

**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.