

**CONGESTION MANAGEMENT COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION**

**January 18, 2023**

**2:00 p.m.**

**Meeting Minutes**

**1. Call to Order**

**Mr. Khawaja** called the meeting to order at approximately 2:01 p.m.

**2. Roll Call**

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

**CMC Members Present In-Person**

Tony Khawaja, Chair, Collier County Traffic Management Center

Alexander Showalter, Collier Area Transit

Dayna Fendrick, Bicycle Pedestrian Advisory Committee (BPAC) Representative

Don Scott, Lee MPO

Karen Homiak, Citizens Advisory Committee (CAC) Representative

Lorraine Lantz, Vice-Chair, Collier County Transportation Planning

**CMC Members Absent**

Alison Bickett, City of Naples

Dave Rivera, City of Naples

**MPO Staff**

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Dusty Siegler, Administrative Assistant

**Others Present**

Pierre-Marie Beauvoir, Successor Chair, Collier County Traffic Management Center

### 3. Approval of the Agenda

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

### 4. Approval of the November 16, 2022 Meeting Minutes

*Mr. Scott moved to approve the November 16, 2022 minutes. Ms. Homiak seconded. Carried unanimously.*

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

None.

### 6. Agency Updates

#### A. FDOT

Ms. Victoria Peters was unable to attend the meeting, as she was in Bartow at workshops on federal grants and SIS.

#### B. MPO

**Ms. McLaughlin** indicated she had no updates other than what is included on the agenda.

#### C. Other

##### (i) Collier County Public Transportation & Neighborhood Enhancement (PTNE)

**Mr. Showalter** indicated there were no major updates. Collier Area Transit did a soft-launch of its on-demand paratransit service last month and is currently gathering data from the trips.

##### (ii) Collier County Transportation Planning

**Ms. Lantz** indicated that Transportation Planning is still short-staffed; interviews for the management analyst position are being conducted. Ms. Lantz continues to operate as Interim Manager. With respect to general projects, the study continues on the Wilson Boulevard Extension/Benfield Road Corridor Study. The study is winding down after public involvement with major property owners. There were three proposed alignments, and it appears that the central alignment will be selected.

(iii) Collier County Traffic Management Center (TMC) Operations

**Mr. Beauvoir** indicated there were no major updates. TMC's network upgrade is moving along as planned. The end-devices have been deployed at the intersections. Only the fire stations are left to do. TMC is preparing for a new BlueTOAD (a device that measures travel time) project along the U.S. 41 corridor and parts of Davis Boulevard. **Mr. Khawaja** added that FDOT provided the equipment, and the County is going to install it for FDOT.

(iv) Bicycle Pedestrian Advisory Committee (BPAC)

**Ms. Fendrick** indicated that BPAC has been focusing on the update to the Bicycle and Pedestrian Master Plan (BPMP). The scope for the update was approved by BPAC at its last meeting.

**7. Committee Action**

**A. Elect Chair and Vice-Chair**

*Mr. Khawaja moved to elect Mr. Beauvoir as Chair. Mr. Scott seconded. Carried unanimously.*

**Ms. Lantz** indicated that if she does end up transitioning into the Manager position permanently, she would likely delegate attendance at CMC meetings to an alternate. **Mr. Khawaja** and **Ms. Lantz** discussed that if Ms. Lantz were elected Vice-Chair, CMC could elect a new Vice-Chair if Ms. Lantz ultimately ends up delegating attendance.

*Mr. Khawaja moved to elect Ms. Lantz as Vice-Chair. Mr. Scott seconded. Carried unanimously.*

**Mr. Khawaja** confirmed that Mr. Beauvoir will serve as the primary member of CMC on behalf of TMC and Mr. Khawaja will serve as Mr. Beauvoir's alternate for now.

**B. Review and Comment on Draft Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix**

**Ms. McLaughlin** explained that there is currently approximately \$6.2 million in combined SU funds and TA funds. There is also potential for carbon reduction program formula funds in the approximate amount of \$661,000. The combined total would be approximately \$6.8 million. The amounts do not include discretionary grant program funds.

The call for projects documents have not been significantly changed since CMC did its last call for projects. Most relevant changes were already captured in the last call for projects documents. The MPO Project Concept Sheet addresses the MPO's specific performance measures and strategies. FDOT's District One Priority Project Information application is also included. The draft schedule is as follows: applications due by the close of business on September 29, 2023; presentations and review at CMC's November meeting; and CMC's preliminary rating/ranking of projects at its January 2024, meeting. The process could move faster, depending upon how many projects there are. TAC and CAC approval would be sought in approximately Spring of 2024, and MPO Board approval in June 2024. If there are not many viable projects submitted for the call for projects, there is the potential to use funds to address cost overruns on planned projects. Now is a good time to ask for funds to cover project cost increases.

**Ms. Lantz** asked for clarification on the types of projects that could be submitted for the call for projects this year. **Ms. McLaughlin** responded that this year is for planning, safety and bridges. Planning funds have mostly been spoken for. There is no formal process for safety and bridges. Ms. McLaughlin's understanding is that the County had updated its bridge study. **Ms. Lantz** confirmed that the bridge study was updated. The BCC endorsed a 1% infrastructure sales tax for five of the bridges. Ms. Lantz was not sure if there is a gap in funding due to cost increases or if there is a need for re-evaluation. SU funding is typically for new bridges.

**Ms. McLaughlin** requested that if anyone was aware of a need for safety infrastructure to inform her. TA funds are more restrictive and may not be available for many projects. **Mr. Scott** wondered how the schedule for the call for projects compares to FDOT's application deadlines. **Ms. McLaughlin** responded that she thinks FDOT is providing until the end of June for applications. **Mr. Khawaja** asked if the funds roll over if not used. **Ms. McLaughlin** responded that funds can sometimes be rolled over for one year. It is the spending authority that does go away at the end of the fiscal year. **Mr. Scott** pointed out that some funds, such as carbon reduction formula, may not be around after the bill expires in 2028. **Ms. McLaughlin** added that she is still awaiting confirmation of the rules related to the funding, yet it is unknown how long the funding will be available. **Mr. Khawaja** asked if projects must be capacity improvements to qualify for carbon reduction. **Mr. Scott** responded no; electric vehicle charging stations and electric vehicles would be carbon reducing. FDOT is putting funding toward truck parking at I-75 and Daniels Parkway with the thought that it will reduce carbon emissions because drivers would not be continually driving to find parking. Lee MPO ended up getting funding for bike/ped projects.

**Ms. McLaughlin** asked if anyone had any revisions or additions to the proposed call for projects schedule, submittal requirements, evaluation criteria and scoring matrix. There were none.

*Mr. Scott moved to approve the draft Call for Projects Schedule, Submittal Requirements, Evaluation Criteria and Scoring Matrix. Ms. Lantz seconded. Carried unanimously.*

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

None.

## **9. Member Comments**

**Mr. Beauvoir** wondered when the community is going to endeavor to model its bicycle lanes after places like Denmark or Norway. Those countries have large, separated bike lanes that are consistent, connective, and cohesive. One can travel from one part of town to the other on bicycle. The lanes are clearly marked and have barriers. There are sometimes traffic signals for bicycles. There are many cyclists there because there is adequate infrastructure. **Mr. Khawaja** noted, with respect to local bike lanes, that if a bike lane is two-ways, it must be a minimum of eight feet wide. New bike lanes that are constructed are ten feet wide. **Mr. Scott** commented that Lee MPO has projects that would create separate bike lanes, but they are not completed yet. Issues include changing existing curbs, which is very expensive. **Mr. Khawaja** added that having the right-of-way to be able to construct bike lanes is an issue. **Mr. Scott** indicated that Bonita Springs wanted to add bike lanes on Bonita Beach Road, but the cost to redo curbs and take lanes away (because of right-of-way issues) was too expensive. **Ms. Fendrick** expressed that a bicycle path network separate from the road network is an appealing idea. Many cyclists simply do not feel safe on the roadways. Ms. Fendrick is looking forward to receiving updated crash data statistics to see if existing bike/ped facilities are helping reduce accidents. **Mr. Khawaja** commented that Collier County does not have good data on bicyclists/pedestrian counts.

[The group discussed local bicycle and pedestrian safety issues, the challenges existing infrastructure and electric bicycles present, various areas where pedestrian/cyclist safety is an issue, and that the MPO Board has requested the County Attorney to draft an ordinance regarding cycling on sidewalks against traffic.]

**Mr. Beauvoir** asked if there was a map of the designated/signed bike lanes in Collier County. **Ms. McLaughlin** responded that there is a map, but it may not be complete. It is the best map Ms. McLaughlin is aware of. Jonathon in the GIS department should have it. The standards for designated bike lanes are not clear. **Mr. Khawaja** commented that if a bike lane is signed or marked, it is a designated bike lane. **Mr. Beauvoir** asked if there is a group that is responsible for administration regarding bike lanes, particularly in creating maps. **Ms. McLaughlin** responded that BPAC and the MPO work very hard to provide maps. **Mr. Khawaja** pointed out that the County does not have a bicycle path map.

**Mr. Beauvoir** commented that he goes to Europe every year. In terms of transportation, Europe is on the cutting edge. Some of the innovations in Europe would be helpful here. Mr. Beauvoir discussed the difficulties he has had in trying to ride his bicycle to work, such as careless drivers, no clear bike path direction, opposing bicycle traffic, bike lanes abruptly ending, and a lack of signage. Safety is also a concern. There should be clear rules and markings for bike lanes so that cyclists feel comfortable and safe. Using ITS to gather counts would also be helpful so that cyclist data can be analyzed. **Ms. McLaughlin** indicated that CMC could generate those types of project ideas because the issues are within the realm of safety, marking roadways and ITS. CMC could coordinate with BPAC. **Mr. Beauvoir** expressed interest in attending the next BPAC meeting (on February 21). **Ms. Fendrick** commented that BPAC could look into incorporating some of Mr. Beauvoir's suggestions into the BPMP Update. **Ms. McLaughlin** indicated that updating the bicycle facilities map is routinely done in conjunction with the BPMP Update. It would be helpful to come up with a mechanism for the automatic update of the map as bike/ped projects are completed. **Mr. Khawaja** commented that new transportation infrastructure that is being built includes bike/ped facilities, but the challenge is modifying or adding to existing facilities or infrastructure. **Ms. Homiak** commented that when she first started on CAC, there were hardly any sidewalks anywhere. Where there were sidewalks, many ended abruptly. Since that time, there has been a lot of progress.

**10. Distribution Items (No presentation)**

None.

**11. Next Meeting Date**

March 15, 2023 – 2:00 p.m.

**12. Adjournment**

There being no further comments or business to discuss, **Mr. Beauvoir** adjourned the meeting at 3:03 p.m.