Florida Department of Transportation Shared-Use Nonmotorized (SUN) Trail Program

Request for Funding

SUNTRAIL FDOT

SUN Trail program funding is limited to geographic areas within the SUN Trail network, the provisions of Section 339.81, Florida Statues, the Florida Department of Financial Services Catalog of State Financial Assistance Number 55.038, and the Florida Department of Transportation (FDOT) Work Program Instructions Part III: Trails.

PART I – APPLICANT INFORMATION

1. Type of Applicant (select one):

   ☑ Municipality/County Government
   ☐ State Agency
   ☐ Federal Agency
   ☐ Recognized Tribal Government
   ☐ Metropolitan/Transportation Planning Organization/Agency (MPO)

2. Name and job title and office of the person who will be in direct contact with FDOT for this project:
   Trinity Scott, Collier County Transportation Planning Division Director

3. Agency of the person who will be in direct contact with FDOT for this project:
   Collier County, Growth Management Department

4. Email of the person who will be in direct contact with FDOT for this project:
   trinity.scott@colliercountyfl.gov

5. Telephone Number of the person who will be in direct contact with FDOT for this project:
   239-252-5832

PART II – PROJECT OVERVIEW

1. Project Name:
   Livingston Rd FPL Corridor - Trail Feasibility Study

2. Municipality where the project is located:
   Unincorporated Collier County - closest municipality is the City of Naples

3. County where the project is located:
   Collier

4. FDOT district number where the project is located:
   1

5. Boundary of the project proposed for SUN Trail funding (give the address or nearest cross streets, municipality, and zip code):

   a. Termini Begin: Intersection of Livingston Road and Radio Road, Naples FL. 34104

   b. Termini End: Collier/Lee County Line Naples FL. 34119

6. Who is the landowner of the proposed project location? Please see Attachment 1.

   ☐ The location of this project is entirely on FDOT right-of-way.
   ☐ The location of this project is entirely on non-FDOT publicly-owned right-of-way.
   ☐ The location of this project is on both FDOT and non-FDOT, publicly-owned right-of-way.
   ☑ Parcels within this project boundary are privately owned, the acquisition of right-of-way must occur.

7. Total length of this project proposed for SUN Trail funding: Approximately 11 miles

Regional Trail System and Individual Trail projects **must meet all eligibility criteria** to receive funding consideration by the SUN Trail program. "Requests for Funding" without the required information are ineligible and will not receive funding consideration.

PART III – ELIGIBILITY CRITERIA

1. Funding is limited to geographic areas within the SUN Trail network. Will the project be developed as a paved multi-use trail within the SUN Trail network? Please see Attachment 2.
   ☑ Yes ☐ No
   a. Provide an aerial location map illustrating the project boundary and project limits.
   b. Provide a map illustrating the project location within the SUN Trail network.
   c. Provide the project typical section (this should be a pdf of the typical section schematic depicting existing and proposed features, dimensions, and right-of-way lines).

      The typical cross-section will be developed during the Feasibility Study.
2. Funding is limited to projects prioritized by the applicable authority. If the project is within a boundary of a Metropolitan/Transportation Planning Organization/Agency (MPO), it must be prioritized by the MPO. Projects outside of an MPO boundary must be identified as a priority of the county (inclusive of their municipalities), tribal government, federal or state agency. Is the project a priority of the applicable authority?
   ☑Yes ☐No Please see Attachment 3.
   a. Indicate the priority number of the project:
   b. Provide the prioritization list.
   c. Complete Part VII (CERTIFICATION OF PROJECT PRIORITIZATION).

3. Has a non-FDOT governmental entity formally committed to operation and maintenance of the project (long-term trail manager)?
   ☑ Yes ☐ No
   a. Complete Part VIII (CERTIFICATION OF WILLING MANAGER).

4. Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)? Please see Attachment 4.
   ☑Yes ☐No
   a. Indicate the type of plan(s), applicable page number(s) and date(s) of adoption:

   b. Provide documentation of applicable project concurrency information [e.g. supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), unit management plans, etc.].

DO NOT PROCEED TO PART IV IF PROJECT RESULTED IN A "NO" RESPONSE IN PART III.

PART IV – PROJECT DETAILS

1. Project Tier:
   a. Is the project within the Coast to Coast Trail (C2C)?
      ☐ Yes ☑ No
   b. Is the project within the St. Johns River-to-Sea Loop (SJR2C)?
      ☐ Yes ☑ No
   c. Is the project an Individual Trail segment?
      ☑ Yes ☐ No Project is part of the Southwest Coast Connector aka Gulf Coast Trail which is a part of the Sun Trail Priority Network.

2. Will the project be developed as a 12-foot-wide asphalt trail?
   ☑ Yes ☐ No

3. Briefly describe the scope and proposed route of the project (1000-character limit):

   A feasibility study for a 12-ft paved SUP within an 11-mile Florida Power and Light (FPL) easement that lies within the SUN Trail Priority Network and runs parallel to Livingston Road. The SUP would close a SUN Trail gap between the existing Rich King Memorial Greenway (SUN Trail Priority Network) to the south and Lee County's SUN Trail Priority Network efforts to the north.

   Livingston Road is a busy six-lane minor arterial with a 45 mph speed limit which connects Naples with Fort Myers in Lee County. The corridor has a mix of commercial and residential uses; development will continue as the County keeps growing. The SUP would create non-motorized connectivity along the corridor and serve as both an alternative

4. Have earlier phase(s) of this project been completed? If not, select “no” and continue to Question 5.
   ☐ Yes ☑ No
   a. Select all project phases that were previously funded, indicate the funding year and completion date (or anticipated completion date for the funded phase).
      ☐ Feasibility Study
      ☐ Project Development & Environment (PDE)
      ☐ Preliminary Engineering/Design (PE)
      ☐ Acquisition of right-of-way (ROW)
      ☐ Construction (CON)* only select for reconstruction/maintenance projects
   b. Have federal funds been used in the project boundary?
      ☐ Yes ☑ No
   c. As applicable, indicate the source of the federal allocation(s).
   d. Have FDOT funds been used in the project boundary?
      ☐ Yes ☑ No
   e. As applicable, indicate FDOT financial management number(s).

5. Indicate the **proposed** method of performing and administering this project:
      ☐ Project to be locally administered (non-FDOT administered).
      ☑ Project to be administered by FDOT.

A responsible estimate of the project costs is required prior to adoption in the Department's Five-Year Work Program. Use Present Day Cost values. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Fill out summary of proposed timeline and funding new needs, then complete Engineer's Cost Estimate spreadsheet and provide it with the "Funding Request".

PART V – PROJECT COSTS

1. Funding Phase(s) requested:

   ☑ Feasibility Study (FS) – FDOT Work Program Fund Code: 1x

   ☐ Project Development & Environment Study (PDE) – FDOT Work Program Fund Code: 2x

   ☐ Preliminary Engineering/Design (PE) – FDOT Work Program Fund Code: 3x

   ☐ Acquisition of right-of-way (ROW) – FDOT Work Program Fund Code: 4x

   ☐ Construction (CON) – FDOT Work Program Fund Code: 5x

   ☐ Construction Engineering & Inspection Activities (CEI) – FDOT Work Program Fund Code: 6x

2. Summary of proposed timeline and funding needs:

PHASE	PROPOSED YEAR(S)	AMOUNT(S) REQUESTED	MATCHING FUNDS	TOTAL PROJECT COSTS	SOURCE(S) OF OTHER FUNDS
FS	FY25/26	$1,100,000		$1,100,000	
PDE					
PE					
ROW					
CON					
CEI					
TOTAL		$1,100,000	**Please see Attachment 5 for Scope Outline**		

3. Provide the Excel Engineer's Cost Estimate spreadsheet. Estimates shall be broken down to eligible and non-eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.

   Use the following links to access the basis of estimates manual, as well as historical cost information, and the Reference Guide for State Expenditures for the project area:

   Basis of Estimates Manual

   Historical Cost Information

   Reference Guide for State Expenditures

Projects are not required to meet all of the following selection criteria, a numerical ranking will not be calculated, projects with the greatest strengths will advance more quickly.

PART VI – SELECTION CRITERIA

1. Does the project enhance the safety of bicyclists, pedestrians, and motorists?
   ☑ Yes ☐ No

   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☐ Project includes a safety element.

   ☐ The location of the project is within a hazardous biking/walking zone or in an area with significant numbers of safety concerns.

   ☐ Project implements a bicycle and pedestrian safety action plan. Give the name of the plan and date of adoption.

   ☑ Other (list) SUP would provide safe alternative to riding on a busy, 6-lane, 45 mph arterial

   Briefly describe how the project enhances the safety of bicyclists, pedestrians and motorists. (1000-character limit):

   Livingston Road is a heavily used, six-lane road with a posted speed limit of 45 mph. Cyclists currently using Livingston Road have two riding options; they can ride in bike lanes (when available) which abut the travel lanes or they can ride on the sidewalk. The SUP would separate these two uses and align with FDOT policy toward separating bikes/peds from vehicles on roads with higher posted speed limits; the SUP will increase motorist and non-motorist safety and work towards a low-stress network.

2. Is the project recognized as having regional, state, or national importance?
   ☑ Yes ☐ No

   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☑ Project is a part of a Regional Trail System prioritized by the Florida Greenways and Trails Council.
   Is a SUN Trail Network Land Trail Priority; part of Southwest Coast Connector, aka Gulf Coast Trail

   ☐ Project is a part of a National Recreational Trail, East Coast Greenway or a trail that has other national importance.

   ☐ Project implements an adopted regional bicycle, pedestrian, or trail master plan. Give the name of the regional plan(s).
   MPO Bicycle and Pedestrian Master Plan priority. See Attachment 3

   ☐ Other (list)

   Briefly describe how the project is recognized as having regional, state, or national importance (1000-character limit):

   The project is entirely within a SUN Trail Land Priority and in keeping the Florida Greenways and Trails Act, Florida Statutes, Chapter 260. The project adds to the State's efforts at expanding a system of regional trails that increase connectivity between residential and employment areas; would benefit the states eco-tourism industry; connect human and natural environments; and on a more local level serve as an alternative mode of

3. Is there a non-SUN Trail financial contribution (match dollars) committed to this specific project being proposed for SUN Trail funding (select the most appropriate response)?

   ☐ Funds are leveraged by multiple public/private sources of investments dedicated to this specific project segment (e.g. federal, state, local, non-profit, private landowner contributions).

   If yes, what is the total percentage of match?

   What are the sources?

   ☐ Funds are leveraged by at least one more public/private source of investment dedicated to this specific project segment.

   If yes, what is the total percentage of match?

   What is the source?

   ☑ Funds are not leveraged by public/private sources of investments dedicated to this specific trail segment (matching funds are not available for this project).

4. Does the project blend transportation modes by completing, improving, or enhancing existing facilities?
   ☑ Yes ☐ No

   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☐ Project implements Complete Streets goals and initiatives.

   ☑ Project implements Safe Routes to Schools goals and initiatives.

   ☐ Project provides a direct connection to regional transit systems (e.g. rail stations, express or local bus routes).

   ☐ Project is in a designated multi-modal district.

   ☑ Project has the potential to reduce vehicular congestion.

   ☐ Project improves access in a Bicycle Friendly Community or Bicycle Friendly University, as designated by the League of American Bicyclists. If yes, indicate the name of the designated community or university:

   ☐ Project improves access in a Walk Friendly Community, as designated by the Pedestrian and Bicycle Information Center. If yes, indicate the name of the designated community:

   ☐ Other (list)

   Briefly describe how the project blends transportation modes (1000-character limit):

   Housing, employment and recreational opportunities will continue to increase as the Livingston Road corridor continues to develop. A Shared Use Path traveling parallel to Livingston Road would allow individuals to bicycle or walk between destinations in a low-stress environment. The current road network is not conducive to a walking/biking environment resulting in the automobile being the predominant for of travel. A survey (n=327) conducted during development of the 2019 Bicycle and Pedestrian Master Plan showed that a lack of facilities, driver behavior and the speed of traffic were the top three reasons that people felt unsafe while biking or walking. The Shared Use Path would provide a viable alternative to driving and help blend these different

5. If proposing construction funding, select the most appropriate response:

   ☐ Project is ready for immediate construction and all pre-construction phases are complete.

   ☐ Project is capable of near-term development; the design is nearly complete and permitting is underway.

   ☐ The Project Development and Environment Study (PDE) is complete/nearly complete.

   ☐ None of the above statements are true.

6. Does the project have documented public support?
   ☑ Yes ☐ No

   If yes, select from the following and briefly explain how the project meets the selection criteria.

   ☑ The greater community supports the project as demonstrated by recently adopted proclamations or resolutions expressing commitment. Give the resolution number, adopted date and participating parties. MPO Resolution 2019-06, June 14, 2019, NPC Flagship Project, BPMP Pathway Priority (Please see Attachment 7).

   ☐ Demonstration of public support is consistent across multiple entities representing the greater community rather than a select few interest groups. Briefly explain. (100-character limit):

   ☐ Recent community surveys indicate both need and support for the project. Briefly explain. (100-character limit):

   ☑ An advertised public meeting for discussing the project occurred. Give the date and type of meeting. MPO Board Meeting, June 14, 2019, MPO Resolution 2019-06 (Please see Attachment 7)

   ☑ Other (list) Corridor 1 of 8 equal priority SUPs in 2019 MPO Bike/Ped Master Plan

7. Does the project have a significant immediate impact to the quality of life by enhancing economic opportunities and providing connectivity to destinations?
   ☑ Yes ☐ No
   If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

   ☐ The project connects to or through federal, state, or local conservation/recreation areas. List public lands.

   ☑ The project connects people to jobs, businesses, or civic resources.

   ☐ The project is along or connects to a Florida Scenic Highway. List the Scenic Highway(s).

   ☐ The project is within a Florida Trail Town as designated by the Florida Department of Environmental Protection.

   ☐ The project is part of a public/private partnership where developers, linear corridor owners, small businesses, corporations, foundations, or private sector partners are directly supporting the project.

   ☐ The project is within a Rural Economic Development Initiative (REDI) Community defined pursuant to Section 288.0656, Florida Statutes. List the REDI area.

   ☐ The project is within a Rural Area of Opportunity (RAO) defined pursuant to Section 288.0656, Florida Statutes. List the RAO Area.

   ☐ Other (list)

8. Does the project enhance or preserve environmental resources?
☑ Yes ☐ No

If yes, check applicable attributes and briefly describe how the project meets the selection criteria.

☐ The project's environmental impact assessment or statement did not identify specific issues.

☐ The project's environmental approval and permitting process is complete.

☐ The project restores or mitigates impacts of environmental degradation.

☐ The project incorporates water quality or drainage improvements.

☐ The project incorporates conservation initiatives to restore/maintain connectivity by reducing vehicle-caused wildlife mortality.

☐ The project ensures the Florida Ecological Greenway Network (FEGN) maximizes protection of high priority linkages; the project is within a Priority 1 or 2 Critical Linkage as identified by the FEGN.

Briefly describe how the project enhances or preserves environmental resources. (1000-character limit):

Pending results of the feasibility study, the project has the potential to enhance and/or preserve existing environmental resources.

9. Does the project facilitate a system of interconnected trails by closing a gap in the SUN Trail Network?
☑ Yes ☐ No

If yes, how many miles of connected trail, open to the public will be available once this specific project is complete?
Closes 11-mile gap in SUN Trail Priority network; trail will be open to everyone

List the trail names:
Southwest Coast Connector (aka Gulf Coast Trail) is part of SUN Trail Land Priority Network.

10. The project includes cost-saving elements.
☑ Yes ☐ No

If yes, briefly describe the potential for overall cost savings for completing this project in conjunction with another project (e.g. new/resurfacing roadway, redevelopment/new development project, trail phase/extending trail project). Provide the other project(s) scope and schedule, the funding source, the funding year, and if funding is through FDOT, provide the Financial Management Number. (1000-character limit):

In examining potential alternatives the Feasibility Study will consider cost-saving elements.

PART VII – CERTIFICATION OF PROJECT PRIORITIZATION

1. For projects within a MPO boundary, complete the following information. If the project is outside of a MPO boundary, continue to Part VII, question #2.

Name of applicable MPO/TPO:
Collier Metropolitan Planning Organization

MPO/TPO Contact:
Anne McLaughlin, MPO Executive Director

MPO Address:
2885 South Horseshoe Drive

Municipality, State and Zip:
Naples, FL. 34104

Contact Email:
Anne.McLaughlin@colliercountyfl.gov

Contact Telephone Number:
239-252-5884

Signature:

_____

Print Name:
Anne McLaughlin

Title:
Executive Director

Date:
12/19/19

Your signature confirms the requested project is (1) consistent with MPO/TPO plans and documents;
(2) it is an eligible priority of the MPO/TPO, (3) the MPO/TPO supports the project; and
(4) you possess authorization to sign the certification of project prioritization.

2. For projects outside of a MPO boundary, complete the following information:

County Name:

Contact Name:

Contact Address:

Municipality, State and Zip:

Contact Email:

Contact Telephone Number:

Signature:

_____

Print Name:

Title:

Date:

Your signature confirms the requested project is (1) consistent with applicable county, municipality, comprehensive plan(s) and/or the long-term management plan(s) and documents; (2) it is an eligible priority of the County (tribal government, federal or state managing agency); (3) the applicable entity supports the project; and (4) you possess authorization to sign the certification of project prioritization.

SUN Trail funded projects require a non-FDOT governmental entity formally committed to providing maintenance of the project (long-term trail manager). FDOT will enter into an agreement or other form of documented commitment with the entity to ensure that a local sponsor/agency is committed to long-term trail maintenance (long-term trail manager). The managing entity will be responsible for the day-to-day upkeep and daily operation; protection for the trail users; they will reduce safety hazards that occur; and they will ensure a quality level of service is maintained on the facility. Activities may consist of litter pick-up, trash removal, debris removal, soil and weed control, graffiti removal, mowing, sweeping, sign replacement, shrub trimming, maintenance of drainage, and other regularly scheduled maintenance activities. For trails constructed in the FDOT ROW, FDOT will provide remedial maintenance which involves repairing, replacing, or restoring major components that may have been damaged or destroyed. Minor repairs such as sealing asphalt pavement or repainting may occur every five to ten years, while major repairs may occur every 20 to 25 years. The area of responsibility will be the footprint of the trail within FDOT ROW as defined by the district. ALL other maintenance will be the responsibility of the non-FDOT governmental entity.
Submit the Certification of Willing Manager(s) for all proposed trail segments.

PART VIII – CERTIFICATION OF WILLING MANAGER(S)

Name of Project: Livingston Rd FPL Corridor - Trail Feasibility Study

FROM:

Name of Managing Entity: Collier County

Name of Contact and Job Title: Trinity Scott, Transportation Planning Division Director

Address: 2685 Horseshoe Drive South

Municipality, State, and Zip Code: Naples, FL 34104

Contact Email: Trinity.Scott@colliercountyfl.gov

Contact Telephone Number: 239-252-5832

Signature:

Print Name:
Trinity Scott

Title:
Transportation Planning Division Director

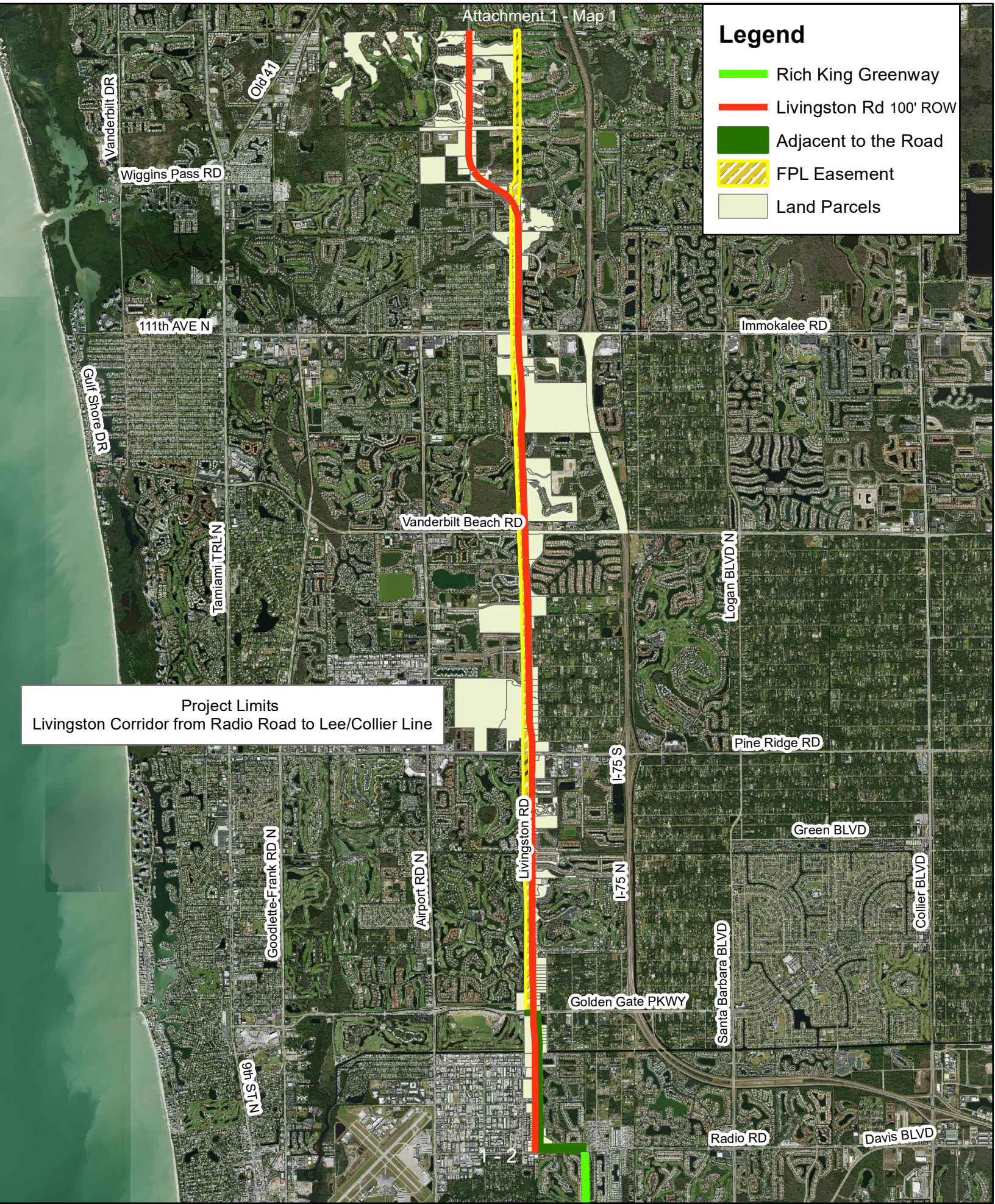
Date:
12/19/2019

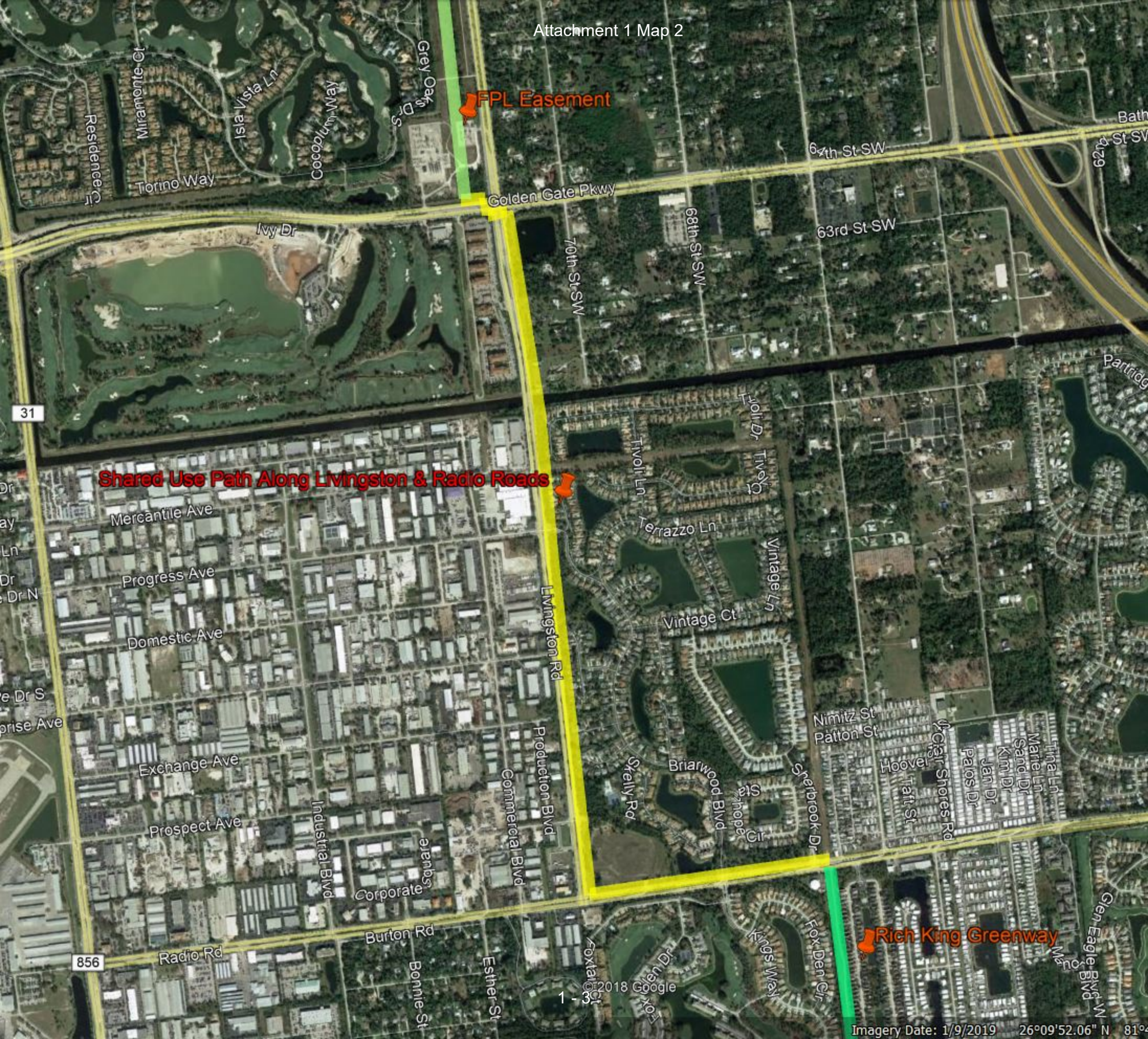
Your signature serves as certification of (1) a commitment from your agency to maintain the facility requested and that your agency will enter into a Maintenance Memorandum of Agreement with the Department for the Project prior to the completion of design, or at the time of programming funding for any project proposed for a later phase; (2) the information in this “Request for Funding” is true and accurate; (3) to comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4) to comply with the Americans with Disabilities Act; (5) lands developed with SUN Trail funds will be available for public use for the lifespan of the improvement; (6) support of other actions necessary to fully implement the proposed project; (7) and you possess authorization to sign the certification of the willing manager.

Attachment 1 – Land Owners Along FPL Corridor

Approximately nine (9) of the eleven (11) miles of the study area lies within a Florida Power and Light (FPL) easement which runs roughly parallel to Livingston Road. The easement width varies from approximately 200-400 feet. Livingston Road itself has a ROW of 100-feet (curb-curb) with additional sidewalk and slope easements along Livingston Road. Along the FPL easement there are a large number of different land parcels therefore determination of right-of-row availability will need to be done during the right-of-way analysis portion of the study. See Map 1.

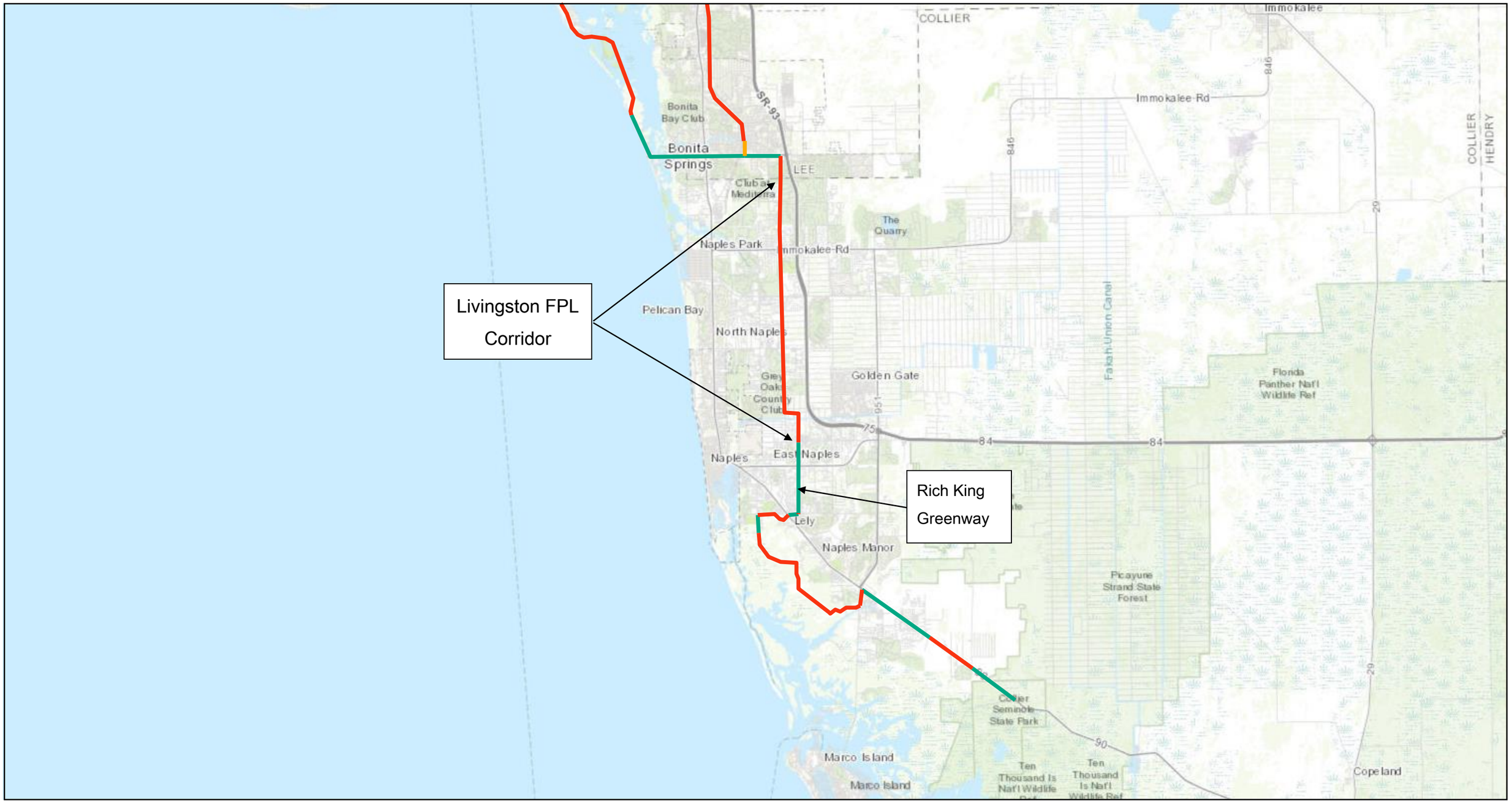
On a short distance of the study area, approximately one and one-half (1.5) miles, from the southern terminus (Radio Road) to Golden Gate Parkway, it may not be feasible to construct a pathway separated from the road. While this section is part of the SUN Trail Priority Network an on-road pathway may be the only alternative. See Map 2.


Attachment 1 - Map 1
Legend
Rich King Greenway
Livingston Rd 100' ROW
Adjacent to the Road
FPL Easement
Land Parcels
Vanderbilt DR
Old 41
Wiggins Pass RD
111th AVE N
Immokalee RD
Gulf Shore DR
Vanderbilt Beach RD
Tamiami TRL N
Logan BLVD N
Project Limits
Livingston Corridor from Radio Road to Lee/Collier Line
Pine Ridge RD
I-75 S
Green BLVD
Livingston RD
I-75 N
Collier BLVD
Goodlette-Frank RD N
Airport RD N
Santa Barbara BLVD
Golden Gate PKWY
9th ST N
Radio RD
Davis BLVD
1 - 2


FPL Easement
Shared Use Path Along Livingston & Radio Roads
Rich King Greenway
Golden Gate Pkwy
Ivy Dr
Torino Way
Residence Cir
Miramonte Ct
Isla Vista Ln
Cocoplum Way
Grey Oaks Dr S
64th St SW
63rd St SW
68th St SW
70th St SW
Tivoli Dr
Tivoli Ln
Terrazzo Ln
Vintage Ln
Vintage Ct
Livingston Rd
Mercantile Ave
Progress Ave
Domestic Ave
Exchange Ave
Prospect Ave
Industrial Blvd
Commercial Blvd
Production Blvd
Corporate Square
Burton Rd
Radio Rd
Bonnie St
Esther St
Foxtail Ct
Glen Dr
Fox Run Cir
Kings Way
Fox Den Cir
Nimitz St
Patton St
Hoover
Tait St
Cesar Shores Rd
Palos Dr
Jan Dr
Kim Dr
Sand Dr
Marie Ln
Tina Ln
Sherbrook Dr
Briarwood Blvd
Shelly Rd
Shanghai Cir
Glen Eagle Blvd
31
856
2018 Google
Imagery Date: 1/9/2019 26°09'52.06" N 81°

Attachment 2 – Location with SUN Trail Network

Attachment 2 – Location of **Livingston FPL Corridor** with SUN Trail Network



December 12, 2019

SUN Trail Network

- EXISTING
- PROGRAMMED/FUNDED
- UNFUNDED GAP

The Livingston FPL Corridor study area is part of the SUN Trail Priority Land Trail Map. The corridor connects to the Rich King Memorial Greenway (also on the SUN Trail Priority Land Trail) at its southern terminus and to Lee County efforts at the north terminus. In 2019, the Rich King Greenway has had an average daily use of 159 people.

1:288,895

0 3.25 6.5 13 mi

0 5 10 20 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/ Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Attachment 3
Part III - Question 2 - Eligibility Criteria

The Livingston FPL Corridor Feasibility Study is a priority of the MPO as detailed below.

The Collier MPO Bicycle and Pedestrian Master Plan identified the corridor as a priority in Table 10 – Prioritized Spine Pathway Projects (page 2). Projects in Table 10 are of equal priority. Further, Figure 17 (page 3) is a visual summary of the Plan's project priorities for major roadways and the Spine Trail Network.

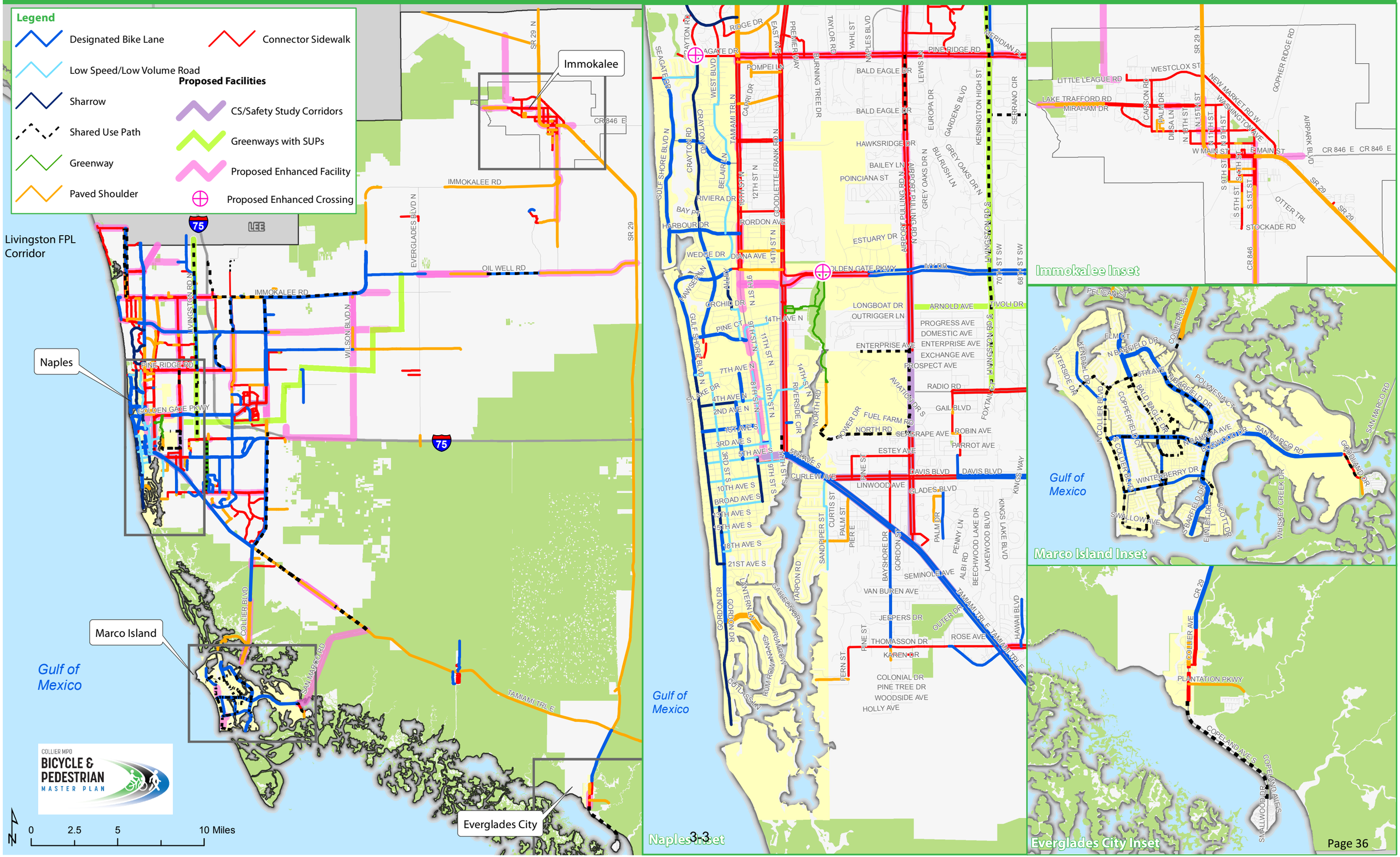
The Collier 2040 Long Range Transportation Plan's Cost Feasible Plan (CFP) (page 4-5) allocates a portion of the Transportation Management Area (TMA) funds it receives specifically to bicycle and pedestrian projects. Projects in the CFP are of equal priority.

The Naples Pathways Coalition (NPC) is a non-profit group working to create safe, bikeable, walkable communities in Collier County. One NPC vision is to develop the Paradise Coast Trail, a 70-mile, 12-foot wide Shared Use Path connecting Naples Golden Gate City, Immokalee, Ave Maria and other areas. The Collier MPO Board passed a Resolution in support of NPC's vision (page 6-8). The corridor alignment for this vision directly overlaps a portion of the SUN Trail Network (page 9).

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
2	Freedom Park Overpass	Golden Gate Pkwy	Gordon River Greenway	Pedestrian overpass estimated at $5million
3	Wilson Road Connection to New Sports Stadium	Immokalee Road	New frontage road N of I/75	Shared Use Paths & bike lanes
4	Lake Trafford Rd	Endpoint of FPN 4433573 & 574	Lake Trafford	TBD through further study
5	Golden Gate Canal Greenway	Airport Rd	Oil Well Rd	Shared Use Path – paved
6	FPL Greenway along Livingston Rd	South of Golden Gate Pkwy	Lee County Line	Shared Use Path – paved
7	Golden Gate Pkwy	Livingston Rd	Gordon River Greenway	Shared Use Path – paved
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

Figure 17: Existing + Proposed Facilities



2040 Long Range Transportation Plan – Cost Feasible Plan Part I

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7.89			$10.02							$10.02
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							$6.19	$3.63		$9.82
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	$41.40			$55.87							$55.87
	TMA BOX (20%) Bridges						n/a			$4.66			$4.66			$9.34	$18.66
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			$9.32			$9.32			$18.67	$37.31
	TMA BOX (40%) CMP						n/a			$9.32			$9.32			$18.67	$37.31
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	$2.00	$0.59		$2.54							$3.13
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	$5.00	$0.80		$6.35							$7.15
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	$2.75	$0.51		$3.49							$4.00
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$15.03	$2.72					$22.55				$25.27
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$33.11				$6.85				$77.66		$84.51
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	$4.00			$5.08							$5.08
21	US 41	Goodlette Rd		N/A		Intersection	$2.00	$0.37		$2.54							$2.91
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$13.35	$2.02					$20.03				$22.05
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$21.83				$6.01				$25.59	$41.70	$73.30
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	$44.14							$10.30			$10.30
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$30.00	$3.66		$38.10							$41.76
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	$31.00							$4.68		$53.48	$58.16
14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	8th St	0 & 2	6	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 8th St	$59.96		$12.86	$76.15							$89.01
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$5.00	$1.22		$6.35							$7.57
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$20.00						$30.00				$30.00

2040 Long Range Transportation Plan – Cost Feasible Plan Part II

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	$8.00	$1.95	$1.08				$12.00				$15.03
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$25.04				$5.24	$23.01	$37.56				$65.81
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	$56.47	$1.83			$20.69				$21.21		$43.72
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	$29.31	$0.61			$6.90				$30.70		$38.20
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	$23.36	$2.85				$21.47				$44.63	$68.94
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	$28.02				$3.86				$17.05	$53.52	$74.42
	Future County Highway Funds					Projects to be determined at a later date	$9.12	$3.37			$10.47	$26.35			$64.17	$17.42	$121.78
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	$39.97									$76.34	$76.34
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$10.00				$2.76					$19.10	$21.86
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.00				$3.10		$6.00				$9.10
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.06				$3.10				$4.69	$7.75	$15.55
							$636.31	$22.50	$13.93	$229.78	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

Notes:

Design phases funded by OA not included in totals

#56 and #29 are only partial ROW & Mitigation costs

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remainir	Revenue	Spent	Remainir	Revenue	Spent	Remainir	
TMA	**$23.32**	$23.29	$0.03	**$23.32**	$23.29	$0.03	**$46.64**	$46.69	-$0.05	**$0.01**
OA	**$55.60**	$58.10	-$2.50	**$52.60**	$42.58	$10.02	**$115.10**	$144.95	-$29.85	**-$22.33**
SIS	**$65.89**	$65.89	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**

RESOLUTION 2019 - 06

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE NAPLES PATHWAYS COALITION'S PARADISE COAST TRAIL VISION

WHEREAS, the Collier Metropolitan Planning Organization adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Bicycle and Pedestrian Master Plan identifies SUNTrail Alignments and Spine Pathway Corridors that form an integrated, high-priority pathway network, and Existing + Proposed Facilities as a visual summary of the project priorities for major roadways and the spine trail network; and

WHEREAS, the Naples Pathways Coalition envisions the Paradise Coast Trail as a 70-mile, separated pathway built exclusively for non-motorized use; and

WHEREAS, the Bicycle and Pedestrian Master Plan Design Guidelines recommend providing separated shared use paths where feasible to make active transportation and recreational opportunities readily available for persons of all ages and abilities; and

WHEREAS, the Paradise Coast Trail will significantly advance Collier MPO's bicycling and walking network by providing direct connections between the City of Naples, Golden Gate City, Immokalee, Ave Maria, and other areas; and

WHEREAS, the Paradise Coast Trail is consistent with and advances key components of the Collier MPO's Bicycle and Pedestrian Master Plan, the Florida Greenways and Trails System Plan and Shared-Use Nonmotorized (SUN) Trail Network.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1) The Collier MPO supports the concept of the Paradise Coast Trail envisioned by the Naples Pathways Coalition, as shown in Attachment "A," subject to the policies and design guidelines contained in the Collier MPO Bicycle and Pedestrian Master Plan.

CAO

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on June 14, 2019.

Attest:

By: _____
Anne McLaughlin
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

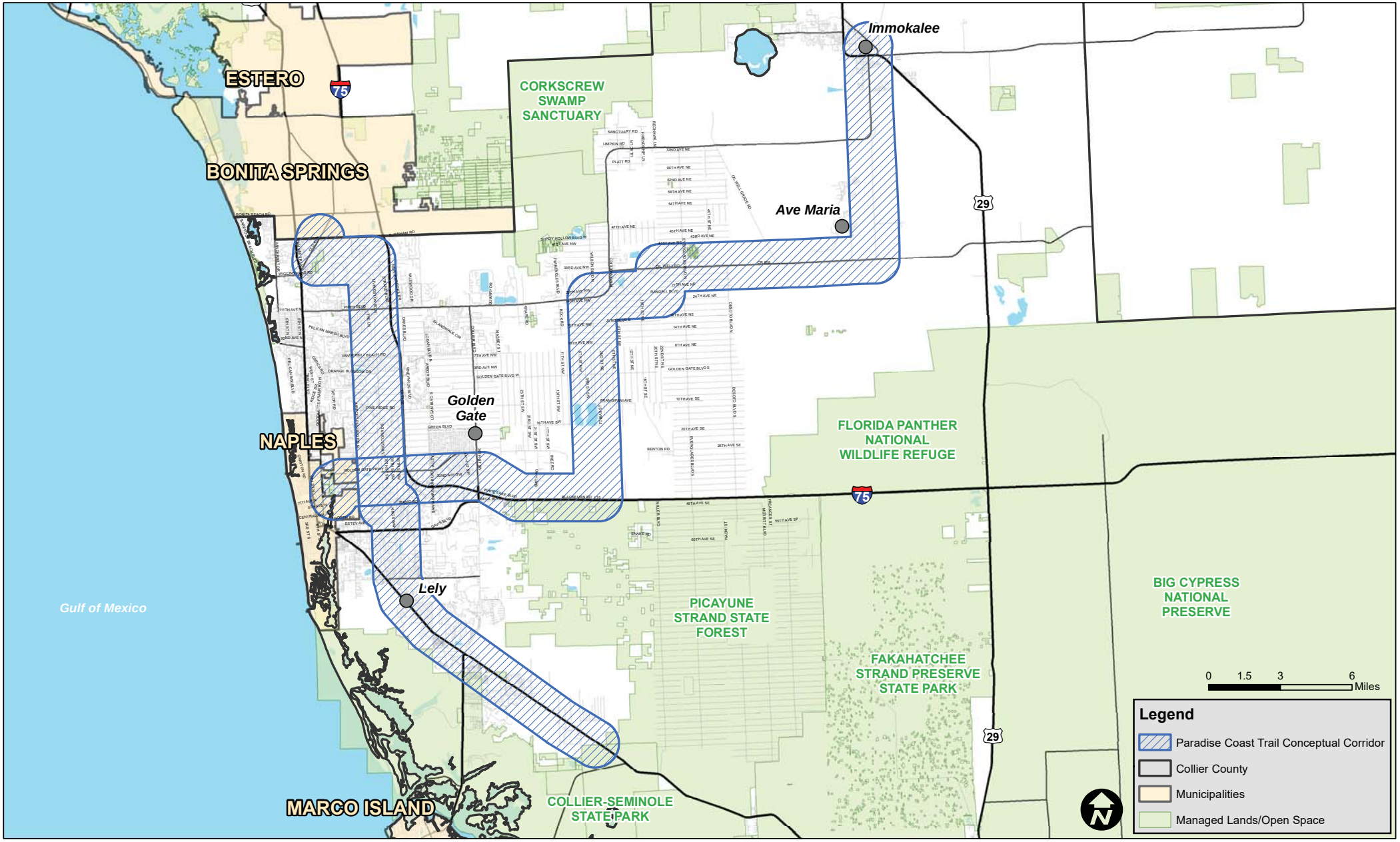
By: _____
Councilman Reg Buxton
Collier MPO Chairman

Approved as to form and legality:

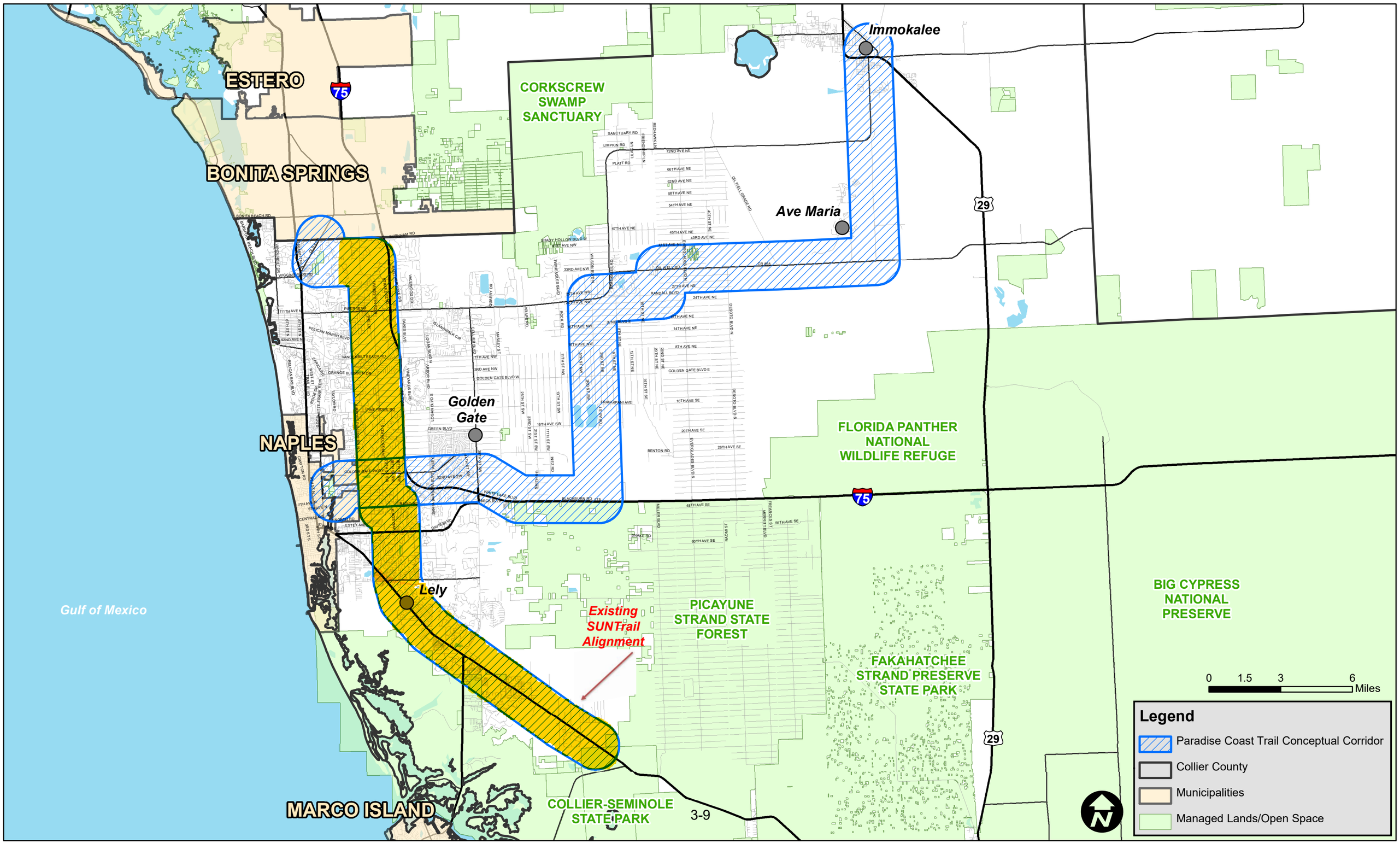
_____
Scott R. Teach,
Deputy County Attorney

5R1
CAO

Paradise Coast Trail



Paradise Coast Trail



Attachment 4 - Part III Question 4
Part III - Question 4 - Eligibility Criteria

Supporting Information for Part III Question 4 – Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)?

Page 2 -4 - Resolution 2010-05 of the Collier MPO endorsing the US DOT Bicycle and Pedestrian Accommodations Regulations and Recommendations

Pages 5 - 8 - Collier County Growth Management Plan – Transportation Element, adopted October 1997, last revised June 13, 2017 (Relevant excerpts highlighted in orange.). The Collier County Comprehensive Pathways Plan (CPP) was updated in 2006 and 2012. In 2019, the MPO Board adopted the Bicycle and Pedestrian Master Plan which superseded the CPP.

Pages 9 – 10 - Collier MPO Long Range Transportation Plan, Cost Feasible Plan

Pages 11-14 - Collier MPO Bicycle and Pedestrian Master Plan, adopted March 8, 2019, (Relevant excerpts highlighted in orange.)

RESOLUTION 2010 - 05

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE UNITED STATES DEPARTMENT OF TRANSPORTATION POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS AND ENCOURAGING THE COLLIER METROPOLITAN PLANNING ORGANIZATION'S MEMBER JURISDICTIONS TO ADOPT SIMILAR POLICY STATEMENTS AS AN INDICATION OF THEIR COMMITMENT TO ACCOMMODATING PEDESTRIANS AND BICYCLISTS AS AN INTEGRAL ELEMENT OF THE TRANSPORTATION SYSTEM.

WHEREAS, the United States Secretary of Transportation signed on March 11, 2010 and announced on March 15, 2010 a Policy Statement (hereinafter referred to as "the Policy Statement") to reflect the United States Department of Transportation's support for the development of fully integrated transportation networks that include well-connected walking and bicycling facilities with linkages to public transit as important components thereof with equal priority to other transportation modes; and

WHEREAS, the Policy Statement encourages States, local governments, professional associations, community organizations, public transportation agencies and other government agencies to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to accommodating pedestrians and bicyclists as an integral element of the transportation system; and

WHEREAS, the Policy Statement further elaborates that every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems, and are encouraged to go beyond minimum standards to provide safe and convenient facilities for non-motorized transportation; and

WHEREAS, incorporating pedestrian and bicycle accommodations as a routine part of the Collier Metropolitan Planning Area's road and street network is a cost-effective way to create opportunities for safe walking and bicycling available to all residents and visitors and to enable those who walk and bicycle to safely reach all needed destinations; and

WHEREAS, walking and bicycling improve public health and reduce treatment costs for conditions associated with reduced physical activity, including obesity, heart disease, lung disease and diabetes; and

WHEREAS, promoting walking and bicycling for transportation improves the natural environment, reduces congestion, reduces the need for costly expansion of the road and highway systems and reduces our nation's dependence on foreign energy sources; and

WHEREAS, public transit users depend on walking or bicycling to safely reach their bus stops; and

WHEREAS, an integrated, well-connected network of pedestrian and bicycle facilities encourages more children to safely walk and bike to school, and will make streets, sidewalks and communities safer and more inviting to children and families to walk and bicycle to their desired destinations; and

WHEREAS, the aforementioned Policy Statement encourages transportation agencies and local communities to go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient walking and bicycling networks, and recommends that such actions should include:

(1) Giving walking and bicycling the same priority as is given to other modes of transportation;

(2) Ensuring that there are transportation choices for people of all ages and abilities;

(3) Avoiding the design of pedestrian and bicycle facilities to the minimum standards; achieving this end by planning projects with consideration of likely future demand for walking and bicycling and by incorporating design features, where practical, that accommodate future pedestrian and bicycle-related improvements;

(4) Integrating bicycle and pedestrian accommodation on new, rehabilitated and limited access bridges;

(5) Collecting data on walking and biking trips in order to track trends and prioritize investments;

(6) Setting mode share targets for walking and bicycling and tracking them over time with the aim of increasing the percentage of trips made by walking and bicycling;

(7) Maintaining pedestrian facilities built with Federal funds in the same manner as other roadway assets;

(8) Improving non-motorized facilities during resurfacing and other maintenance projects; and

WHEREAS, the Collier MPO's member jurisdictions could achieve the stated purpose of the Policy Statement by supporting routine and appropriate accommodation for pedestrians, bicyclists, disabled persons and transit users on all transportation projects, as appropriate to the context, community and project use, except:

a. Where walking and bicycling are not allowed;

b. Where the scarcity of population or other factors indicate an absence of any need for such accommodations now or in the future;

c. Where the cost of establishing such accommodations would be excessively disproportionate to the need or probable use; and

WHEREAS, the MPO has reviewed the Policy Statement and concurs with the purpose and recommended actions contained therein.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Collier Metropolitan Planning Organization endorses the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, signed by the United States Secretary of Transportation on March 11, 2010.

2. The member jurisdictions of the Collier MPO, i.e., Collier County and the Cities of Naples, Marco Island and Everglades City, are hereby encouraged to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to the support of pedestrian and bicycle facilities as integral elements of the Collier Metropolitan Planning Area's transportation system.

THIS RESOLUTION WAS PASSED AND DULY ADOPTED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD ON MAY 14, 2010.

Attest:

By: _____
Phillip R. Tindall,
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

By: _____
Councilman Dr. William Trotter
Collier MPO Chairman

Approved as to form and legal sufficiency:

_____
Scott R. Teach,
Deputy County Attorney

COLLIER COUNTY
GROWTH MANAGEMENT PLAN

TRANSPORTATION ELEMENT

Prepared by
Collier County Planning and Zoning Department
Comprehensive Planning Section

Prepared for
COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS
Adopted October, 1997

AMENDMENTS TO COLLIER COUNTY GROWTH MANAGEMENT PLAN
TRANSPORTATION ELEMENT

SYMBOL	DATE AMENDED	ORDINANCE NO.
	October 28, 1997	1997-62 **
(I)	February 23, 1999	1999-13
(II)	May 9, 2000	2000-32
(III)	November 19, 2002	2002-60
(IV)	December 16, 2003	2003-67
(V)	October 26, 2004	2004-71
(VI)	January 25, 2007	2007-08 ***
(VII)	December 4, 2007	2007-80
(VIII)	October 14, 2008	2008-59
(IX)	January 8, 2013	2013-04 ****
(X)	January 27, 2015	2015-11
(XI)	June 13, 2017	2017-25

The parenthesized Roman numeral symbols enumerated above appear throughout this Element and provide informational citations to adopted documents recorded in the Official Records of Collier County, as required by Florida law. These symbols are for informational purposes only, meant to mark entries amended after the 1997 adoption of the full Element and typically found in the margins of this document, but are not themselves adopted.

* Indicates adopted portions.

** This is the EAR-based amendment (1996 EAR). Due to the magnitude of the changes – which included reformatting the entire Element, affecting every page of the Element – a Roman numeral is not assigned.

*** Based on the 2004 Evaluation and Appraisal Report (EAR).

**** Based on 2011 Evaluation and Appraisal Report (EAR).

(II)(III)(IX)(XI)

3. Five-year Capital Facility Program

The Collier County Transportation Work Program is reported annually in the Annual Update and Inventory Report (AUIR) for future five-year planning periods. The improvements shown in the AUIR represent a sub-set of the needs identified in the Collier County 2040 Needs Assessment Projects (Map TR–2) and are included in the current Capital Improvement Element (CIE) Schedule of Capital Improvements, as amended annually, for funding within the next five years.

(II)(III)(IX)(XI)

4. Traffic Circulation Map Series –

Section 163.3177(6)(b)(1), Florida Statutes requires a map or map series showing the general location of the existing and proposed transportation system features. This map series present the following: number of future funded road lanes and other improvements; roadway functional classifications; and multi-modal facilities (ports, airports, and rail lines). Map TR–1, the 2040 Cost Feasible Network, shows the funded road improvements through 2040, including number of road lanes, sidewalks and bike lanes. Map TR–3 shows the existing roadway functional classifications, and Map TR–8 shows the multi-modal facilities in the County.

(III)(XI) **B. INTERMODAL & MULTI-MODAL TRANSPORTATION**

1. Non-Motorized Travel

Today in Collier County, there exists the potential for an integrated network of bicycle and pedestrian facilities that would provide a safe, clean, healthy, and efficient opportunity for travel throughout the urban area. To help create a more balanced and livable transportation system, one that provides for bicycling and walking, Collier County has undertaken new roles and responsibilities not previously performed.

The Collier County Comprehensive Pathway Plan, developed by the Collier Metropolitan Planning Organization (MPO) staff, was adopted by the MPO in December, 1994. The purpose of the Pathway Plan is to plan for the future needs of bicyclists, pedestrians and other non-motorized travel modes. The Plan is a tool to guide the MPO's Bicycle/Pedestrian Program within six essential areas: (1) establishment; (2) engineering; (3) education; (4) enforcement; (5) encouragement; and (6) economics. These interrelated areas address Collier County's non-motorized issues, constraints, needs and opportunities. The Pathway Plan is currently being implemented in Collier County.

The Pathway Plan documents the extent of the existing pathway system. Many of the major highways have sidewalks incorporated into their design. It is a policy of this plan that all future capacity improvements described in this plan shall include provisions for both bicycles and pedestrians. In addition, the Subdivision Regulations of Collier County provide for bicycle and pedestrian facilities throughout a development.

The 2020 Pathway Plan also provides for the systematic completion of an integrated system. It is a policy of this Plan that Collier County will annually adopt a 5 Year Pathway Work Program that establishes pathway priorities. The County, to the greatest extent possible, will identify state and federal funds and provide local funds for the implementation of the 5 Year Pathway Work Program.

In addition to providing bicycle and pedestrian facilities, the County will encourage their use, and promote safe bicycle and pedestrian practices through the continued support and implementation of the Comprehensive Pathway Plan.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

(VI)(IX) **OBJECTIVE 4:**
Provide for the safe and convenient movement of pedestrians and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathways Plan.

(VI)(IX) **Policy 4.1:**
The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and will periodically update the Pathways Plan as needed.

(II)(III)(VI)
Policy 4.2:
The County shall provide an interconnected and continuous bicycle and pedestrian system by constructing the improvements identified on the 2030 Pathway Facilities Map series as funds permit.

(II)(III)(VI)
Policy 4.3:
The County's pathways construction program should be consistent with the Comprehensive Pathways Plan to the maximum extent feasible.

(VI) **Policy 4.4:**
The County shall annually adopt a Five (5) Year Pathways Work Program, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.

(VI)(IX) **Policy 4.5:**
The County shall identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program.

(III)(VI)(IX)
Policy 4.6:
The County shall work to reduce Vehicle Miles Traveled and Greenhouse Gas Emission by providing for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and shall incorporate bike lanes, sidewalks and pathways, as deemed appropriate, in new construction and reconstruction of roadways.

(III) **Policy 4.7:**
The County shall incorporate bike lanes in roadway resurfacing projects as is physically possible and will not result in a safety or operational problem.

(III)(VI) **Policy 4.8:**
The County shall follow the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.

(IX) = Plan Amendment by Ordinance No. 2013-04 on January 8, 2013

Part III - Eligibility Criteria - Question 2 - Project Prioritization

2040 Long Range Transportation Plan – Cost Feasible Plan Part I

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7.89			$10.02							$10.02
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							$6.19	$3.63		$9.82
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	$41.40			$55.87							$55.87
	TMA BOX (20%) Bridges						n/a			$4.66			$4.66			$9.34	$18.66
Sun Trail App	TMA BOX (40%) Pathways (Bike/Ped)						n/a			$9.32			$9.32			$18.67	$37.31
	TMA BOX (40%) CMP						n/a			$9.32			$9.32			$18.67	$37.31
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	$2.00	$0.59		$2.54							$3.13
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	$5.00	$0.80		$6.35							$7.15
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	$2.75	$0.51		$3.49							$4.00
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$15.03	$2.72					$22.55				$25.27
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$33.11				$6.85				$77.66		$84.51
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	$4.00			$5.08							$5.08
21	US 41	Goodlette Rd		N/A		Intersection	$2.00	$0.37		$2.54							$2.91
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$13.35	$2.02					$20.03				$22.05
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$21.83				$6.01				$25.59	$41.70	$73.30
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	$44.14							$10.30			$10.30
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$30.00	$3.66		$38.10							$41.76
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	$31.00							$4.68		$53.48	$58.16
14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	8th St	0 & 2	6	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 8th St	$59.96		$12.86	$76.15							$89.01
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$5.00	$1.22		$6.35							$7.57
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$20.00						$30.00				$30.00

2040 Long Range Transportation Plan – Cost Feasible Plan Part II

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	$8.00	$1.95	$1.08				$12.00				$15.03
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$25.04				$5.24	$23.01	$37.56				$65.81
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	$56.47	$1.83			$20.69				$21.21		$43.72
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	$29.31	$0.61			$6.90				$30.70		$38.20
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	$23.36	$2.85				$21.47				$44.63	$68.94
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	$28.02				$3.86				$17.05	$53.52	$74.42
	Future County Highway Funds					Projects to be determined at a later date	$9.12	$3.37			$10.47	$26.35			$64.17	$17.42	$121.78
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	$39.97									$76.34	$76.34
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$10.00				$2.76					$19.10	$21.86
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.00				$3.10		$6.00				$9.10
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.06				$3.10				$4.69	$7.75	$15.55
							$636.31	$22.50	$13.93	$229.78	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

Notes:

Design phases funded by OA not included in totals

#56 and #29 are only partial ROW & Mitigation costs

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remainir	Revenue	Spent	Remainir	Revenue	Spent	Remainir	
TMA	**$23.32**	$23.29	$0.03	**$23.32**	$23.29	$0.03	**$46.64**	$46.69	-$0.05	**$0.01**
OA	**$55.60**	$58.10	-$2.50	**$52.60**	$42.58	$10.02	**$115.10**	$144.95	-$29.85	**-$22.33**
SIS	**$65.89**	$65.89	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**

Table 9. Prioritized Bicycle and Pedestrian Facilities

Road	From	To	Dist	Agency	Facility Type
111TH AVE N	VANDERBILT DR	TAMIAMI TRL N	1.0	Collier Co	Bike Lane/Path
AIRPORT RD N	PINE RIDGE RD	IMMOKALEE RD	4.2	Collier Co	Bike Lane/Path
AIRPORT RD N	S HORSESHOE DR	PINEWOODS CIR	2.5	Collier Co	Bike Lane/Path
AIRPORT RD S	SEAGRAPE AVE	DAVIS BLVD	0.5	Collier Co	Bike Lane/Path
AIRPORT RD S	DAVIS BLVD	TAMIAMI TRL E	0.8	Collier Co	Safety
BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.4	Collier Co	Bike Lane/Path
BONITA BEACH RD	VANDERBILT DR		1.7	Collier Co	Bike Lane/Path
CASTAWAYS ST	SATURN CT	AMAZON CT	0.2	Marco Is	Marco Master Plan
COLLIER BLVD	17TH AVE SW	CITY GATE BLVD N	2.0	Collier Co	Bike Lane/Path
COLLIER BLVD	N END JOLLEY BRIDGE	FIDDLERS CREEK PKWY	3.6	Collier Co	Bike Lane/Path
COPELAND AVE S	BROADWAY	OYSTER BAR LN	0.7	Everglades	Pathway
DAVIS BLVD	TAMIAMI TRL	AIRPORT RD S	1.0	Collier Co	Bike Lane/Path
EVERGLADES BLVD	OIL WELL RD	58TH AVE NE	3.1	Collier Co	Sidewalk
GOLDEN GATE PKWY	9TH ST N	ESTUARY BLVD	1.6	Naples	Bike Lane/Path
GREENBRIER ST	MANOR TER	SATURN CT	0.2	Marco Is	Marco Master Plan
IMMOKALEE RD	TAMIAMI TRL	NORTHBROOKE DR	4.0	Collier Co	Bike Lane/Path
LOGAN BLVD N	LOGAN BLVD	VANDERBILT BEACH RD	1.1	Collier Co	Bike Lane/Path
LOGAN BLVD S	LOGAN BLVD	GREEN BLVD	2.0	Collier Co	Bike Lane/Path
OIL WELL RD	EVERGLADES BLVD N	OIL WELL GRADE RD	3.9	Collier Co	Bike Lane/Path
OIL WELL RD	AVE MARIA BLVD	SR 29	5.7	Collier Co	Bike Lane/Path
OLD US 41 N	TAMIAMI TRL	PERFORMANCE WAY	1.5	Collier Co	Pathway
PERU ST		SEAGRAPE DR	0.1	Marco Is	Marco Master Plan
PINE RIDGE RD	TAMIAMI TRL	LOGAN BLVD S	5.1	Collier Co	Bike Lane/Path
RANDALL BLVD	RANDALL BLVD	APPROACH BLVD	1.5	Collier Co	Bike Lane/Path
RATTLESNAKE H RD	VALLEY STREAM DR	COLLIER BLVD	3.5	Collier Co	Bike Lane/Path
SAN MARCO RD	GOODLAND DR	TAMIAMI TRL E	6.5	Collier Co	Pathway
SANTA BARB BLVD	GREEN BLVD	17TH AVE SW	0.2	Collier Co	Bike Lane/Path
SATURN CT	CASTAWAYS ST	GREENBRIER ST	0.1	Marco Is	Marco Master Plan
SEAGRAPE DR	PERU ST	SWALLOW AVE	0.7	Marco Is	Marco Master Plan
TAMIAMI TRL E	GREENWAY RD	SIX LS FARM RD	2.5	Collier Co	Pathway
VANDERBILT BEACH RD	GULFSHORE DR	VANDERBILT DR	0.4	Collier Co	Bike Lane/Path
WIGGINS PASS RD	VANDERBILT DR	TAMIAMI TRL N	1.0	Collier Co	Bike Lane/Path
WILSON BLVD N	GOLDEN GATE BLVD	24TH AVE NE	3.0	Collier Co	Pathway
TOTAL MILES			66.3		

SunTrail Alignments and Spine Pathway Corridors

Figure 14 shows the two SunTrail alignments and other interconnected spine pathway corridors within Collier County that form an integrated, high-priority pathway network. The following paragraphs describe the network and the prioritized projects needed to complete it.

SunTrail Alignments – The Gulf Coast Trail is envisioned to be a regional facility linking Collier, Lee, Sarasota and Manatee counties. As such, it is critical to maintain regional connections across county boundaries. This Plan expands the Collier MPO's previously-adopted alignment to include the Paradise Coast Bicycle Route that connects to a coastal alignment of the Gulf Coast Trail approved for Lee County. Collier's Paradise Coast Bicycle

Route follows existing roadways that, for the most part, do not require additional signage or lane markings, with the exception of completing the missing link across Seagate Drive that would connect Crayton Road north and south. Public input and the Naples Pathways Coalition (NPC) strongly support filling this gap. The MPO will submit the new alignment to the Florida Department of Environmental Protection, Office of Greenways and Trails for consideration.

FPL Easement/Livingston/Rich King Greenway Alignment – The current SunTrail alignment occurs within a Florida Power and Light (FPL) easement that parallels Livingston Road and would connect with the existing Rich King Greenway. Constructing a Shared Use Path in this alignment has been a goal of the Bicycle and Pedestrian Advisory Committee (BPAC) for many years. The southeast portion of the current alignment occurs on-street except for the proposed Rookery Bay Greenway. Due to its environmental and hydrologic sensitivity, the Conservancy of Southwest Florida recommended eliminating the proposed trail through Rookery Bay and making other refinements to the current SunTrail–Southwest Coast Connector alignment. These revisions have been incorporated in this Plan (Figure 14).

FDOT is planning to conduct a safety study of US-41 Tamiami Trail east that may result in improvements to the existing shoulders to more safely accommodate cyclists and pedestrians. The roadway forms a gateway into a region of State and national parks, as well as a critical cycling link within Collier County in that it also connects to SR-29 and the greater Everglades City area.

Gordon River Greenway Connections – Improved connections to the Gordon River Greenway are needed to bridge the gap between the two SunTrail alignments. The Gordon River Greenway Master Plan calls for a pedestrian overpass over Golden Gate Parkway connecting Freedom Park with the Greenway to the south. Golden Gate Parkway is a critical connecting east/west roadway.

Golden Gate Canal Greenway (Proposed) – The Golden Gate Canal provides an opportunity to extend the off-street Shared Use Path system north and west, connecting to Golden Gate City, Ave Maria, Immokalee, and the Corkscrew Swamp Sanctuary.

Golden Gate Parkway between Santa Barbara and Collier Boulevards – This section of Golden Gate Parkway coincides with the Spine Trail Network and has been identified in this Plan for additional bicycle, pedestrian, and transit enhancements following Complete Streets design principles. The segment also falls within the newly-designated Golden Gate City Economic Development Zone and has been identified as needing improved bicycle and pedestrian safety features in the Golden Gate City Walkable Community Study (2019).

SR-29 and SR-82 – These roadways form a critical outer loop for recreational cycling. As adjacent lands become urbanized, portions of these roadways will serve as multimodal transportation.

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
2	Freedom Park Overpass	Golden Gate Pkwy	Gordon River Greenway	Pedestrian overpass estimated at $5million
3	Wilson Road Connection to New Sports Stadium	Immokalee Road	New frontage road N of I/75	Shared Use Paths & bike lanes
4	Lake Trafford Rd	Endpoint of FPN 4433573 & 574	Lake Trafford	TBD through further study
5	Golden Gate Canal Greenway	Airport Rd	Oil Well Rd	Shared Use Path – paved
6	FPL Greenway along Livingston Rd	South of Golden Gate Pkwy	Lee County Line	Shared Use Path – paved
7	Golden Gate Pkwy	Livingston Rd	Gordon River Greenway	Shared Use Path – paved
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

Legend

- Shared Use Path
- Bicycle Facility
- Connector Sidewalk
- Paved Shoulder
- Greenway
- Proposed Greenway
- Proposed Shared Use Path
- Proposed Bicycle Facility
- Points of Interest

SUN Trail and Paradise < Coast Trail North/South Corridors

< Paradise Coast Trail East/West Corridor

Please See Attachment 2.

Naples

Marco Island

Everglades City

Gulf of Mexico

COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

0 2.5 5 10 Miles

Immokalee Inset

Marco Island Inset

Naples Inset

Everglades City Inset

Attachment 5 – Cost Estimate and Scope of Work

ENGINEER'S COST ESTIMATE SPREADSHEET
FM#123456-X-XX-XX
Project Title: FPL Easement Trail Feasibility Study
Date: 12/20/19

Attachment 5 - Engineers Cost Estimate

		SUN Trail Funds Requested				Other Funds						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Source(s) of Match	Total Quantity	Total Engineer's Cost
	Environmental and Socio-cultural impact analysis and report	1	n/a	$225,000	$ $225,000				$ -		1	$225,000
	Conduct title search on 71 underlying parcel owners and FPL easement along corridor	1	n/a	$110,000	$110,000				$ -		1	$110,000 -
	Evaluate drainage and utility impacts along corridor	1	n/a	$150,000	$150,000				$ -		1	$150,000 -
	Public outreach to evaluate support for multi-use trail	1	n/a	$95,000	$95,000						1	$ 95,000
	Evaluate trail alternatives and impacts	1	n/a	$265,000	$265,000				$ -		1	$265,000 -
	Develop conceptual plans and cross-sections	1	n/a	$90,000	$90,000				$ -		1	$90,000 -
	Evaluate and develop conceptual design	1	n/a	$90,000	$90,000				$ -		1	$90,000 -
	Explore and make recommendations on trail maintenance, safety and security	1	n/a	$20,000	$20,000				$ -		1	$20,000 -
	Develop cost estimate to construct paved multi-uise trail in drainage, utility relocation and design	1	n/a	$20,000	$20,000				$ -		1	$20,000 -
	Identify and document steps , process and mechanism to implement project phases	1	n/a	$20,000	$ $20,000				$ -		1	$20,000 -
	Explore and document and limitations on multi-trail use and consistency with LRTP	1	n/a	$15,000	$ $15,000				$ -		1	$15,000 -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
		SUN Trail Funds Requested			$ 1,100,000.00			**Other Funds**	$ -		**Subtotal**	$ 1,100,000.00

$ 1,100,000.00

Total Estimate

A reasonable estimate of the project costs is required prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet **Americans with Disabilities Act requirements.**
Estimates shall be broken down to eligible and non-eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.
This Engineers Cost Estimate (Excel) spreadsheet was obtained from:
http://www.fdot.gov/planning/systems/SUNTrail/guidance.shtm
Use the following links to access the basis of estimates manual as well as historical cost information for the project area:
Basis of Estimates Manual
Historical Cost Information

Prepared by: **PE Number:** _____ _____

Anne McLaughlin, MPO Director — **Name:** — **Signature:** — 12/20/2019 — **Date:**

Reviewed by:

_____ — **Name:** — _____ — **Signature:** — _____ — **Date:**

Scope of Work for Livingston FPL Corridor Trail Feasibility Study

- Conduct analysis and report on environmental and socio-cultural impacts along the entire corridor
- Conduct Title Search to verify Florida Power and Light Easement and fee simple ownership of underlying parcels. County GIS parcel data will be made available to the consultant; indicates there are roughly 71 underlying parcel owners to contact and meet within the corridor, over half of which are gated communities.
- Evaluate drainage and utility impacts along the entire corridor
- Conduct public outreach to evaluate support for multi-use trail. Public outreach will record and document any request for access to proposed trail from gated communities and neighborhoods and commercial properties along the proposed trail.
- Evaluate trail alternatives and their impacts along the corridor including (1) building the trail within the FPL easement shown in yellow on Map 1; (2) identifying the best location for the trail adjacent to Livingston Road within the road ROW where possible and the extent of additional easements or ROW that would be required along the portion of Livingston Rd. and Radio Rd. shown in green on Map 1 and in yellow (as a close-up view) on Map 2; and (3) identify preferred locations for road crossings where needed.
- Develop conceptual plans and cross sections of trail alignments. Conceptual plans will show connections to existing, programmed, and planned greenways/trails, and existing, programmed and planned bike ped facilities along public roadways that will be crossed by the proposed trail. Plans will show how the trail will connect to the Rich King Greenway to the south and to the rest of the Gulf Coast Regional Trail in Lee County at the northern terminus of this project.
- Evaluate and develop conceptual design of proposed trail and road crossings at major roadways including Livingston Rd, Immokalee Rd, Vanderbilt Beach Rd, Pine Ridge Rd, Golden Gate Parkway, and Radio Rd.
- Explore and provide recommendations on trail maintenance, safety and security. Findings and recommendation will be documented with supporting graphics. This task will also address safe access and strategies to access the proposed trail from those gated communities and neighborhoods which make trail access requests during public outreach. This task will also address concerns from communities that do not want a trail next to their communities.
- Calculate costs to build the paved Multi-Use Trail. Costs shall include drainage, utility relocation, design, and construction only
- Identify and document the Steps, Process and the Mechanism associated in implementing subsequent phases of the project
    - Identify the government agencies, non-profit organizations, Home Owner Associations and private companies that will be involved in the process, and document their roles
    - Document the step by step process and possible time line to leading up to and including Preliminary Development and Engineering, Environmental permitting, ROW acquisition and Construction
    - Identify and document legal impacts resulting from trail construction, maintenance and operations. This task will be coordinated with the Collier County Attorney's Office.
- Explore and document any limitations of multi-use corridor use, and consistency with LRTP/Local Government Comprehensive Plan policies and goals

Attachment 6 – Representative Photos of Livingston FPL Corridor

FPL Easement north of Pine Ridge Road

FPL Easement south of Pine Ridge Road 1

South of Pine Ridge Road 2

FPL Easement south of Pine Ridge Road 3

FPL Easement near Grey Oaks Blvd.1

FPL Easement Near Grey Oaks Blvd 2

6-7

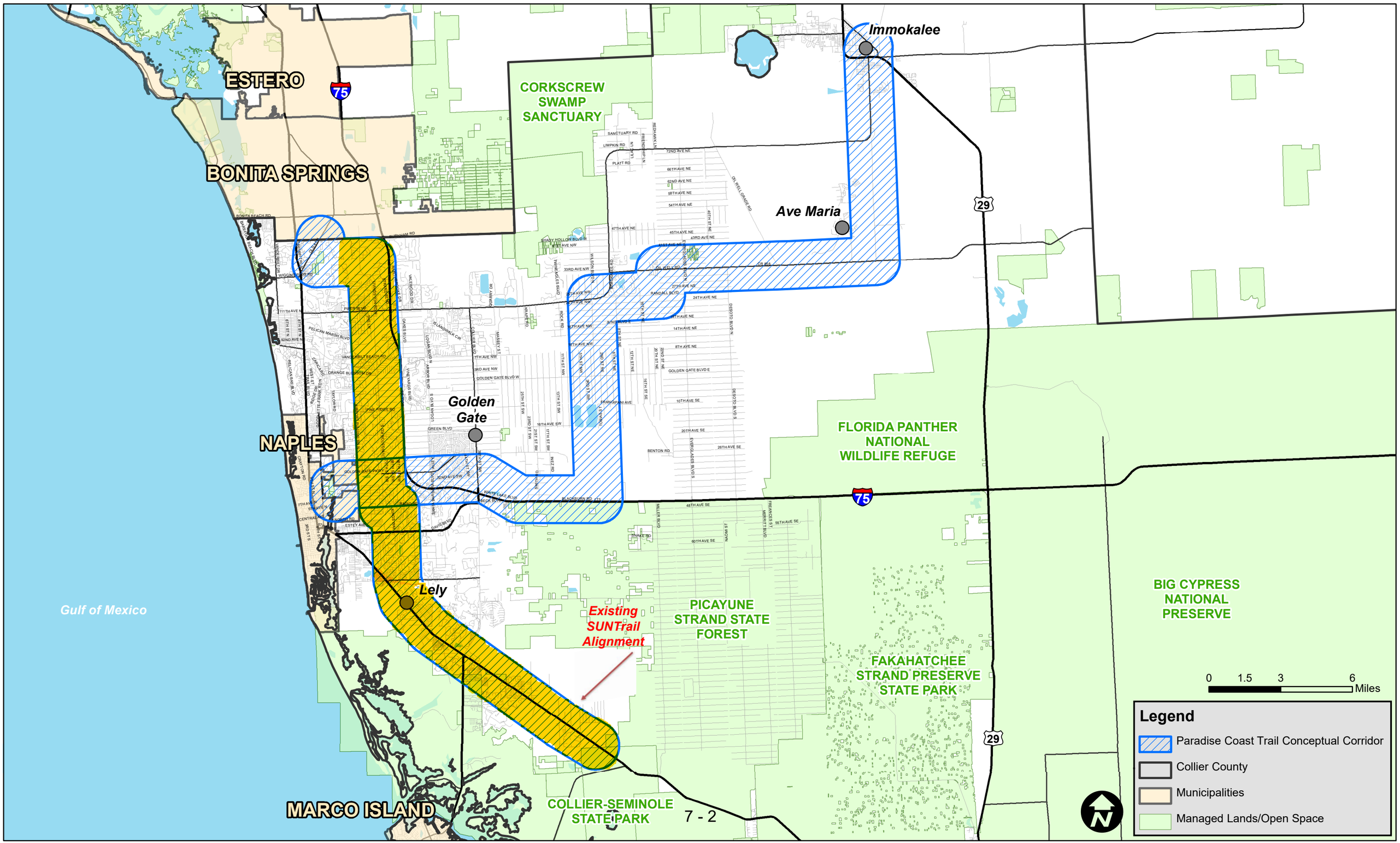
FPL Easement near Golden Gate Parkway

Attachment 7 – Documented Public Support

The Naples Pathways Coalition (NPC) is an advocacy group with a mission of creating bikeable and walkable communities in Collier County. The **Paradise Coast Trail**, a 70-mile, 12-foot wide Shared Use Path connecting Naples, Golden Gate City, Immokalee and other areas is NPC's flagship project and #1 focus area. NPC has partnered with the nationally recognized Rails to Trails Conservancy to fast track the effort.

The orange and blue bands shown in the map on page 2 depict the conceptual corridor for the trail. The orange-shaded part of the corridor is also part of the SUN Trail Land Priority Network where the Livingston FPL corridor is. The Livingston FPL Corridor is one of the prioritized pathways in the 2019 Collier Bicycle and Pedestrian Master Plan (page3). The Collier MPO Board passed a resolution in support of the Paradise Coast Trail (page 7-4 to 7-5).

Paradise Coast Trail



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8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

RESOLUTION 2019 - 06

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE NAPLES PATHWAYS COALITION'S PARADISE COAST TRAIL VISION

WHEREAS, the Collier Metropolitan Planning Organization adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Bicycle and Pedestrian Master Plan identifies SUNTrail Alignments and Spine Pathway Corridors that form an integrated, high-priority pathway network, and Existing + Proposed Facilities as a visual summary of the project priorities for major roadways and the spine trail network; and

WHEREAS, the Naples Pathways Coalition envisions the Paradise Coast Trail as a 70-mile, separated pathway built exclusively for non-motorized use; and

WHEREAS, the Bicycle and Pedestrian Master Plan Design Guidelines recommend providing separated shared use paths where feasible to make active transportation and recreational opportunities readily available for persons of all ages and abilities; and

WHEREAS, the Paradise Coast Trail will significantly advance Collier MPO's bicycling and walking network by providing direct connections between the City of Naples, Golden Gate City, Immokalee, Ave Maria, and other areas; and

WHEREAS, the Paradise Coast Trail is consistent with and advances key components of the Collier MPO's Bicycle and Pedestrian Master Plan, the Florida Greenways and Trails System Plan and Shared-Use Nonmotorized (SUN) Trail Network.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1) The Collier MPO supports the concept of the Paradise Coast Trail envisioned by the Naples Pathways Coalition, as shown in Attachment "A," subject to the policies and design guidelines contained in the Collier MPO Bicycle and Pedestrian Master Plan.

CAO

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on June 14, 2019.

Attest:

By: _____
Anne McLaughlin
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

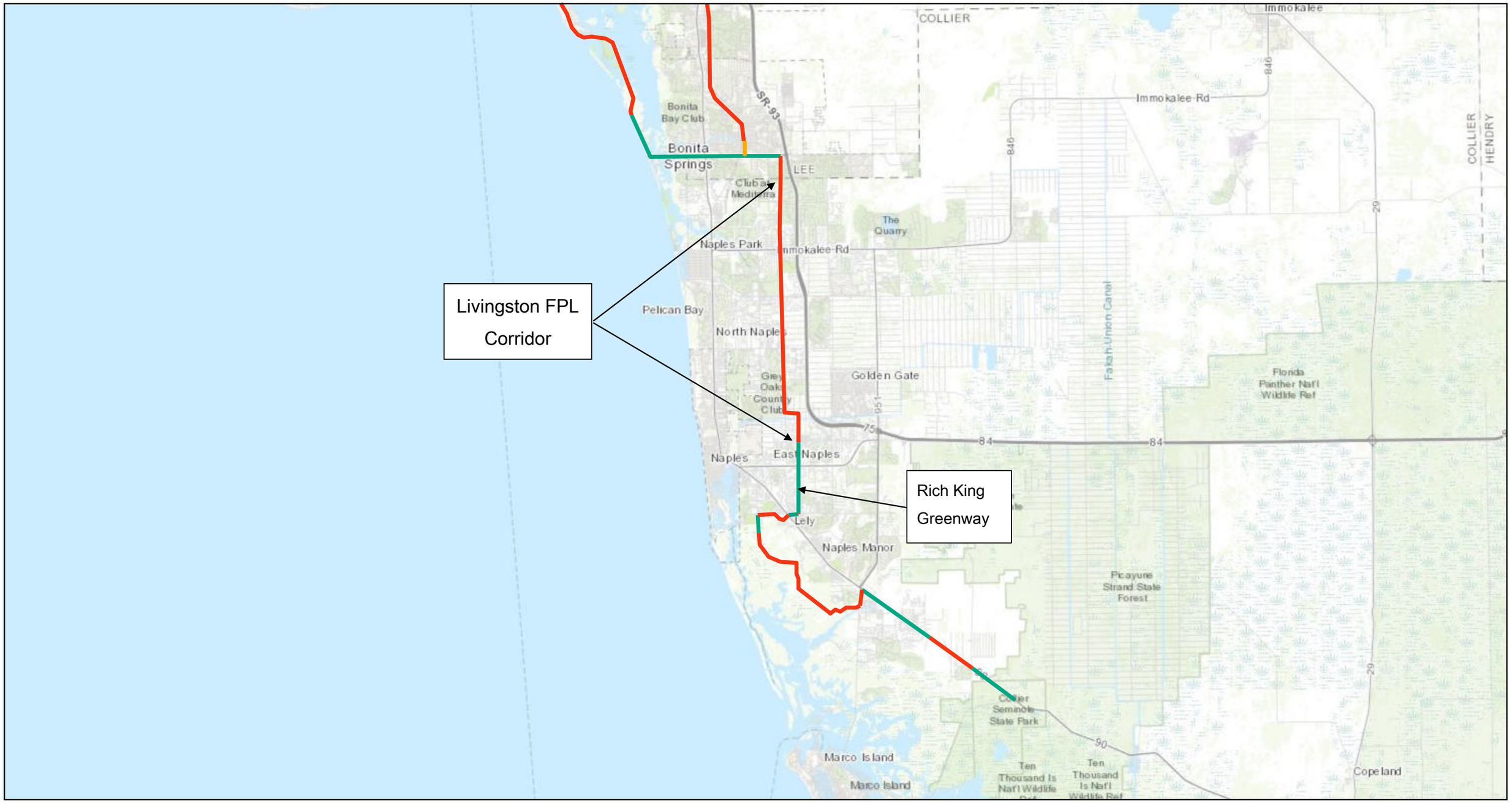
By: _____
Councilman Reg Buxton
Collier MPO Chairman

Approved as to form and legality:

_____
Scott R. Teach,
Deputy County Attorney

5R1
CAO

Attachment 2 – Location of **Livingston FPL Corridor** with SUN Trail Network



December 12, 2019

SUN Trail Network

- EXISTING
- PROGRAMMED/FUNDED
- UNFUNDED GAP

The Livingston FPL Corridor study area is part of the SUN Trail Priority Land Trail Map. The corridor connects to the Rich King Memorial Greenway (also on the SUN Trail Priority Land Trail) at its southern terminus and to Lee County efforts at the north terminus. In 2019, the Rich King Greenway has had an average daily use of 159 people.

1:288,895

0 3.25 6.5 13 mi

0 5 10 20 km

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/ Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN,

Attachment 3
Part III - Question 2 - Eligibility Criteria

The Livingston FPL Corridor Feasibility Study is a priority of the MPO as detailed below.

The Collier MPO Bicycle and Pedestrian Master Plan identified the corridor as a priority in Table 10 – Prioritized Spine Pathway Projects (page 2). Projects in Table 10 are of equal priority. Further, Figure 17 (page 3) is a visual summary of the Plan's project priorities for major roadways and the Spine Trail Network.

The Collier 2040 Long Range Transportation Plan's Cost Feasible Plan (CFP) (page 4-5) allocates a portion of the Transportation Management Area (TMA) funds it receives specifically to bicycle and pedestrian projects. Projects in the CFP are of equal priority.

The Naples Pathways Coalition (NPC) is a non-profit group working to create safe, bikeable, walkable communities in Collier County. One NPC vision is to develop the Paradise Coast Trail, a 70-mile, 12-foot wide Shared Use Path connecting Naples Golden Gate City, Immokalee, Ave Maria and other areas. The Collier MPO Board passed a Resolution in support of NPC's vision (page 6-8). The corridor alignment for this vision directly overlaps a portion of the SUN Trail Network (page 9).

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
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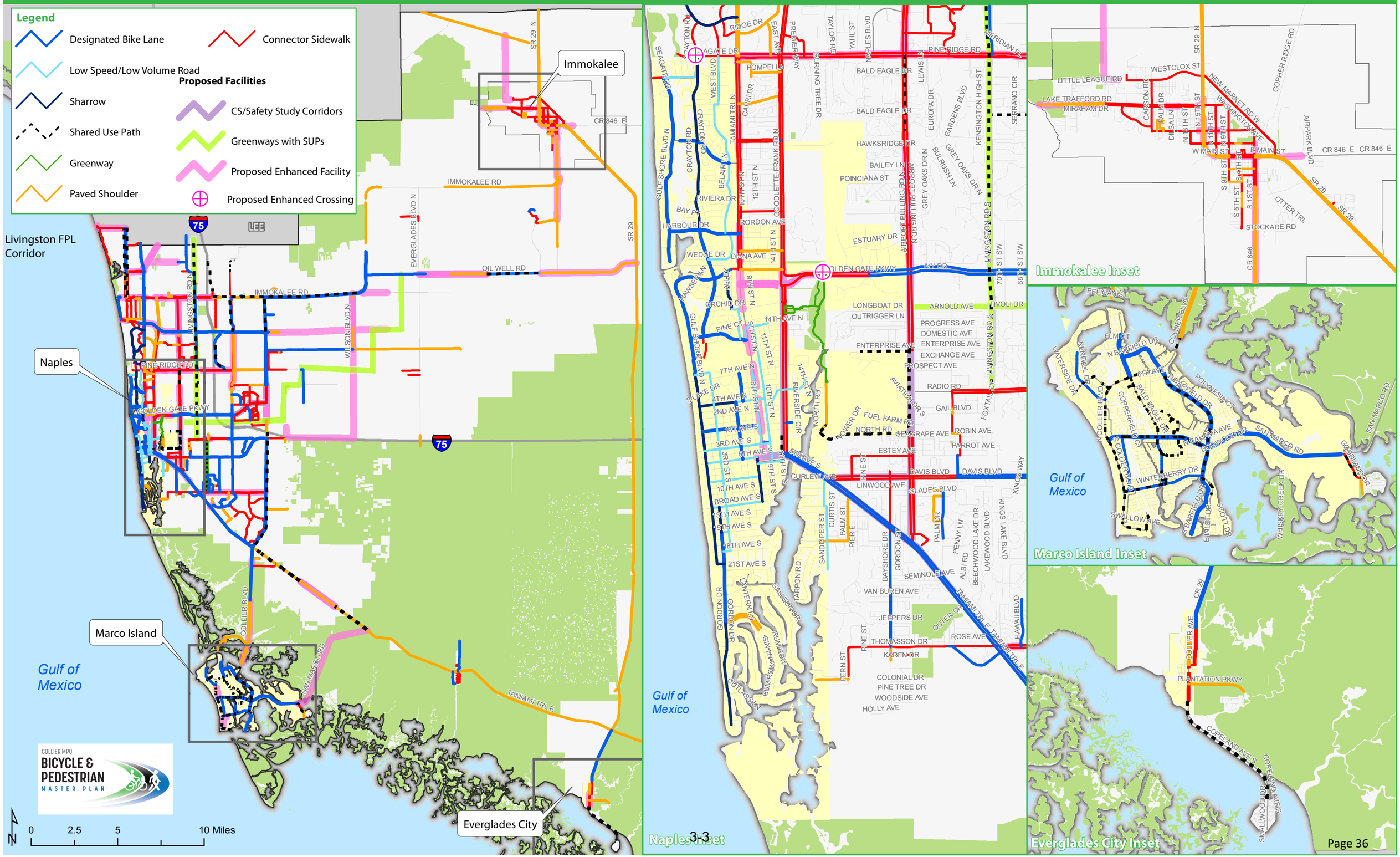
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

Figure 17: Existing + Proposed Facilities



2040 Long Range Transportation Plan – Cost Feasible Plan Part I

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43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7.89			$10.02							$10.02
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							$6.19	$3.63		$9.82
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	$41.40			$55.87							$55.87
	TMA BOX (20%) Bridges						n/a			$4.66			$4.66			$9.34	$18.66
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			$9.32			$9.32			$18.67	$37.31
	TMA BOX (40%) CMP						n/a			$9.32			$9.32			$18.67	$37.31
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	$2.00	$0.59		$2.54							$3.13
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	$5.00	$0.80		$6.35							$7.15
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	$2.75	$0.51		$3.49							$4.00
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$15.03	$2.72					$22.55				$25.27
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$33.11				$6.85				$77.66		$84.51
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	$4.00			$5.08							$5.08
21	US 41	Goodlette Rd		N/A		Intersection	$2.00	$0.37		$2.54							$2.91
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$13.35	$2.02					$20.03				$22.05
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$21.83				$6.01				$25.59	$41.70	$73.30
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	$44.14							$10.30			$10.30
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$30.00	$3.66		$38.10							$41.76
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	$31.00							$4.68		$53.48	$58.16
14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	8th St	0 & 2	6	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 8th St	$59.96		$12.86	$76.15							$89.01
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$5.00	$1.22		$6.35							$7.57
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$20.00						$30.00				$30.00

2040 Long Range Transportation Plan – Cost Feasible Plan Part II

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	$8.00	$1.95	$1.08				$12.00				$15.03
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$25.04				$5.24	$23.01	$37.56				$65.81
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	$56.47	$1.83			$20.69				$21.21		$43.72
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	$29.31	$0.61			$6.90				$30.70		$38.20
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	$23.36	$2.85				$21.47				$44.63	$68.94
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	$28.02				$3.86				$17.05	$53.52	$74.42
	Future County Highway Funds					Projects to be determined at a later date	$9.12	$3.37			$10.47	$26.35			$64.17	$17.42	$121.78
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	$39.97									$76.34	$76.34
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$10.00				$2.76					$19.10	$21.86
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.00				$3.10		$6.00				$9.10
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.06				$3.10				$4.69	$7.75	$15.55
							$636.31	$22.50	$13.93	$229.78	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

Notes:

Design phases funded by OA not included in totals

#56 and #29 are only partial ROW & Mitigation costs

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remainir	Revenue	Spent	Remainir	Revenue	Spent	Remainir	
TMA	**$23.32**	$23.29	$0.03	**$23.32**	$23.29	$0.03	**$46.64**	$46.69	-$0.05	**$0.01**
OA	**$55.60**	$58.10	-$2.50	**$52.60**	$42.58	$10.02	**$115.10**	$144.95	-$29.85	**-$22.33**
SIS	**$65.89**	$65.89	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**

RESOLUTION 2019 - 06

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE NAPLES PATHWAYS COALITION'S PARADISE COAST TRAIL VISION

WHEREAS, the Collier Metropolitan Planning Organization adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Bicycle and Pedestrian Master Plan identifies SUNTrail Alignments and Spine Pathway Corridors that form an integrated, high-priority pathway network, and Existing + Proposed Facilities as a visual summary of the project priorities for major roadways and the spine trail network; and

WHEREAS, the Naples Pathways Coalition envisions the Paradise Coast Trail as a 70-mile, separated pathway built exclusively for non-motorized use; and

WHEREAS, the Bicycle and Pedestrian Master Plan Design Guidelines recommend providing separated shared use paths where feasible to make active transportation and recreational opportunities readily available for persons of all ages and abilities; and

WHEREAS, the Paradise Coast Trail will significantly advance Collier MPO's bicycling and walking network by providing direct connections between the City of Naples, Golden Gate City, Immokalee, Ave Maria, and other areas; and

WHEREAS, the Paradise Coast Trail is consistent with and advances key components of the Collier MPO's Bicycle and Pedestrian Master Plan, the Florida Greenways and Trails System Plan and Shared-Use Nonmotorized (SUN) Trail Network.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1) The Collier MPO supports the concept of the Paradise Coast Trail envisioned by the Naples Pathways Coalition, as shown in Attachment "A," subject to the policies and design guidelines contained in the Collier MPO Bicycle and Pedestrian Master Plan.

CAO

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on June 14, 2019.

Attest:

By: _____
Anne McLaughlin
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

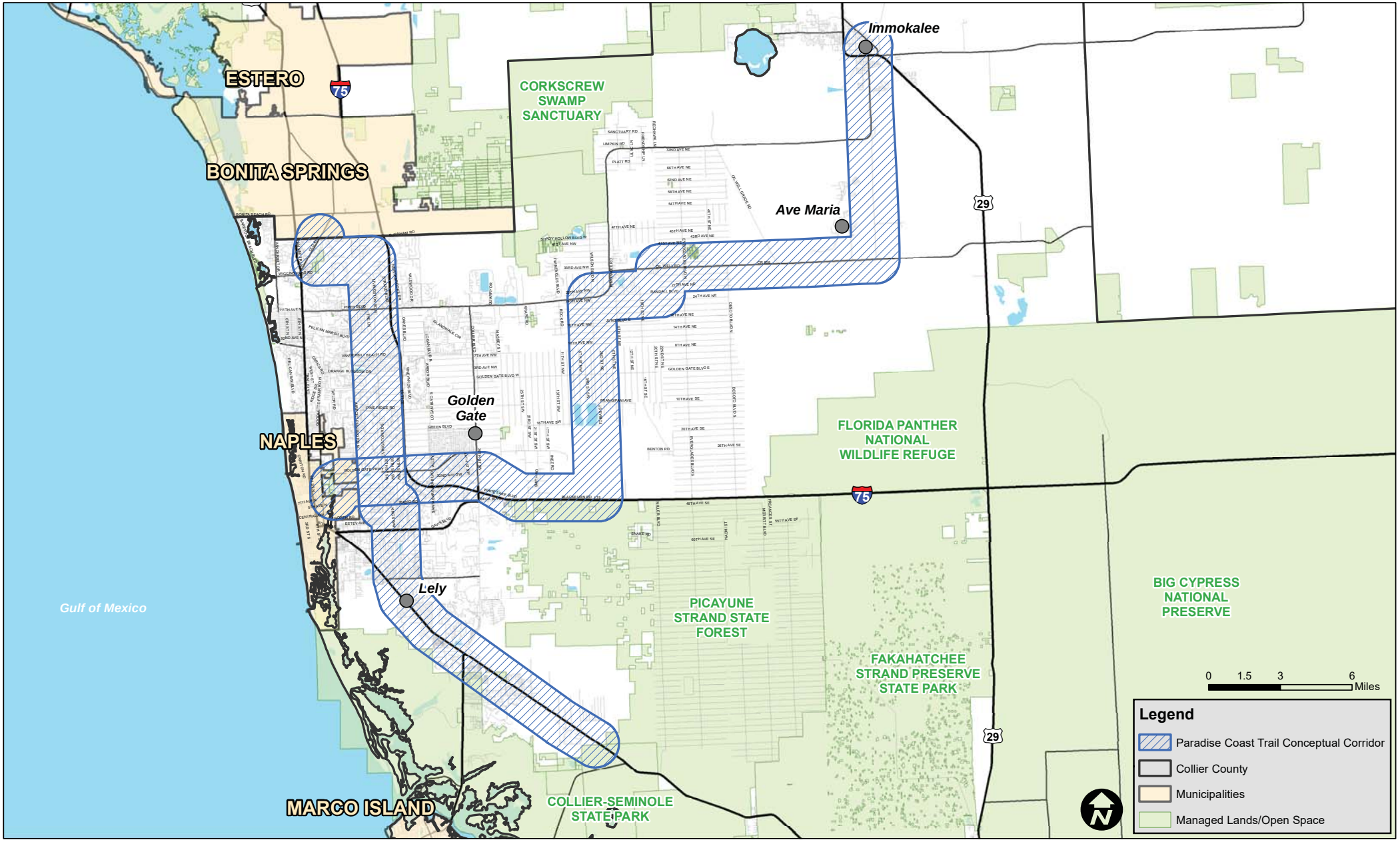
By: _____
Councilman Reg Buxton
Collier MPO Chairman

Approved as to form and legality:

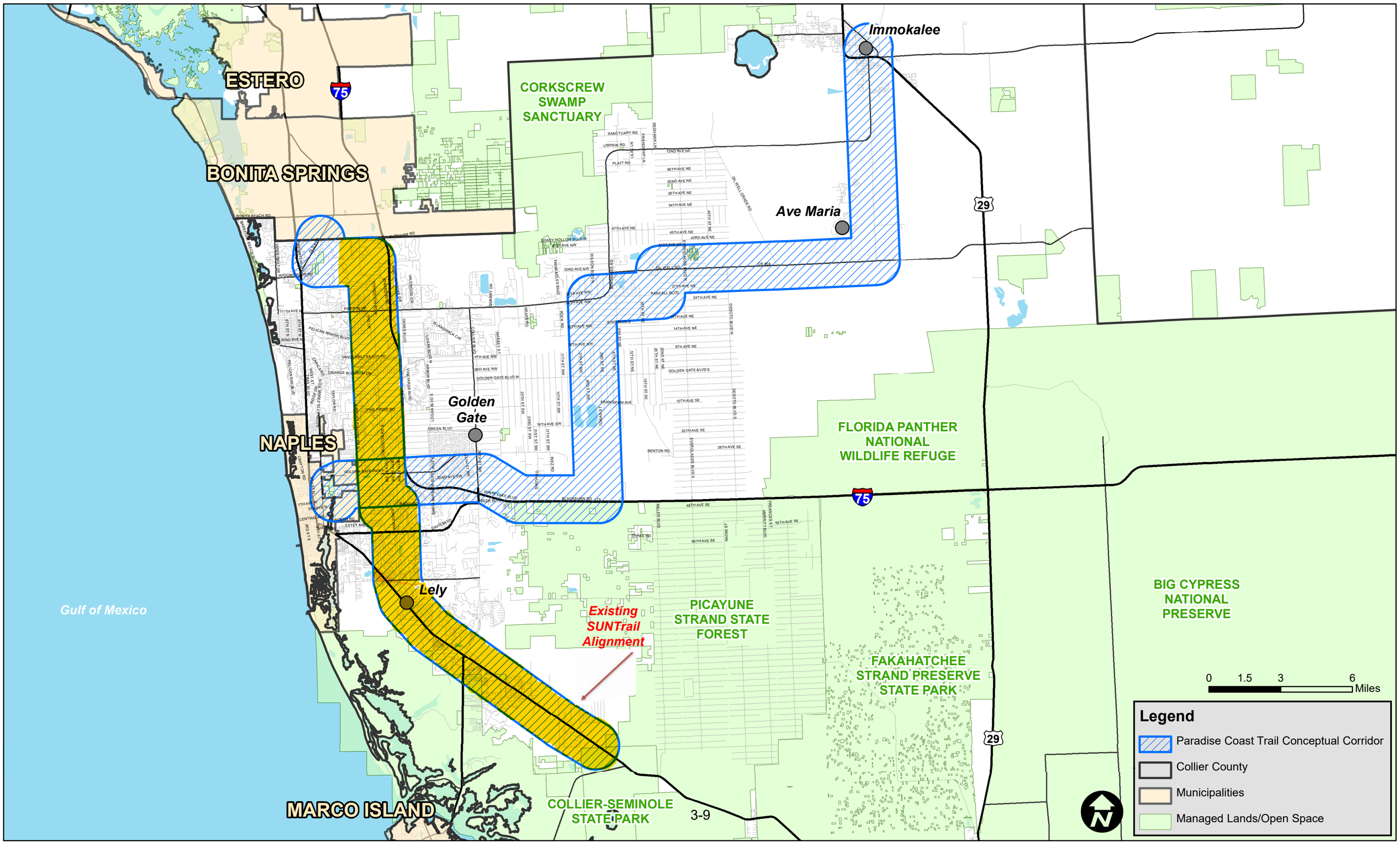
_____
Scott R. Teach,
Deputy County Attorney

5R1
CAO

Paradise Coast Trail



Paradise Coast Trail



Attachment 4 - Part III Question 4
Part III - Question 4 - Eligibility Criteria

Supporting Information for Part III Question 4 – Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), or the long-term management plan(s)?

Page 2 -4 - Resolution 2010-05 of the Collier MPO endorsing the US DOT Bicycle and Pedestrian Accommodations Regulations and Recommendations

Pages 5 - 8 - Collier County Growth Management Plan – Transportation Element, adopted October 1997, last revised June 13, 2017 (Relevant excerpts highlighted in orange.). The Collier County Comprehensive Pathways Plan (CPP) was updated in 2006 and 2012. In 2019, the MPO Board adopted the Bicycle and Pedestrian Master Plan which superseded the CPP.

Pages 9 – 10 - Collier MPO Long Range Transportation Plan, Cost Feasible Plan

Pages 11-14 - Collier MPO Bicycle and Pedestrian Master Plan, adopted March 8, 2019, (Relevant excerpts highlighted in orange.)

RESOLUTION 2010 - 05

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE UNITED STATES DEPARTMENT OF TRANSPORTATION POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS AND ENCOURAGING THE COLLIER METROPOLITAN PLANNING ORGANIZATION'S MEMBER JURISDICTIONS TO ADOPT SIMILAR POLICY STATEMENTS AS AN INDICATION OF THEIR COMMITMENT TO ACCOMMODATING PEDESTRIANS AND BICYCLISTS AS AN INTEGRAL ELEMENT OF THE TRANSPORTATION SYSTEM.

WHEREAS, the United States Secretary of Transportation signed on March 11, 2010 and announced on March 15, 2010 a Policy Statement (hereinafter referred to as "the Policy Statement") to reflect the United States Department of Transportation's support for the development of fully integrated transportation networks that include well-connected walking and bicycling facilities with linkages to public transit as important components thereof with equal priority to other transportation modes; and

WHEREAS, the Policy Statement encourages States, local governments, professional associations, community organizations, public transportation agencies and other government agencies to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to accommodating pedestrians and bicyclists as an integral element of the transportation system; and

WHEREAS, the Policy Statement further elaborates that every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems, and are encouraged to go beyond minimum standards to provide safe and convenient facilities for non-motorized transportation; and

WHEREAS, incorporating pedestrian and bicycle accommodations as a routine part of the Collier Metropolitan Planning Area's road and street network is a cost-effective way to create opportunities for safe walking and bicycling available to all residents and visitors and to enable those who walk and bicycle to safely reach all needed destinations; and

WHEREAS, walking and bicycling improve public health and reduce treatment costs for conditions associated with reduced physical activity, including obesity, heart disease, lung disease and diabetes; and

WHEREAS, promoting walking and bicycling for transportation improves the natural environment, reduces congestion, reduces the need for costly expansion of the road and highway systems and reduces our nation's dependence on foreign energy sources; and

WHEREAS, public transit users depend on walking or bicycling to safely reach their bus stops; and

WHEREAS, an integrated, well-connected network of pedestrian and bicycle facilities encourages more children to safely walk and bike to school, and will make streets, sidewalks and communities safer and more inviting to children and families to walk and bicycle to their desired destinations; and

WHEREAS, the aforementioned Policy Statement encourages transportation agencies and local communities to go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible and convenient walking and bicycling networks, and recommends that such actions should include:

(1) Giving walking and bicycling the same priority as is given to other modes of transportation;

(2) Ensuring that there are transportation choices for people of all ages and abilities;

(3) Avoiding the design of pedestrian and bicycle facilities to the minimum standards; achieving this end by planning projects with consideration of likely future demand for walking and bicycling and by incorporating design features, where practical, that accommodate future pedestrian and bicycle-related improvements;

(4) Integrating bicycle and pedestrian accommodation on new, rehabilitated and limited access bridges;

(5) Collecting data on walking and biking trips in order to track trends and prioritize investments;

(6) Setting mode share targets for walking and bicycling and tracking them over time with the aim of increasing the percentage of trips made by walking and bicycling;

(7) Maintaining pedestrian facilities built with Federal funds in the same manner as other roadway assets;

(8) Improving non-motorized facilities during resurfacing and other maintenance projects; and

WHEREAS, the Collier MPO's member jurisdictions could achieve the stated purpose of the Policy Statement by supporting routine and appropriate accommodation for pedestrians, bicyclists, disabled persons and transit users on all transportation projects, as appropriate to the context, community and project use, except:

a. Where walking and bicycling are not allowed;

b. Where the scarcity of population or other factors indicate an absence of any need for such accommodations now or in the future;

c. Where the cost of establishing such accommodations would be excessively disproportionate to the need or probable use; and

WHEREAS, the MPO has reviewed the Policy Statement and concurs with the purpose and recommended actions contained therein.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Collier Metropolitan Planning Organization endorses the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations, signed by the United States Secretary of Transportation on March 11, 2010.

2. The member jurisdictions of the Collier MPO, i.e., Collier County and the Cities of Naples, Marco Island and Everglades City, are hereby encouraged to adopt similar policy statements on pedestrian and bicycle accommodation as an indication of their commitment to the support of pedestrian and bicycle facilities as integral elements of the Collier Metropolitan Planning Area's transportation system.

THIS RESOLUTION WAS PASSED AND DULY ADOPTED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION BOARD ON MAY 14, 2010.

Attest:

By: _____
Phillip R. Tindall,
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

By: _____
Councilman Dr. William Trotter
Collier MPO Chairman

Approved as to form and legal sufficiency:

_____
Scott R. Teach,
Deputy County Attorney

COLLIER COUNTY
GROWTH MANAGEMENT PLAN

TRANSPORTATION ELEMENT

Prepared by
Collier County Planning and Zoning Department
Comprehensive Planning Section

Prepared for
COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS
Adopted October, 1997

AMENDMENTS TO COLLIER COUNTY GROWTH MANAGEMENT PLAN
TRANSPORTATION ELEMENT

SYMBOL	DATE AMENDED	ORDINANCE NO.
	October 28, 1997	1997-62 **
(I)	February 23, 1999	1999-13
(II)	May 9, 2000	2000-32
(III)	November 19, 2002	2002-60
(IV)	December 16, 2003	2003-67
(V)	October 26, 2004	2004-71
(VI)	January 25, 2007	2007-08 ***
(VII)	December 4, 2007	2007-80
(VIII)	October 14, 2008	2008-59
(IX)	January 8, 2013	2013-04 ****
(X)	January 27, 2015	2015-11
(XI)	June 13, 2017	2017-25

The parenthesized Roman numeral symbols enumerated above appear throughout this Element and provide informational citations to adopted documents recorded in the Official Records of Collier County, as required by Florida law. These symbols are for informational purposes only, meant to mark entries amended after the 1997 adoption of the full Element and typically found in the margins of this document, but are not themselves adopted.

* Indicates adopted portions.

** This is the EAR-based amendment (1996 EAR). Due to the magnitude of the changes – which included reformatting the entire Element, affecting every page of the Element – a Roman numeral is not assigned.

*** Based on the 2004 Evaluation and Appraisal Report (EAR).

**** Based on 2011 Evaluation and Appraisal Report (EAR).

(II)(III)(IX)(XI)

3. Five-year Capital Facility Program

The Collier County Transportation Work Program is reported annually in the Annual Update and Inventory Report (AUIR) for future five-year planning periods. The improvements shown in the AUIR represent a sub-set of the needs identified in the Collier County 2040 Needs Assessment Projects (Map TR–2) and are included in the current Capital Improvement Element (CIE) Schedule of Capital Improvements, as amended annually, for funding within the next five years.

(II)(III)(IX)(XI)

4. Traffic Circulation Map Series –

Section 163.3177(6)(b)(1), Florida Statutes requires a map or map series showing the general location of the existing and proposed transportation system features. This map series present the following: number of future funded road lanes and other improvements; roadway functional classifications; and multi-modal facilities (ports, airports, and rail lines). Map TR–1, the 2040 Cost Feasible Network, shows the funded road improvements through 2040, including number of road lanes, sidewalks and bike lanes. Map TR–3 shows the existing roadway functional classifications, and Map TR–8 shows the multi-modal facilities in the County.

(III)(XI) **B. INTERMODAL & MULTI-MODAL TRANSPORTATION**

1. Non-Motorized Travel

Today in Collier County, there exists the potential for an integrated network of bicycle and pedestrian facilities that would provide a safe, clean, healthy, and efficient opportunity for travel throughout the urban area. To help create a more balanced and livable transportation system, one that provides for bicycling and walking, Collier County has undertaken new roles and responsibilities not previously performed.

The Collier County Comprehensive Pathway Plan, developed by the Collier Metropolitan Planning Organization (MPO) staff, was adopted by the MPO in December, 1994. The purpose of the Pathway Plan is to plan for the future needs of bicyclists, pedestrians and other non-motorized travel modes. The Plan is a tool to guide the MPO's Bicycle/Pedestrian Program within six essential areas: (1) establishment; (2) engineering; (3) education; (4) enforcement; (5) encouragement; and (6) economics. These interrelated areas address Collier County's non-motorized issues, constraints, needs and opportunities. The Pathway Plan is currently being implemented in Collier County.

The Pathway Plan documents the extent of the existing pathway system. Many of the major highways have sidewalks incorporated into their design. It is a policy of this plan that all future capacity improvements described in this plan shall include provisions for both bicycles and pedestrians. In addition, the Subdivision Regulations of Collier County provide for bicycle and pedestrian facilities throughout a development.

The 2020 Pathway Plan also provides for the systematic completion of an integrated system. It is a policy of this Plan that Collier County will annually adopt a 5 Year Pathway Work Program that establishes pathway priorities. The County, to the greatest extent possible, will identify state and federal funds and provide local funds for the implementation of the 5 Year Pathway Work Program.

In addition to providing bicycle and pedestrian facilities, the County will encourage their use, and promote safe bicycle and pedestrian practices through the continued support and implementation of the Comprehensive Pathway Plan.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

(VI)(IX) **OBJECTIVE 4:**
Provide for the safe and convenient movement of pedestrians and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathways Plan.

(VI)(IX) **Policy 4.1:**
The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and will periodically update the Pathways Plan as needed.

(II)(III)(VI)
Policy 4.2:
The County shall provide an interconnected and continuous bicycle and pedestrian system by constructing the improvements identified on the 2030 Pathway Facilities Map series as funds permit.

(II)(III)(VI)
Policy 4.3:
The County's pathways construction program should be consistent with the Comprehensive Pathways Plan to the maximum extent feasible.

(VI) **Policy 4.4:**
The County shall annually adopt a Five (5) Year Pathways Work Program, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.

(VI)(IX) **Policy 4.5:**
The County shall identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program.

(III)(VI)(IX)
Policy 4.6:
The County shall work to reduce Vehicle Miles Traveled and Greenhouse Gas Emission by providing for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and shall incorporate bike lanes, sidewalks and pathways, as deemed appropriate, in new construction and reconstruction of roadways.

(III) **Policy 4.7:**
The County shall incorporate bike lanes in roadway resurfacing projects as is physically possible and will not result in a safety or operational problem.

(III)(VI) **Policy 4.8:**
The County shall follow the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.

(IX) = Plan Amendment by Ordinance No. 2013-04 on January 8, 2013

Part III - Eligibility Criteria - Question 2 - Project Prioritization

2040 Long Range Transportation Plan – Cost Feasible Plan Part I

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	$7.89			$10.02							$10.02
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a							$6.19	$3.63		$9.82
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	$41.40			$55.87							$55.87
	TMA BOX (20%) Bridges						n/a			$4.66			$4.66			$9.34	$18.66
Sun Trail App	TMA BOX (40%) Pathways (Bike/Ped)						n/a			$9.32			$9.32			$18.67	$37.31
	TMA BOX (40%) CMP						n/a			$9.32			$9.32			$18.67	$37.31
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	$2.00	$0.59		$2.54							$3.13
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	$5.00	$0.80		$6.35							$7.15
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	$2.75	$0.51		$3.49							$4.00
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$15.03	$2.72					$22.55				$25.27
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$33.11				$6.85				$77.66		$84.51
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	$4.00			$5.08							$5.08
21	US 41	Goodlette Rd		N/A		Intersection	$2.00	$0.37		$2.54							$2.91
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$13.35	$2.02					$20.03				$22.05
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$21.83				$6.01				$25.59	$41.70	$73.30
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	$44.14							$10.30			$10.30
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$30.00	$3.66		$38.10							$41.76
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	$31.00							$4.68		$53.48	$58.16
14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	8th St	0 & 2	6	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 8th St	$59.96		$12.86	$76.15							$89.01
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$5.00	$1.22		$6.35							$7.57
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	$20.00						$30.00				$30.00

2040 Long Range Transportation Plan – Cost Feasible Plan Part II

Table 5 - 2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing	Project Length	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	$8.00	$1.95	$1.08				$12.00				$15.03
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$25.04				$5.24	$23.01	$37.56				$65.81
56	Benfield Road	City Gate Boulevard	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	$56.47	$1.83			$20.69				$21.21		$43.72
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	$29.31	$0.61			$6.90				$30.70		$38.20
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	$23.36	$2.85				$21.47				$44.63	$68.94
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	$28.02				$3.86				$17.05	$53.52	$74.42
	Future County Highway Funds					Projects to be determined at a later date	$9.12	$3.37			$10.47	$26.35			$64.17	$17.42	$121.78
14p	Vanderbilt Beach Road Ext	Collier Boulevard	8th Street	2 & 0	6	Add remaining 3 lanes	$39.97									$76.34	$76.34
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	$10.00				$2.76					$19.10	$21.86
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.00				$3.10		$6.00				$9.10
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	$4.06				$3.10				$4.69	$7.75	$15.55
							$636.31	$22.50	$13.93	$229.78	$68.97	$70.83	$151.43	$21.17	$244.70	$360.62	$1,183.93

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

Notes:

Design phases funded by OA not included in totals

#56 and #29 are only partial ROW & Mitigation costs

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remainir	Revenue	Spent	Remainir	Revenue	Spent	Remainir	
TMA	**$23.32**	$23.29	$0.03	**$23.32**	$23.29	$0.03	**$46.64**	$46.69	-$0.05	**$0.01**
OA	**$55.60**	$58.10	-$2.50	**$52.60**	$42.58	$10.02	**$115.10**	$144.95	-$29.85	**-$22.33**
SIS	**$65.89**	$65.89	$0.00	**$0.00**	$0.00	$0.00	**$9.82**	$9.82	$0.00	**$0.00**
County	**$106.82**	$108.26	-$1.44	**$201.66**	$212.50	-$10.84	**$430.84**	$414.74	$16.10	**$3.83**

Table 9. Prioritized Bicycle and Pedestrian Facilities

Road	From	To	Dist	Agency	Facility Type
111TH AVE N	VANDERBILT DR	TAMIAMI TRL N	1.0	Collier Co	Bike Lane/Path
AIRPORT RD N	PINE RIDGE RD	IMMOKALEE RD	4.2	Collier Co	Bike Lane/Path
AIRPORT RD N	S HORSESHOE DR	PINEWOODS CIR	2.5	Collier Co	Bike Lane/Path
AIRPORT RD S	SEAGRAPE AVE	DAVIS BLVD	0.5	Collier Co	Bike Lane/Path
AIRPORT RD S	DAVIS BLVD	TAMIAMI TRL E	0.8	Collier Co	Safety
BLUEBILL AVE	BLUEBILL AVE	VANDERBILT DR	0.4	Collier Co	Bike Lane/Path
BONITA BEACH RD	VANDERBILT DR		1.7	Collier Co	Bike Lane/Path
CASTAWAYS ST	SATURN CT	AMAZON CT	0.2	Marco Is	Marco Master Plan
COLLIER BLVD	17TH AVE SW	CITY GATE BLVD N	2.0	Collier Co	Bike Lane/Path
COLLIER BLVD	N END JOLLEY BRIDGE	FIDDLERS CREEK PKWY	3.6	Collier Co	Bike Lane/Path
COPELAND AVE S	BROADWAY	OYSTER BAR LN	0.7	Everglades	Pathway
DAVIS BLVD	TAMIAMI TRL	AIRPORT RD S	1.0	Collier Co	Bike Lane/Path
EVERGLADES BLVD	OIL WELL RD	58TH AVE NE	3.1	Collier Co	Sidewalk
GOLDEN GATE PKWY	9TH ST N	ESTUARY BLVD	1.6	Naples	Bike Lane/Path
GREENBRIER ST	MANOR TER	SATURN CT	0.2	Marco Is	Marco Master Plan
IMMOKALEE RD	TAMIAMI TRL	NORTHBROOKE DR	4.0	Collier Co	Bike Lane/Path
LOGAN BLVD N	LOGAN BLVD	VANDERBILT BEACH RD	1.1	Collier Co	Bike Lane/Path
LOGAN BLVD S	LOGAN BLVD	GREEN BLVD	2.0	Collier Co	Bike Lane/Path
OIL WELL RD	EVERGLADES BLVD N	OIL WELL GRADE RD	3.9	Collier Co	Bike Lane/Path
OIL WELL RD	AVE MARIA BLVD	SR 29	5.7	Collier Co	Bike Lane/Path
OLD US 41 N	TAMIAMI TRL	PERFORMANCE WAY	1.5	Collier Co	Pathway
PERU ST		SEAGRAPE DR	0.1	Marco Is	Marco Master Plan
PINE RIDGE RD	TAMIAMI TRL	LOGAN BLVD S	5.1	Collier Co	Bike Lane/Path
RANDALL BLVD	RANDALL BLVD	APPROACH BLVD	1.5	Collier Co	Bike Lane/Path
RATTLESNAKE H RD	VALLEY STREAM DR	COLLIER BLVD	3.5	Collier Co	Bike Lane/Path
SAN MARCO RD	GOODLAND DR	TAMIAMI TRL E	6.5	Collier Co	Pathway
SANTA BARB BLVD	GREEN BLVD	17TH AVE SW	0.2	Collier Co	Bike Lane/Path
SATURN CT	CASTAWAYS ST	GREENBRIER ST	0.1	Marco Is	Marco Master Plan
SEAGRAPE DR	PERU ST	SWALLOW AVE	0.7	Marco Is	Marco Master Plan
TAMIAMI TRL E	GREENWAY RD	SIX LS FARM RD	2.5	Collier Co	Pathway
VANDERBILT BEACH RD	GULFSHORE DR	VANDERBILT DR	0.4	Collier Co	Bike Lane/Path
WIGGINS PASS RD	VANDERBILT DR	TAMIAMI TRL N	1.0	Collier Co	Bike Lane/Path
WILSON BLVD N	GOLDEN GATE BLVD	24TH AVE NE	3.0	Collier Co	Pathway
TOTAL MILES			66.3		

SunTrail Alignments and Spine Pathway Corridors

Figure 14 shows the two SunTrail alignments and other interconnected spine pathway corridors within Collier County that form an integrated, high-priority pathway network. The following paragraphs describe the network and the prioritized projects needed to complete it.

SunTrail Alignments – The Gulf Coast Trail is envisioned to be a regional facility linking Collier, Lee, Sarasota and Manatee counties. As such, it is critical to maintain regional connections across county boundaries. This Plan expands the Collier MPO's previously-adopted alignment to include the Paradise Coast Bicycle Route that connects to a coastal alignment of the Gulf Coast Trail approved for Lee County. Collier's Paradise Coast Bicycle

Route follows existing roadways that, for the most part, do not require additional signage or lane markings, with the exception of completing the missing link across Seagate Drive that would connect Crayton Road north and south. Public input and the Naples Pathways Coalition (NPC) strongly support filling this gap. The MPO will submit the new alignment to the Florida Department of Environmental Protection, Office of Greenways and Trails for consideration.

FPL Easement/Livingston/Rich King Greenway Alignment – The current SunTrail alignment occurs within a Florida Power and Light (FPL) easement that parallels Livingston Road and would connect with the existing Rich King Greenway. Constructing a Shared Use Path in this alignment has been a goal of the Bicycle and Pedestrian Advisory Committee (BPAC) for many years. The southeast portion of the current alignment occurs on-street except for the proposed Rookery Bay Greenway. Due to its environmental and hydrologic sensitivity, the Conservancy of Southwest Florida recommended eliminating the proposed trail through Rookery Bay and making other refinements to the current SunTrail–Southwest Coast Connector alignment. These revisions have been incorporated in this Plan (Figure 14).

FDOT is planning to conduct a safety study of US-41 Tamiami Trail east that may result in improvements to the existing shoulders to more safely accommodate cyclists and pedestrians. The roadway forms a gateway into a region of State and national parks, as well as a critical cycling link within Collier County in that it also connects to SR-29 and the greater Everglades City area.

Gordon River Greenway Connections – Improved connections to the Gordon River Greenway are needed to bridge the gap between the two SunTrail alignments. The Gordon River Greenway Master Plan calls for a pedestrian overpass over Golden Gate Parkway connecting Freedom Park with the Greenway to the south. Golden Gate Parkway is a critical connecting east/west roadway.

Golden Gate Canal Greenway (Proposed) – The Golden Gate Canal provides an opportunity to extend the off-street Shared Use Path system north and west, connecting to Golden Gate City, Ave Maria, Immokalee, and the Corkscrew Swamp Sanctuary.

Golden Gate Parkway between Santa Barbara and Collier Boulevards – This section of Golden Gate Parkway coincides with the Spine Trail Network and has been identified in this Plan for additional bicycle, pedestrian, and transit enhancements following Complete Streets design principles. The segment also falls within the newly-designated Golden Gate City Economic Development Zone and has been identified as needing improved bicycle and pedestrian safety features in the Golden Gate City Walkable Community Study (2019).

SR-29 and SR-82 – These roadways form a critical outer loop for recreational cycling. As adjacent lands become urbanized, portions of these roadways will serve as multimodal transportation.

Table 10. Prioritized Spine Pathway Projects

Rank	Road / Trail	From	To	Project Description
1	Seagate Crossing	Crayton Rd	Crayton Rd	Connect & improve crossing
2	Freedom Park Overpass	Golden Gate Pkwy	Gordon River Greenway	Pedestrian overpass estimated at $5million
3	Wilson Road Connection to New Sports Stadium	Immokalee Road	New frontage road N of I/75	Shared Use Paths & bike lanes
4	Lake Trafford Rd	Endpoint of FPN 4433573 & 574	Lake Trafford	TBD through further study
5	Golden Gate Canal Greenway	Airport Rd	Oil Well Rd	Shared Use Path – paved
6	FPL Greenway along Livingston Rd	South of Golden Gate Pkwy	Lee County Line	Shared Use Path – paved
7	Golden Gate Pkwy	Livingston Rd	Gordon River Greenway	Shared Use Path – paved
8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

Legend

- Shared Use Path
- Bicycle Facility
- Connector Sidewalk
- Paved Shoulder
- Greenway
- Proposed Greenway
- Proposed Shared Use Path
- Proposed Bicycle Facility
- Points of Interest

SUN Trail and Paradise Coast Trail North/South Corridors

< Paradise Coast Trail East/West Corridor

Please See Attachment 2.

Naples

Marco Island

Everglades City

Gulf of Mexico

COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN

0 2.5 5 10 Miles

Immokalee Inset

Marco Island Inset

Naples Inset

Everglades City Inset

ENGINEER'S COST ESTIMATE SPREADSHEET
FM#123456-X-XX-XX
Project Title: FPL Easement Trail Feasibility Study
Date: 12/20/19

Attachment 5 - Engineers Cost Estimate

		SUN Trail Funds Requested				Other Funds						
Pay Item Number*	Pay Item Description*	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Source(s) of Match	Total Quantity	Total Engineer's Cost
	Environmental and Socio-cultural impact analysis and report	1	n/a	$225,000	$ $225,000				$ -		1	$225,000
	Conduct title search on 71 underlying parcel owners and FPL easement along corridor	1	n/a	$110,000	$110,000				$ -		1	$110,000 -
	Evaluate drainage and utility impacts along corridor	1	n/a	$150,000	$150,000				$ -		1	$150,000 -
	Public outreach to evaluate support for multi-use trail	1	n/a	$95,000	$95,000						1	$ 95,000
	Evaluate trail alternatives and impacts	1	n/a	$265,000	$265,000				$ -		1	$265,000 -
	Develop conceptual plans and cross-sections	1	n/a	$90,000	$90,000				$ -		1	$90,000 -
	Evaluate and develop conceptual design	1	n/a	$90,000	$90,000				$ -		1	$90,000 -
	Explore and make recommendations on trail maintenance, safety and security	1	n/a	$20,000	$20,000				$ -		1	$20,000 -
	Develop cost estimate to construct paved multi-uise trail in drainage, utility relocation and design	1	n/a	$20,000	$20,000				$ -		1	$20,000 -
	Identify and document steps , process and mechanism to implement project phases	1	n/a	$20,000	$ $20,000				$ -		1	$20,000 -
	Explore and document and limitations on multi-trail use and consistency with LRTP	1	n/a	$15,000	$ $15,000				$ -		1	$15,000 -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
		SUN Trail Funds Requested			$ 1,100,000.00			**Other Funds**	$ -		**Subtotal**	$ 1,100,000.00

$ 1,100,000.00

Total Estimate

A reasonable estimate of the project costs is required prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet **Americans with Disabilities Act requirements.**
Estimates shall be broken down to eligible and non-eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from Agency's Engineering Office.
This Engineers Cost Estimate (Excel) spreadsheet was obtained from:
http://www.fdot.gov/planning/systems/SUNTrail/guidance.shtm
Use the following links to access the basis of estimates manual as well as historical cost information for the project area:
Basis of Estimates Manual
Historical Cost Information

Prepared by: **PE Number:** _____ _____

Anne McLaughlin, MPO Director — **Name:** — **Signature:** — 12/20/2019 — **Date:**

Reviewed by:

_____ — **Name:** — _____ — **Signature:** — _____ — **Date:**

Scope of Work for Livingston FPL Corridor Trail Feasibility Study

- Conduct analysis and report on environmental and socio-cultural impacts along the entire corridor
- Conduct Title Search to verify Florida Power and Light Easement and fee simple ownership of underlying parcels. County GIS parcel data will be made available to the consultant; indicates there are roughly 71 underlying parcel owners to contact and meet within the corridor, over half of which are gated communities.
- Evaluate drainage and utility impacts along the entire corridor
- Conduct public outreach to evaluate support for multi-use trail. Public outreach will record and document any request for access to proposed trail from gated communities and neighborhoods and commercial properties along the proposed trail.
- Evaluate trail alternatives and their impacts along the corridor including (1) building the trail within the FPL easement shown in yellow on Map 1; (2) identifying the best location for the trail adjacent to Livingston Road within the road ROW where possible and the extent of additional easements or ROW that would be required along the portion of Livingston Rd. and Radio Rd. shown in green on Map 1 and in yellow (as a close-up view) on Map 2; and (3) identify preferred locations for road crossings where needed.
- Develop conceptual plans and cross sections of trail alignments. Conceptual plans will show connections to existing, programmed, and planned greenways/trails, and existing, programmed and planned bike ped facilities along public roadways that will be crossed by the proposed trail. Plans will show how the trail will connect to the Rich King Greenway to the south and to the rest of the Gulf Coast Regional Trail in Lee County at the northern terminus of this project.
- Evaluate and develop conceptual design of proposed trail and road crossings at major roadways including Livingston Rd, Immokalee Rd, Vanderbilt Beach Rd, Pine Ridge Rd, Golden Gate Parkway, and Radio Rd.
- Explore and provide recommendations on trail maintenance, safety and security. Findings and recommendation will be documented with supporting graphics. This task will also address safe access and strategies to access the proposed trail from those gated communities and neighborhoods which make trail access requests during public outreach. This task will also address concerns from communities that do not want a trail next to their communities.
- Calculate costs to build the paved Multi-Use Trail. Costs shall include drainage, utility relocation, design, and construction only
- Identify and document the Steps, Process and the Mechanism associated in implementing subsequent phases of the project
    - Identify the government agencies, non-profit organizations, Home Owner Associations and private companies that will be involved in the process, and document their roles
    - Document the step by step process and possible time line to leading up to and including Preliminary Development and Engineering, Environmental permitting, ROW acquisition and Construction
    - Identify and document legal impacts resulting from trail construction, maintenance and operations. This task will be coordinated with the Collier County Attorney's Office.
- Explore and document any limitations of multi-use corridor use, and consistency with LRTP/Local Government Comprehensive Plan policies and goals

ENGINEER'S COST ESTIMATE SPREADSHEET
FM#123456-X-XX-XX
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					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
					$ -				$ -		0	$ -
		SUN Trail Funds Requested			$ 1,100,000.00			**Other Funds**	$ -		**Subtotal**	$ 1,100,000.00

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A reasonable estimate of the project costs is required prior to adoption in the Department's Five Year Work Program. Use **Present Day Cost** values. Projects must follow appropriate design criteria and meet **Americans with Disabilities Act requirements**.
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Historical Cost Information

Prepared by: **PE Number:** _____ _____

Anne McLaughlin, MPO Director _____ 12/20/2019
Name: **Signature:** **Date:**

Reviewed by:

_____ _____ _____
Name: **Signature:** **Date:**

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FPL Easement north of Pine Ridge Road

FPL Easement south of Pine Ridge Road 1

South of Pine Ridge Road 2

FPL Easement south of Pine Ridge Road 3

FPL Easement near Grey Oaks Blvd.1

FPL Easement Near Grey Oaks Blvd 2

6-7

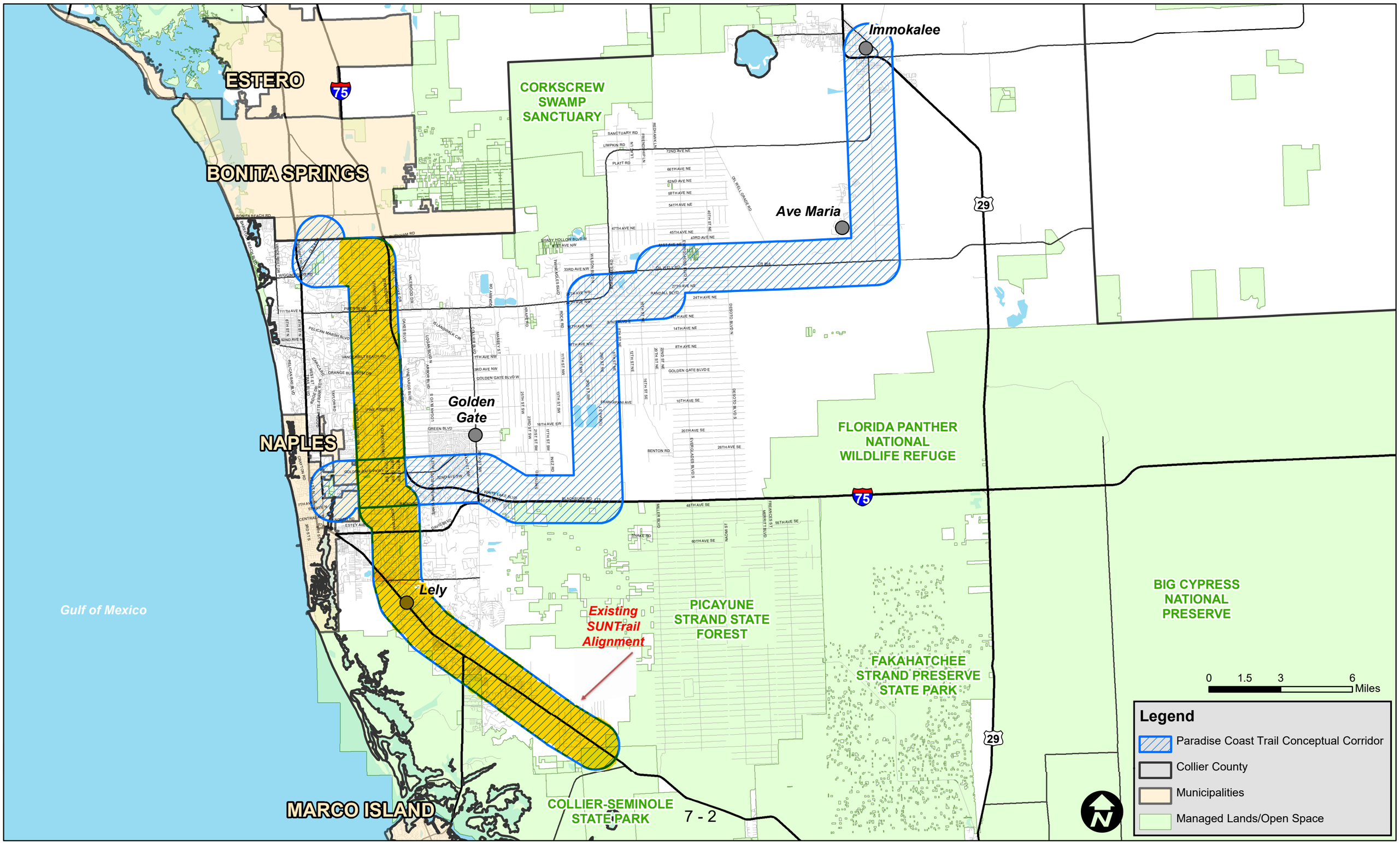
FPL Easement near Golden Gate Parkway

Attachment 7 – Documented Public Support

The Naples Pathways Coalition (NPC) is an advocacy group with a mission of creating bikeable and walkable communities in Collier County. The **Paradise Coast Trail**, a 70-mile, 12-foot wide Shared Use Path connecting Naples, Golden Gate City, Immokalee and other areas is NPC's flagship project and #1 focus area. NPC has partnered with the nationally recognized Rails to Trails Conservancy to fast track the effort.

The orange and blue bands shown in the map on page 2 depict the conceptual corridor for the trail. The orange-shaded part of the corridor is also part of the SUN Trail Land Priority Network where the Livingston FPL corridor is. The Livingston FPL Corridor is one of the prioritized pathways in the 2019 Collier Bicycle and Pedestrian Master Plan (page3). The Collier MPO Board passed a resolution in support of the Paradise Coast Trail (page 7-4 to 7-5).

Paradise Coast Trail



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8	Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	Enhanced facilities, Complete Streets study – newly-designated economic development zone

RESOLUTION 2019 - 06

RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION SUPPORTING THE NAPLES PATHWAYS COALITION'S PARADISE COAST TRAIL VISION

WHEREAS, the Collier Metropolitan Planning Organization adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Bicycle and Pedestrian Master Plan identifies SUNTrail Alignments and Spine Pathway Corridors that form an integrated, high-priority pathway network, and Existing + Proposed Facilities as a visual summary of the project priorities for major roadways and the spine trail network; and

WHEREAS, the Naples Pathways Coalition envisions the Paradise Coast Trail as a 70-mile, separated pathway built exclusively for non-motorized use; and

WHEREAS, the Bicycle and Pedestrian Master Plan Design Guidelines recommend providing separated shared use paths where feasible to make active transportation and recreational opportunities readily available for persons of all ages and abilities; and

WHEREAS, the Paradise Coast Trail will significantly advance Collier MPO's bicycling and walking network by providing direct connections between the City of Naples, Golden Gate City, Immokalee, Ave Maria, and other areas; and

WHEREAS, the Paradise Coast Trail is consistent with and advances key components of the Collier MPO's Bicycle and Pedestrian Master Plan, the Florida Greenways and Trails System Plan and Shared-Use Nonmotorized (SUN) Trail Network.

NOW, THEREFORE, BE IT RESOLVED BY THE COLLIER METROPOLITAN PLANNING ORGANIZATION THAT:

1) The Collier MPO supports the concept of the Paradise Coast Trail envisioned by the Naples Pathways Coalition, as shown in Attachment "A," subject to the policies and design guidelines contained in the Collier MPO Bicycle and Pedestrian Master Plan.

CAO

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Planning Organization Board on June 14, 2019.

Attest:

By: _____
Anne McLaughlin
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

By: _____
Councilman Reg Buxton
Collier MPO Chairman

Approved as to form and legality:

_____
Scott R. Teach,
Deputy County Attorney

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CAO