1. **Call to Order**

Ms. Middelstaedt called the meeting to order at 2:02 p.m.

2. **Roll Call**

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

**CAC Members Present**
Elaine Middelstaedt, Chair
Dennis DiDonna
Dennis Stalzer
Fred Sasser
Josephine Medina
Karen Homiak
Rick Hart

**CAC Members Absent**
Neal Gelfand, Vice Chair
Josh Rincon
Stephen Spahr

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

**Others Present**
Alex Showalter, Collier Area Transit (CAT)
Jacob Stauffer, CAT
Lorraine Lantz, Collier County Transportation Planning
3. **Approval of the Agenda**

   *Ms. Homiak* moved to approve the agenda. *Mr. Sasser* seconded. Carried unanimously.

4. **Approval of the February 27, 2023 Meeting Minutes**

   *Mr. Hart* moved to approve the February 27, 2023 meeting minutes. *Mr. Sasser* seconded. Carried unanimously.

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

   None.

6. **Agency Updates**

   **A. FDOT**
   
   No update from FDOT per *Ms. McLaughlin*.

   **B. MPO Executive Director**
   
   No update.

7. **Committee Action**

   **A. Review & Comment on Draft Bike-Ped Safety Ordinance**

   *Ms. McLaughlin* mentioned that CAC discussed the draft Ordinance at its last meeting and CAC determined that there is not an infrastructure system in place to make the changes reasonable and feasible. TAC and BPAC discussed this. BPAC met on March 21 and after three hours of discussion, with input from the County Sheriff’s office and Naples Pathways Coalition, came up with a need for definitions and exceptions: power-assisted bicycles are a needed mode of transportation for many, and by putting them in the roadway, it elevates their danger. They found that the sheer number of exceptions needed made the Ordinance untenable. Enforcement and education would be difficult, and the system doesn’t provide the infrastructure required. They felt that on the lower-speed roads under 30 mph it would be okay to share the road, but those over 30 mph without bike lanes should be excepted along with shared use paths, greenways, off road trails, and buffered bikeways. Other exceptions included the many uses of sidewalks along with the differences in available sidewalks. An ordinance would need to be simple to understand and with all these, it would not be simple.

   *Mr. Sasser* agreed with BPAC, noting how cyclists and pedestrians use roadways the way they can and that the restrictions are confusing and nonsensical. *Ms. Middelstaedt* mentioned that visibility of bicyclists is difficult on roadways and a cyclist coming from behind is more difficult than from the front. *Ms. McLaughlin* mentioned that it is safer for cyclists to follow the direction of traffic. *Ms. Homiak* mentioned how e-bicyclists were driving recklessly.
Ms. McLaughlin brought up that TAC made a motion regarding the Ordinance earlier today. Mr. Kingston added that TAC motioned that the MPO Board consider an education campaign rather than an enforcement ordinance for similar reasons that BPAC stated in their motion, and that all road users, vehicular and non, should be included in the campaign. Ms. Middelstaedt commented that it’s kind of like the “watch out for motorcycle” signs: watch out for motorcycles, watch out for pedestrians, everybody should be watching out. Ms. McLaughlin indicated that the committees expressed favor for education rather than an ordinance. Ms. Medina commented that most people do not read ordinances.

Mr. Sasser asked what a buffered bike way is. Ms. McLaughlin responded that the issue does cause confusion. Naples Pathway Coalition or Mr. Bonness, a member of BPAC, may be able to clarify, but it could be like a cycle track where two-way bicycle traffic is divided by a physical barrier. Ms. Lantz clarified, saying a separated bike lane is a separated path from the roadway and sidewalk, whereas a buffered bike lane could be on-road but separated by an engineering method or striping: an additional space between the vehicle and the bicycle. Mr. Stalzer recommended taking the bike paths off the roads, make the sidewalks wider, and then the bicycles go on the sidewalk, where they are protected from the road. Mr. Kingston mentioned that this follows BPAC’s concern that the infrastructure does not accommodate for the Ordinance. Ms. McLaughlin mentioned that bikeways are shifting away from the roads and off to the sides of the streets. Further, FDOT stresses that bikeways should be buffered on roads with speeds higher than 45 mph.

Regarding Tamiami Trail, Ms. Middelstaedt mentioned a bike group goes from Fort Myers to Key West. There can be a problem with safety for large groups.

B. Review and Comment on Review and Comment on Draft FY 2024-2028 Transportation Improvement Program (TIP)

Ms. McLaughlin explained in detail what is being presented in the narrative portion of the draft TIP, prepared by Mr. Kingston. Ms. Lantz elaborated on the prioritization of regional projects. Ms. Middelstaedt gave an accolade on the success of the TIP.

8. Reports and Presentation (May Require Committee Action)

None.

9. Member Comments

Mr. Sasser commented that in the TIP, the bike bridge for Freedom Park across Golden Gate Parkway seems like too much money. Ms. McLaughlin responded that the MPO Board deleted it from programming, and it should be removed from the draft.

Mr. Stalzer asked CAT attendees about switching to electrical vehicles. Mr. Showalter responded, explaining that scope for an electric vehicle plan is being prepared for a consultant.
Mr. DiDonna announced that the Brightline train is complete from Miami to Orlando airport. People keep going around the gates and getting killed by the train.

Mr. DiDonna asked for the other members’ input regarding what they believe CAC is tasked with accomplishing as a committee. Mr. Sasser responded that it is to give feedback on projects that are underway, giving valuable input to staff and other committees. Mr. Hart added that it’s also to communicate about what’s happening in the County. CAC input can impact the decisions of the commissioners. Ms. Middelstaedt mentioned that the chair reports are a part of the MPO Board agenda packets. Chairs can also attend the MPO Board meetings and provide comment. Mr. Stalzer commented that CAC members should be speaking for their districts and communicating what their needs are. Ms. Homiak added that CAC is part of a process for funding, and to be a voice. Ms. Middelstaedt commented that it’s a part of government regulation. Mr. Hart added that development is inevitable, as history shows. People object to it, but it keeps coming. For example, the parking lot for Seed to Table got built but no one wanted it.

Mr. DiDonna brought up the subject of the buildings that are being built in his northwestern quadrant of the County and that neighbors are complaining. Ms. Homiak responded, saying that a traffic impact study was already done. Ms. Medina mentioned that with her experience in working for a developer and the public sector, she can indicate that for these, there is a rezoning, a traffic impact study, and state regulations which prevent lawsuits, which often work in the favor of the developer.

Mr. Sasser indicated that he would be out-of-town for the next CAC meeting.

10. Distribution Items

A. Administrative Modifications to the FY 2023-2027 TIP (Transit Operating Assistance Corridor US 41)

Ms. McLaughlin acknowledged the modification; an item not requiring a formal vote. Item distributed.

11. Next Meeting Date

April 24, 2023, 2 p.m. – Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Middelstaedt adjourned the meeting at 3:02 p.m.