooters, skateboards) containing 2 or more wheels which weigh less than 10 lbs. and are capable of maximum speeds of less than 10 mph (single wheel devices are not permitted)

Organizations responsible for the management of specific Shared Use Pathways (e.g. Rich King Greenway) may authorize other motorized use on that Pathway.

Class 2 or Class 3 electric bikes may use sidewalks or pathways for short distances (not to exceed .25 miles) when an alternate pathway (e.g. bike lanes) are unavailable due to infrastructure gaps or construction,

The terminology that 'Bicycles shall travel in the same direction as traffic' needs to be clarified. It is unclear if the reference is to the flow of pedestrian traffic on the sidewalk or pathway; or the flow of vehicle traffic on an adjacent roadway. If the reference is to the latter it is unworkable for the following reasons:

- There may or may not be an adjacent roadway
- Many Shared use paths or sidewalks are on one side of the road only.

If the reference is to the flow of pedestrian traffic on the walkway:

- E Bikes or micro mobility devices shall stay to the right and yield to pedestrians at all times
- E Bikes or micro mobility devices shall slow down and give an audible warning when passing pedestrians on the sidewalk or pathway
- E Bikes or micro mobility devices shall come to a full stop at all intersections where a traffic signal is not present

-E Bikes or micro mobility devices shall obey the traffic signals for Pedestrians at all intersections where they are present

Regards,

Al

## McLaughlinAnne

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**From:** Ironjoe3 <ironjoe3@aol.com>  
**Sent:** Monday, February 27, 2023 3:26 PM  
**To:** McLaughlinAnne  
**Subject:** pedestrian bicycle safety ordinance  
**Attachments:** Pedestrian and Cyclist Safety Ordinance.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Anne,  
I have put a lot of thought into the proposed Ped Bike ordinance.

First to be clear, I am totally opposed to the ordinance!

State statute 316.125 requires drivers to stop and yield to pedestrians and vehicles, prior to diving onto a sidewalk. This statute is so often ignored. The proposed ordinance alters and weakens the existing statute placing the blame on the victim.

Regardless to my opinion I suggest the changes necessary to the ordinance to make it somewhat usable.

Is the ordinance being vetted by CTST? They have much more direct working with school bikes.

Joe Bonness

## **Pedestrian and Cyclist Safety Ordinance**

Added Definitions (could be taken from comprehensive bike ped plan)

Sidewalk (paved surface 4'-6' width.)

Shared Use Paths / multi use. ( paved surface 8' -14'

Greenways (back of canal with paved surface)

Buffered Boulevards / Separated bike lanes

### **1 Authorization** (no change)

**2 Power Assisted Bicycles Prohibited:** No person shall ride any bicycle other than using human power upon public sidewalks except for gov personal ect---- except under any of the following situations:

- 1) Roadways with speed limits over 30 mph that do not have bike lanes and right lane are less than 14' wide. b
- 2) Shared Use Paths
- 3) Greenways
- 4) Off roadway trails
- 5) Buffered Boulevards / Separated bike lanes

**3 operation with flow of traffic:** Bicycle shall travel in the same direction as traffic while being operated on public sidewalks, cross walks and intersections so that such bicycles are traveling with and not against the flow of traffic except under any of the following situations:

- 1) Cyclist under 16 years old, and families with underage cyclists. a
- 2) Shared use pathways (two-way design)
- 3) Greenways
- 4) Off roadway trails
- 5) Buffered bikeways / separated bike lanes two way design
- 6) Sidewalk on right side of road is not continuous, obstructed, When reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, animal, surface hazard, which makes it unsafe.
- 7) Roadways that only have sidewalk on one side
- 8) under the direction of law enforcement officer and school safety guards

**4 At Signalized Intersection:** A bicyclist approaching an intersection on a sidewalk must obey the instruction of applicable pedestrian control signal. *most walk signals have count down timers, cyclist must cross the intersection before time has expired.* If no pedestrian signal is provided the cyclist may proceed in accordance with the signal indications for the parallel roadway traffic.

When a cyclist is exempt from flow of traffic regulation and is proceeding against the flow of traffic crossing a signaled intersection, the cyclist needs to Stop with foot down before crossing the intersection. c

A Underage cyclist may not be allowed to cross roadways by parents, guardians and crossing guards. It would be unsafe to require needless crossings.

B It would be unsafe to require E bikes onto highspeed roadways that do not have the proper facilities

C foot down stop give better time for traffic to become aware of cyclist similar to pedestrian crossing

## McLaughlinAnne

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**From:** cwareme@comcast.net  
**Sent:** Monday, February 27, 2023 7:33 PM  
**To:** McLaughlinAnne  
**Cc:** SieglerDusty  
**Subject:** Collier MPO - Advisory Committee Member \*Draft Ordinance

**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Ladies,

Pedestrian, then cyclist, then driver.

I got hit by a car when I was 4, I got a ticket in grade school and had to go to 'traffic school' for a cycling violation, (in the 70's). I have never 'caused' an automobile accident. I remember getting the ticket. I started crying and the cop said he was worried that I was going to get hit by a car. I went to the class, I remember being outside and being shown what to do and what not to do.

There are roads for vehicles. There are sidewalks for pedestrians. Cyclist have rules when they are on the road. Pedestrians have the right of way on sidewalks, cyclist are to yield. Cyclist now have to have rights to the sidewalk... No one follows the rules on the sidewalk – and I've never heard of NPD or the CCSO giving a ticket for cyclist who don't. In the last 5 years, I've seen one NPD handing out tickets in Venetian Village for failure to stop at stop signs. The sidewalks everywhere are mostly older and not wide enough to share. So cyclist would have to ride on the grass or stop and get on the grass to allow pedestrians to pass.

In paying attention to cyclist, pedestrians and motorist in the last week – keeping safety in mind, I would recommend that bikes, any type, leisure – road, motorized, not be allowed on sidewalks. And I feel like I am going to be ridiculed for saying that. I understand that Naples is the best place to live in the USA and the most expensive. We need workers for the service industry, they can't afford to live here. Some walk to work. Some ride their bikes and some purchased motorized bikes to expediate their commute. This saves them on a car payment and insurance. And gives them more time in their personal life. These motorized bikes are going in the opposite direction on sidewalks where there are no 'share the road' / bike lanes on the main road. And no sidewalks on both side of the road. I have had so many encounters with cyclist on the sidewalk and they all are under educated on their responsibility to yield to pedestrians.

Is there any way to offer, if even by volunteers, education on pedestrian/cycling safety – starting in grade school? Education is key –

I can't support just 'leisure' bikes on the sidewalk, because of the even slowest motor bikes being allowed and all types of bikes are going in the wrong direction. There will be no tickets issued for offenders, so I can see now that when someone gets killed, they will say 'the cyclist was given a citation' for riding the wrong way. Mostly – I don't want to be a driver who hits a cyclist going in the wrong direction. Also – too many 'types' of roads, and sidewalks where those roads are. There are some bike / pedestrian paths, parallel to roads where the sidewalks are very big and are shareable, so do you have to say that yes, if the sidewalk is more than 8' wide, then you can cycle, but only with traffic, regardless if there is only a sidewalk on one side of the road?

I'm anxious to hear from other committee members. There is nothing more memorable than seeing kids on the sidewalk with their bikes and their parents are walking next to them. It would be unfortunate to stop seeing that.

The bike path that has been in the works for years, it's needed now more than ever. If there is a safety issue at the County building or parking lot, it doesn't take an act of God and 5 years to fix it. This is JUST as important. Why is the bike path taking so long?

Sorry – I imagine I am not much help, but I've seen a lot in the last week and education is needed more than ever, it should start in school –

Carey Lynn Komorny

[cwareme@comcast.net](mailto:cwareme@comcast.net)

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**From:** [Mark Komanecky](#)  
**To:** [McLaughlinAnne](#)  
**Subject:** Re: Reminder - Written Comments on Bike-Ped Ordinance Due 3/7/23  
**Date:** Sunday, March 5, 2023 3:46:34 PM

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**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Hi Anne-

I have attached my comments below.

Thanks,

Mark Komanecky

Comments on Draft Pedestrian and Cyclist Safety Ordinance

**Section Three**

1. No comments.
2. Given the widespread use of motorized bicycles for commuting to/from work by county residents, I do not feel that the county should prohibit the use of motorized bicycles on sidewalks. However, to better protect the safety of pedestrians and other bicycle traffic on sidewalks, the county should consider enforcing a speed limit (15 mph) for all bicycles and motorized bicycles.
3. Restricting the direction of flow for bicycles on sidewalks would be problematic under many circumstances, including on streets where there is only a sidewalk on one side of the street. Further, it also may be unsafe to require young children to cross a street in order to adhere to the proper direction of flow under this proposed ordinance. Therefore, I do not think that the county should restrict the direction of bicycle traffic flow on sidewalks.
4. No comments.
5. No comments.

**From:** [Michelle Sproviero](#)  
**To:** [McLaughlinAnne](#)  
**Cc:** [SieglarDusty](#); [KingstonSean](#)  
**Subject:** RE: Reminder - Written Comments on Bike-Ped Ordinance Due 3/7/23  
**Date:** Wednesday, March 8, 2023 1:05:49 PM  
**Attachments:** [1D16C2458E124F05ADF508701A9C0879.png](#)

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**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Sorry it's late but I thought I would at least try to get my comments in.

Regarding the proposed ordinance to institute enforcement of proper directional sidewalk use by bicycles and other non-street legal modes of transportation, my comments to amend the ordinance are:

1. Include exceptions of the ordinance to instances where there is no sidewalk on the side of the street with the flow of traffic
2. Include exception where the sidewalk is closed, incomplete, blocked, or dangerous to use due to debris, poor maintenance, or other surface issues (i.e, mold/mildew, sand, etc)
3. Include exception that when there is no signaled crossing to a sidewalk with the flow of traffic, bicycles are allowed to ride against the flow on the sidewalk with the designated crossing signal. (let me know if this one needs explanation – Grand Lely Dr and Collier Blvd are a great example of this – can only have signaled crossing on the south side thereby putting a cyclist on a sidewalk against traffic)
4. Rather than eliminate all e-bikes from using sidewalks, I propose a max speed limit of 10 mph for any e-bike or other motorized non-street legal people mover as there is no other safe place for e-bikes to ride when there is not a designated bike lane on the road

Michelle Sproviero

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**From:** [Bob Phelan](#)  
**To:** [McLaughlinAnne](#)  
**Subject:** Re: Reminder - Written Comments on Bike-Ped Ordinance Due 3/7/23  
**Date:** Thursday, March 9, 2023 2:07:16 PM

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**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

My comment is Electric bikes are allowed on sidewalks and crosswalks, if there is no bike lane provided on the roadway.

Bob Phelan  
[Bobjphelan1@gmail.com](mailto:Bobjphelan1@gmail.com)

On Mar 3, 2023, at 1:11 PM, McLaughlinAnne <[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)> wrote:

Good afternoon BPAC members,

This is just a friendly reminder to send written comments to me by COB Tuesday, March 7<sup>th</sup> if you want to have them included in the agenda packet for the March 21<sup>st</sup> meeting.

Have a great weekend!

Anne McLaughlin  
Executive Director

<image001.jpg>

2885 S. Horseshoe Dr.  
Naples, FL, 34104  
[Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov)  
239-252-5884 (o)  
239-919-4378 (cell)  
[www.colliermpo.org](http://www.colliermpo.org)

**From:** [dayna.urbangreenstudio.com](mailto:dayna.urbangreenstudio.com)  
**To:** [McLaughlinAnne](#)  
**Subject:** comments re Draft Ordinance  
**Date:** Thursday, March 9, 2023 7:01:25 PM

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**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Hi Anne,

I know this is a couple of days late, but still wanted to get comments to you. We've been dealing with a death in the family this week, so have been preoccupied.

Here are my main concerns with the Ordinance:

### **Power assisted Bicycles prohibited on public sidewalks**

#1 - We have an incomplete network and lack of alternate facilities. Most of our main arterial roadways do not have bike lanes for significant portions of their length. The N-S arterials - US 41(from 5<sup>th</sup> Ave north to Pine Ridge) , Goodlette Rd and Airport Rd are lacking bike lanes. And most of our E-W arterials likewise do not have bike lanes for most of their length - Golden Gate Pkwy, Pine Ridge Rd, Immokalee Rd. So, if we prohibit E-bikes on sidewalks, that puts most of our main corridors off-limits to those riders. If they can't ride on the sidewalks, there are no alternative facilities for them to use.

My observation of the E-bike riders is that a majority of them are workers that use the bikes for their sole means of transportation to & from work, and they typically do not wear helmets. There are also recreational riders - some who are experienced riders who are older and may have knee/hip problems but can still ride w/ the assistance. And some are new riders who are less skilled and less likely to know the basic rules. None of these groups are in the small percentage of riders who would be comfortable riding on the road and "taking the lane" where there are no bike lanes. And it would not be safe for them to do so on these 45 MPH arterials.

The E-bikes have increased the range that is feasible to ride to work - where it would be somewhat limited under human power, the E-bikes provide an affordable means to go further. Putting the entire arterial corridor network off-limits to E-bikes without providing an alternative route or facility would be discriminatory - similar to ADA regulations, you have to provide an accessible route.

#2 - How is law enforcement going to detect whether the rider is using human

power or electric power? Since some types of E-bikes only provide assistance when pedaling. Is the officer going to just look at the speed to say they are using electric power?

#3 - The Ordinance references "public sidewalk" - what happens in the case of a shared-use path? Does it become based on width? Is 8' okay, or 10', 12'? How does law enforcement know which segments are legal for E-bikes, and which are not? Connectivity becomes an issue, if the E-bike can start out on an SUP but runs into a gap or a regular sidewalk. Again, the lack of a network and highly variable conditions around the County would be very complex to enforce.

#4 - What this all makes obvious is that our built environment - the existing arterial system - is a very rigid transportation network. While the City & County have made strides in designing new facilities with Complete Streets, we are stuck with this legacy network that is primarily car-oriented and inflexible. And when new forms of transportation emerge, it is very difficult to adapt the network to accommodate them. I don't think we can hold back the tide and just prohibit access to a new means of transportation - we have to find some way to adapt and accommodate it.

### **Operation with Flow of Traffic**

#1 - There are several locations where there is a sidewalk only on one side of the road - what happens then? Airport Road from GG Pkwy to Pine Ridge along Grey Oaks - sidewalk only on west side (canal on east). Goodlette Rd from Orange Blossom to Vanderbilt Rd - sidewalk only on east side (canal on west). There are many other places w/ this condition.

#2 - When a person's origin and destination are on the same side of the road, is it safer to make them cross a 6-lane road twice to go with the flow? What happens when they start at a spot that is not close to a signalized intersection to cross safely?

While I agree with the intent, the varying conditions would make enforcement difficult.

Thank you, I hope it is not too late to incorporate into your summary.

[dayna@urbangreenstudio.com](mailto:dayna@urbangreenstudio.com)

**EXECUTIVE SUMMARY**  
**DISTRIBUTION**  
**ITEM 10A**

**FDOT’S Moving Florida Forward Infrastructure Initiative Presentation**

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**OBJECTIVE:** For the Committee to receive a copy of FDOT’s Moving Florida Forward Infrastructure Initiative presentation prepared for Collier MPO.

**CONSIDERATIONS:** This was requested at the previous Committee meeting. FDOT’s Moving Florida Forward Infrastructure Initiative presentation prepared for Collier MPO is shown in **Attachment 1**.

**STAFF RECOMMENDATION:** N/A.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. FDOT’s Moving Florida Forward Infrastructure Initiative Presentation – Collier MPO (2/10/2023)

# Collier Metropolitan Planning Organization

Provided by the Florida Department of Transportation

MOVING FLORIDA  
FORWARD 

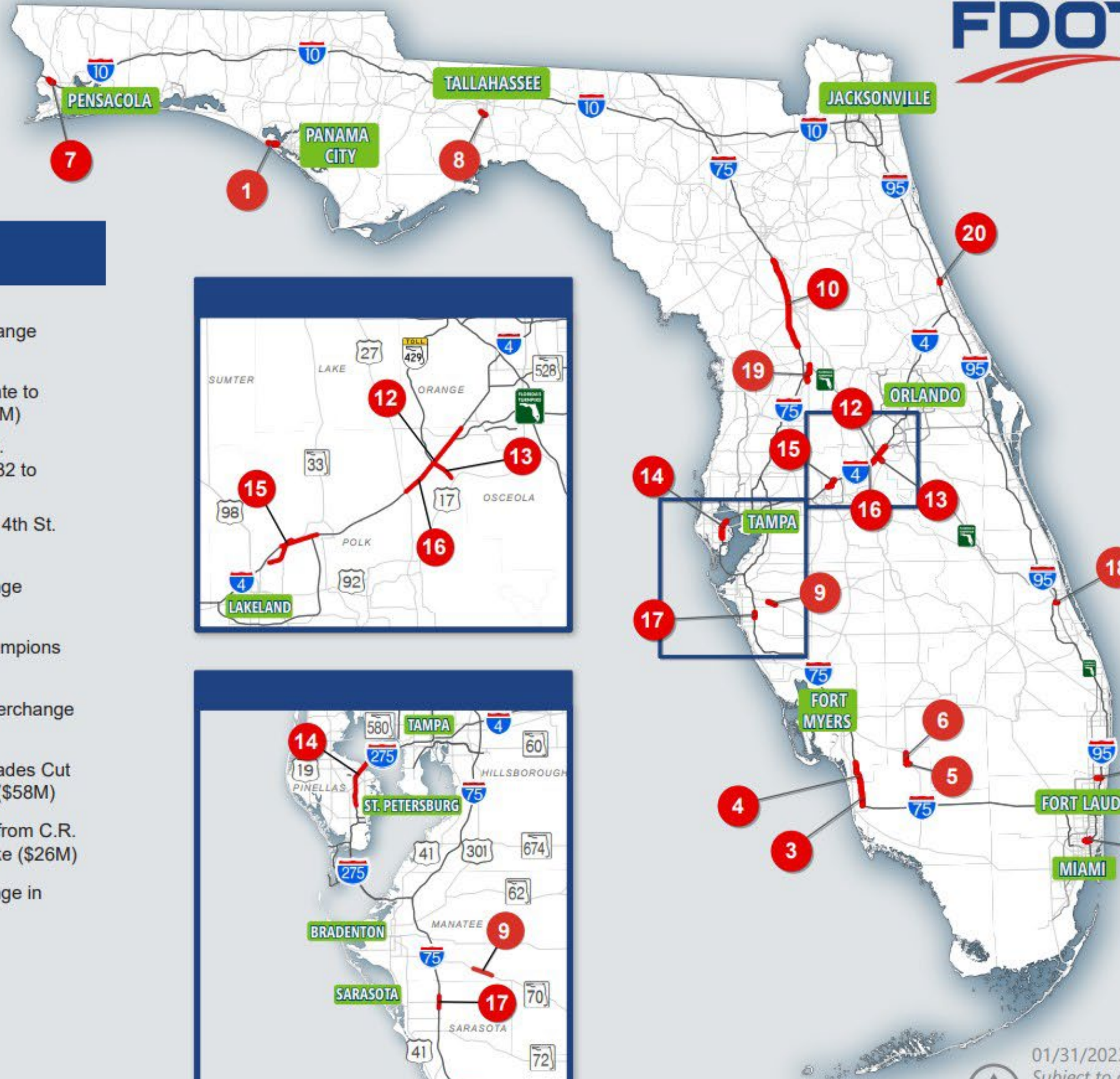
February 10, 2023

Infrastructure Initiative



# MOVING FLORIDA FORWARD

## Infrastructure Initiative



### CONGESTION RELIEF PROJECTS (FUNDING)

- |                                                               |                                                                          |
|---------------------------------------------------------------|--------------------------------------------------------------------------|
| 1 U.S. 98 from R. Jackson Blvd. to Hathaway Bridge (\$98M)    | 11 Golden Glades Interchange (\$150M)                                    |
| 2 SW 10th St. (\$178M)                                        | 12 I-4 from Champions Gate to Osceola Pkwy. (\$1,451M)                   |
| 3 I-75 at Pine Ridge Rd. Interchange (\$23M)                  | 13 Poinciana Parkway Ext. Connector from C.R. 532 to S.R. 429 (\$1,318M) |
| 4 I-75 from Golden Gate Pkwy. to Corkscrew Rd. (\$578M)       | 14 I-275 from 38th Ave. to 4th St. (\$354M)                              |
| 5 S.R. 29 from C.R. 846 E to New Market Rd. (\$85M)           | 15 I-4 at S.R. 33 Interchange (\$197M)                                   |
| 6 S.R. 29 from New Market Rd. to S.R. 82 (\$44M)              | 16 I-4 from U.S. 27 to Champions Gate (\$635M)                           |
| 7 I-10 from Eastbound weigh station to Nine Mile Rd. (\$162M) | 17 I-75 at Fruitville Rd. Interchange (\$192M)                           |
| 8 S.R. 263 from S.R. 61 to C.R. 2203 (\$90M)                  | 18 W Midway Rd. from Glades Cut Off Rd. to Jenkins Rd. (\$58M)           |
| 9 S.R. 70 from Bourdsie Blvd. to Waterbury Rd. (\$53M)        | 19 U.S. 301 Realignment from C.R. 470 to Florida's Turnpike (\$26M)      |
| 10 I-75 Auxiliary Lanes from S.R. 44 to S.R. 326 (\$479M)     | 20 I-95 at U.S. 1 Interchange in Volusia Co. (\$340M)                    |



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01/31/2023  
Subject to change.  
Listed alphabetically  
by county.

# I-75 at Pine Ridge Rd. Interchange 3

## FUNDING

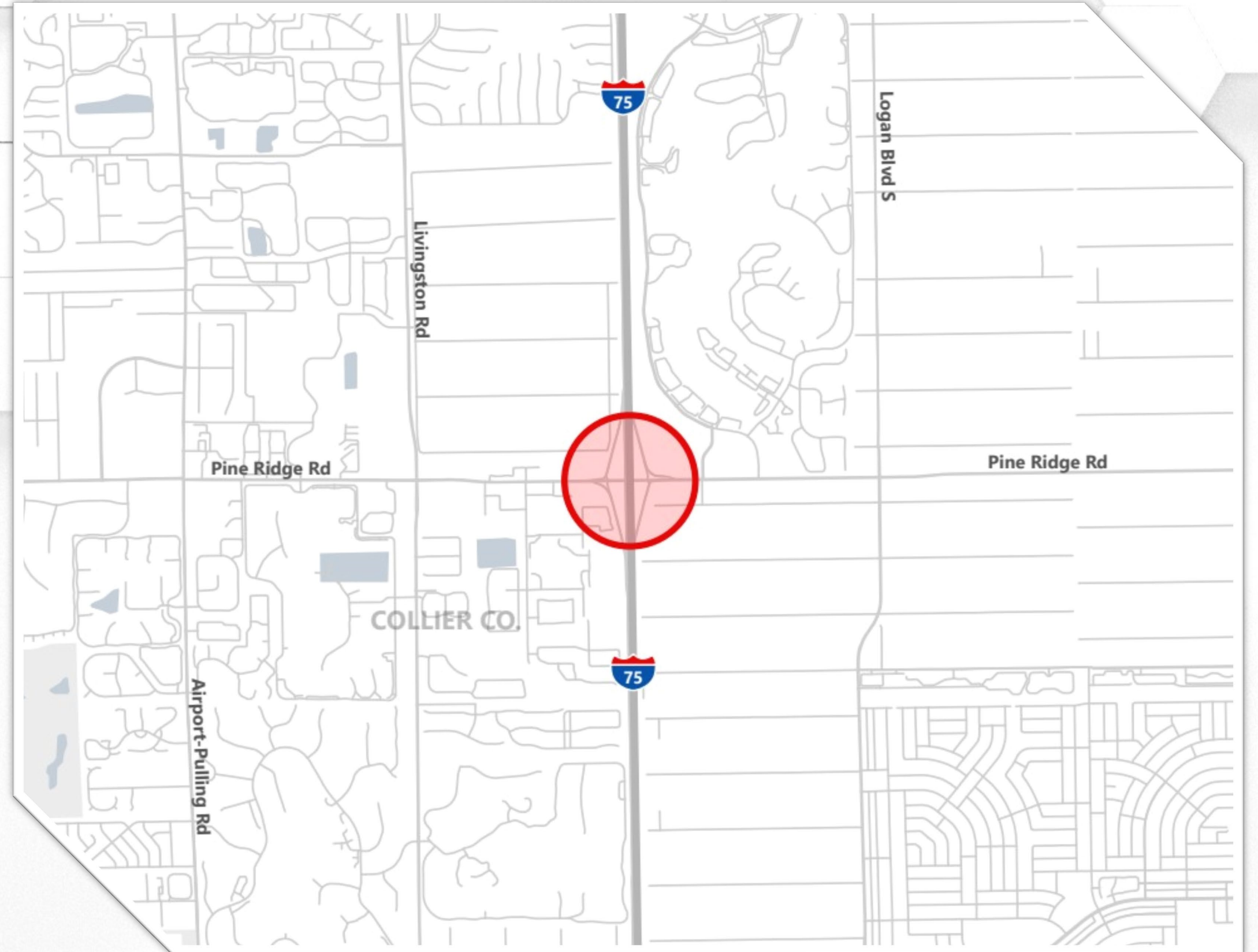
\$3  
Million

## CONSTRUCTION YEAR

2024

## PROJECT DESCRIPTION

I-75 at Pine Ridge Road interchange is one of the four interchanges along I-75 in Collier County. Improvements include widening Pine Ridge Road and reconstruction of the I-75 interchange to a diverging diamond interchange. Proposed improvements are located within the limited access right-of-way and will include a partnership with Collier County.



# I-75 from Golden Gate Pkwy. to Corkscrew Rd.

4

## FUNDING

\$578  
Million

## CONSTRUCTION YEAR

2027

## PROJECT DESCRIPTION

This project will provide capacity improvements to over 20 miles of I-75 from Golden Gate Parkway to Corkscrew Road. The project will add one additional general use lane in the northbound and southbound directions (six- to eight- lane widening). For additional project details, please visit: <https://www.swflinterstates.com/i75-south-corridor/>.



# S.R. 29 from C.R. 846 E to New Market Rd. 5

## FUNDING

\$85 Million

## CONSTRUCTION YEAR

2026

## PROJECT DESCRIPTION

This project will construct a new alignment of S.R. 29 as a four-lane divided roadway to serve as a loop around the downtown Immokalee area. The design will have four 12-foot travel lanes with curb and gutter on both sides, a 22-foot median, and 12-foot shared use paths on both sides. The project also includes drainage improvements along the entire length of the corridor. For additional project details, please Visit: <https://www.swflroads.com/project/417540-5>.



# S.R. 29 from New Market Rd. to S.R. 82 6

## FUNDING

\$44  
Million

## CONSTRUCTION YEAR

2026

## PROJECT DESCRIPTION

This project consists of widening an approximately 3-mile-long segment of S.R. 29. The final roadway will consist of two 12-foot travel lanes in each direction with 4-foot paved inside shoulders, 10-foot (5-foot paved) outside shoulders, and a 30-foot median. Intersection improvements are proposed for the intersection of S.R. 29 at New Market Road/Westclox Street. For additional project details, please visit: <https://www.swflroads.com/project/417540-6>.

