



AGENDA

BPAC

Bicycle/Pedestrian Advisory Committee

NOTE: THIS IS AN IN-PERSON MEETING

IT Training Room, 5th Floor

Collier County Government Center

Administration Building (F)

3299 Tamiami Trail East, Naples, FL, 34112

September 19, 2023

9:00 a.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of the May 16, 2023, Meeting Minutes**
5. **Open to the Public for Comment on Items not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO
7. **Committee Action**
 - A. Agenda Topics for Joint Collier/Lee MPO Bicycle Pedestrian Advisory Committee
8. **Reports & Presentations (May Require Committee Action)**
 - A. Status of Bicycle & Pedestrian Master Plan 2025 Update as presented by Capital Consulting Solutions
 - B. Report on Board Action Supporting Priority Trail Corridor Designation for the Collier to Polk Regional Trail System
 - C. Final Report on the Marco Island Loop Trail Feasibility Study and Conceptual Design
 - D. Report on amendment to the FY 2024-2028 Transportation Improvement Program (TIP) to add funding for the City of Marco Island Collier Alternate Bike/Ped Project
9. **Member Comments**
10. **Distribution Items**
11. **Topics for Future Meetings**
12. **Next Meeting Date**

Joint meeting
October 24, 2023 – 10:00 a.m.
Location: Collaboratory, 2031 Jackson Street, Ft. Myers, FL 33901
13. **Adjournment**

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli, (239) 252-5814 or by email at: Suzanne.Miceli@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Government Center, Administration Building (F)
IT Training Room, Fifth Floor
3299 Tamiami Trail East, Naples, FL, 34112**

**May 16, 2023 - 9:00 A.M.
Meeting Minutes**

1. Call to Order

Mr. Matonti called the meeting to order at 9:00 a.m.

2. Roll Call

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

Members Present

Anthony Matonti (Chair)
Patty Huff (Vice-Chair)
Alan Musico
Andrea Halman
Dayna Fendrick (arrived after roll call)
George Dondanville
Joe Bonness
Kim Jacob
Mark Komanecky
Michelle Sproviero (arrived during item 8.A)
Robert Phelan

MPO Staff Present

Anne McLaughlin, Executive Director
Sean Kingston, Principal Planner
Dusty Siegler, Senior Planner

Others Present

Lorraine Lantz (Collier County Transportation Planning)
Megan Greer (Blue Zone)
Michelle Avola-Brown (Naples Pathway Coalition)
Michael Tisch (Collier County Transportation Planning)
Todd Engala (FDOT)
Reggie Wilson (DOH-Collier)
Vu Vu (Representing Landis Evans)

3. **Approval of the Agenda-**

Mr. Bonness moved to approve the agenda. Seconded by Mr. Musico. Carried unanimously.

4. **Approval of the March 21, 2023, Meeting Minutes**

Mr. Musico moved to approve the March 21, 2023, minutes. Seconded by Mr. Komanecky. Carried unanimously.

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

None.

6. **Agency Updates**

A. **FDOT:**

Ms. McLaughlin noted that FDOT was not present.

B. **MPO:**

Mr. Kingston: nothing to report other than what is on the agenda to address.

7. **Committee Action**

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

A. **FDOT Update on the Marco Island Loop Trail Feasibility Study and Conceptual Design**

Mr. Engala gave a brief background of his work, introduced **Vu Vu** from Landis Evans, then started with a Federal Department of Transportation Safety moment. May is Motorcycle Awareness Month – more information can be found at ridemartflorida.com. **Mr. Engala** shared safety tips regarding motorcycles for all roadway users. **Mr. Dondanville** asked about the category status of motorized bicycles. **Mr. Engala** informed Mr. Dondanville he would research the question and provide him with that information after the meeting and continued reciting the rest of the safety tips.

*At this meeting, **Mr. Engala** presented, **The Marco Island Loop Trail Feasibility Study and Conceptual Design** presentation. The entire presentation and accompanying documents can be found in the May 16, 2023 BPAC Agenda Packet at colliermpo.org).*

Mr. Engala began the presentation, mentioning that the project had been in the works for a year, and that through public engagement, they were able to discover what was wanted and needed for the trail. **Mr. Engala** indicated that he was presenting a draft of the proposed project, and that the final version was to be presented in two weeks. The project schedule was discussed, and it was noted that some meeting dates had been changed for the MPO Board.

Mr. Musico commented that the Marco Island Chambers of Commerce was also a stakeholder but had been left off the Stakeholders slide.

Mr. Engala explained that the project proposed a multi-use trail loop, which includes S.R. 951 (Collier Boulevard) and C.R. 92 (San Marco Road), Marco Loop Trail (SUNTrail, Spine Trail Network. Land Trail Opportunity Trail/Corridor) and connects to Marco Island Bike Path Master and Naples PC Paradise Coast Trail. **Mr. Engala** reported that the entire 28.9-mile loop trail is as identified in the 2019 Collier MPO Bike/Ped Masterplan, Florida Greenway Trail System, and Naples Coalition Paradise Coast Trail Vision, and that this segment makes a logical conclusion to the SUNTrail along U.S. 41 and Paradise Coast Trail.

The study suggests the project satisfies needs like, safety, system linkage, social, and economic. It enhances mobility choices, provides outdoor recreation, supports tourism and commercial business opportunities, healthy and active lifestyles, and adds transportation options like “First Mile, Last Mile” to transit stops, as well as providing Manatee Middle School students a safe path along S.R. 951 and U.S. 41.

Mr. Engala** passed the presentation off to **Mr. Vu

Mr. Vu stated that the 12-month project planning effort included research and analysis, field work, stakeholder input, and public outreach. Issues that were found for the project, were that both corridors have limited space to construct multi-modal facilities, and environmentally sensitive lands abut the roadways. To address these issues, The Final Trail Alternatives Evaluation Report was created by surveying the public’s preferred trail issue alternatives. The biggest priority of those who completed the survey was safety, with respect to the volume and speed of vehicular traffic. After analysis of the accrued information, the Trail Alternatives Evaluation Possible Amenities for Facilities Trailheads list was assembled, which includes amenities such as trailheads, lighting, call boxes, mile markers, and more.

There was a discussion following the presentation.

B. MPO Update on Current Bicycle and Pedestrian Planning Activities

Mr. Kingston introduced the Proposed Bicycle and Pedestrian Safety Ordinance – Report on Advisory Committee reviews at the MPO Board Meeting on April 14th and Board discussion and gave a summary of what was discussed at the meeting. Bicycle and Pedestrian Master Plan Update – Work Order was on April 14th MPO Board Meeting agenda, and Safe Streets for All (SS4A) Grant – FHWA met with D1 grant recipients on March 30th and April 25th.

There was a discussion following.

9. Member Comments

Ms. Huff shared that she has become a member of the Advisory Council Bicycle Association and that the association is currently looking for new members.

Ms. Fendrick shared that FDOT has started construction on the sidewalk project.

10. Distribution Items

None.

11. Topics for Future Meetings

Not addressed.

12. Next Meeting Date

August 15, 2023 – 9:00 a.m., in-person only meeting, at Collier County Government Center, Bldg. F, IT Training Room, Fifth Floor, 3299 Tamiami Trail East, Naples, FL, 34112.

13. Adjournment

Mr. Matonti adjourned the meeting at 11:07 a.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Agenda Topics for Joint Collier/Lee MPO Bicycle Pedestrian Advisory Committee

OBJECTIVE: For the committee to discuss agenda items for the scheduled joint committee meeting with Lee MPO Bicycle Pedestrian Coordinating Committee (BPCC).

CONSIDERATIONS: Lee and Collier MPO staff have scheduled a joint meeting at Lee MPO's BPCC regular time and location, 10 a.m., on October 24 at the Collaboratory, 2031 Jackson Street, Fort Myers, FL 33901.

Lee and Collier MPO staff have considered regulatory and legal measures applied to pedestrians, bicyclists, micro-mobility users, and motorists as a potential agenda topic. Brainstorming other topics for the joint meeting is encouraged.

STAFF RECOMMENDATION: That the committee provide input on the agenda for the scheduled joint meeting.

Prepared By: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENT(S):

None.

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8A

Status of 2025 Bicycle & Pedestrian Master Plan (BPMP) Update as presented by Capital Consulting Solutions

OBJECTIVE: For the committee to receive an update on the preliminary schedule for the 2025 BPMP Update by Capital Consulting Solutions.

CONSIDERATIONS: The BPMP is a means of unifying planning efforts to develop a first-class bicycle and pedestrian network throughout Collier County. It is updated every five years and incorporated into the Long Range Transportation Plan (LRTP). Capital Consulting Solutions will provide a presentation to describe the approach and schedule for the forthcoming update.

STAFF RECOMMENDATION: That the committee receive a report on the approach and initial schedule of the BPMP update and to ask questions and provide input.

Prepared By: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENT(S):

None.

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8B

Report on Board Action Supporting Priority Trail Corridor Designation for the Collier to Polk Regional Trail System

OBJECTIVE: For the committee to receive a report on the MPO Board action on Florida Department of Transportation's (FDOT) proposed addition of the Collier to Polk Regional Trail Priority Corridor to the SUN (Shared Use Non-motorized) Trail Network.

CONSIDERATIONS: FDOT proposed an addition of the Collier to Polk Regional Trail to the SUN Trail Network to upgrade existing Opportunity Trail Corridors to Priority Trail Corridors within Collier MPO, Polk and Heartland Regional TPOs. FDOT requested that an action item be placed on the MPO agenda to show the Florida Greenways and Trails Council (FGTC) that the proposal has local support. The FGTC is responsible for recommending priorities for regionally significant trails within the Florida Greenways and Trails System. Shared use pathway projects proposed within the two alignments would become eligible to apply for SUN Trail funding if the FGTC approves the addition to the SUN Trail network map. The MPO Board approved a resolution and letter of support at its September meeting. FDOT will provide a short presentation.

The Collier to Polk Regional Trail incorporates two regional spine trail alignments identified in the MPO's Bicycle and Pedestrian Master Plan: 1) the Paradise Coast Trail alignment proposed by the Naples Pathways Coalition connecting the City of Naples to the MPO's north/south SUN Trail alignment along Livingston Rd and continuing east and north to connect to Ave Maria and Immokalee; and 2) the Marco Island Loop Trail.

STAFF RECOMMENDATION: That the committee receive a report on the Board-approved Resolution and Letter of Support and be provided the opportunity to ask questions.

Prepared By: Sean Kingston, AICP, PMP, Principal Planner

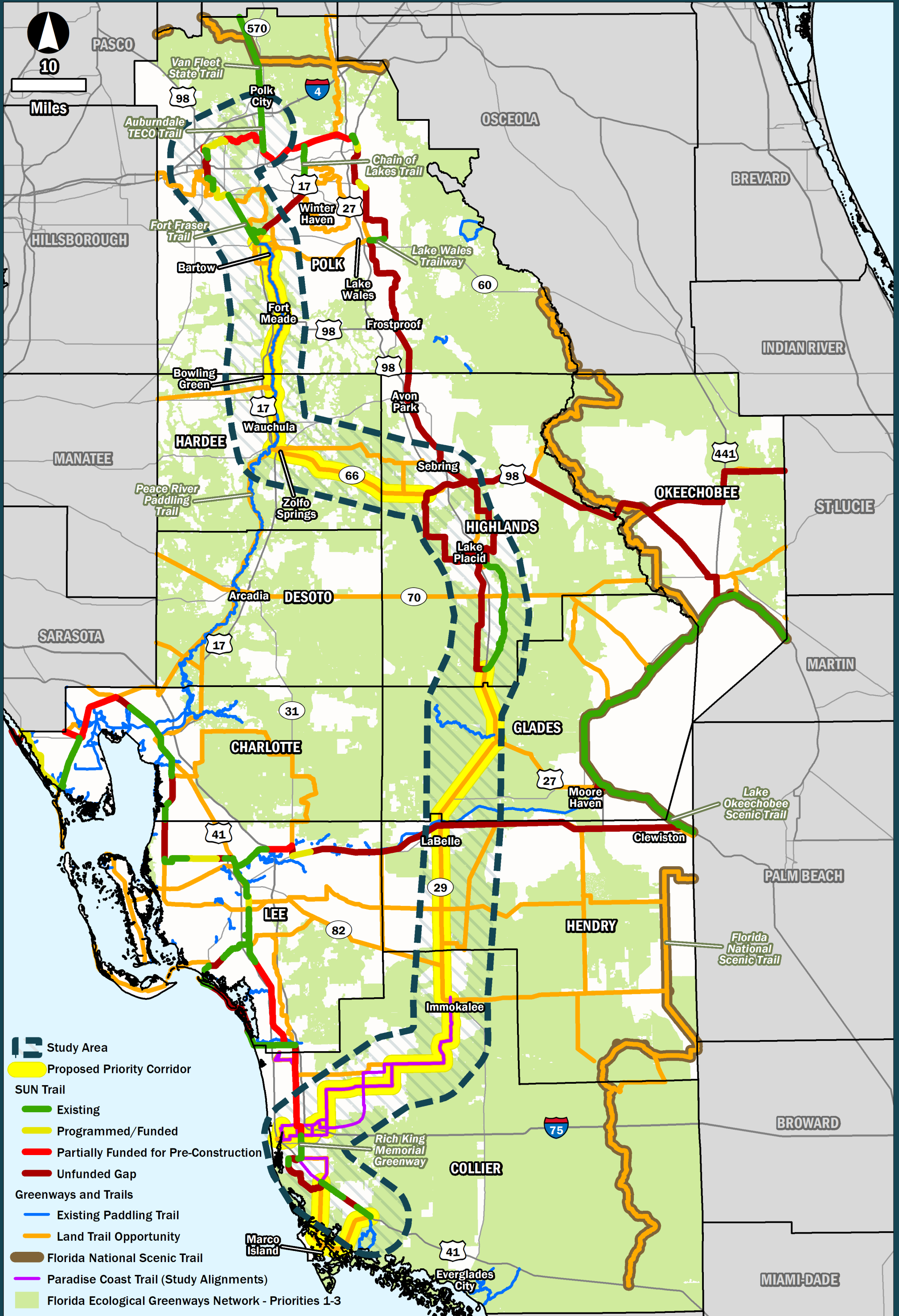
ATTACHMENT(S):

1. Collier to Polk Regional Trail Map-Proposed Priority Corridor
2. MPO Board Resolution 2023-9
3. Letter of Support to Office of Greenways and Trails
4. FDOT Presentation

Collier to Polk Regional Trail

Proposed Priority Corridor

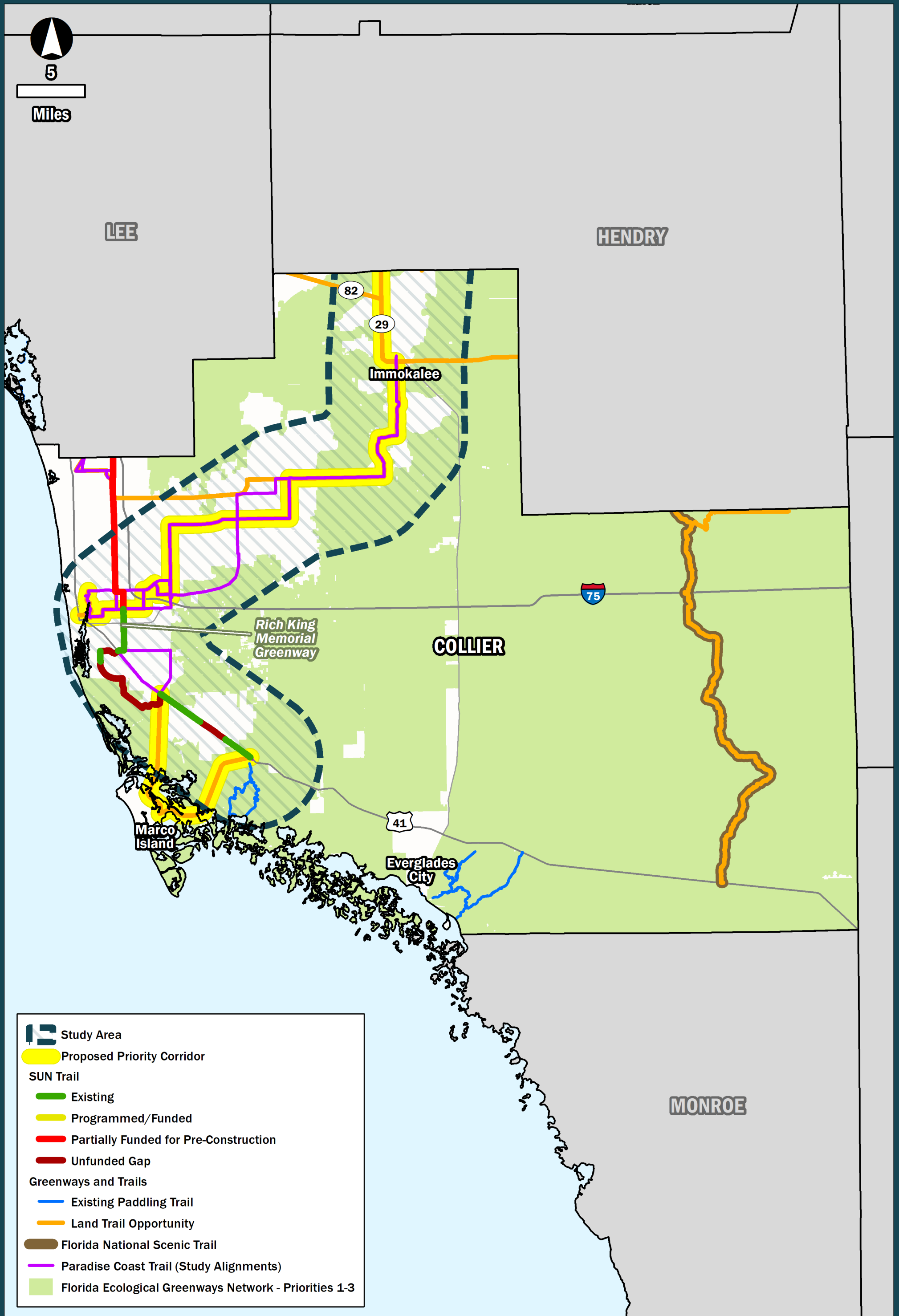
8B Attachment 1
BPAC 9/19/23



This map and its content is based upon available GIS data and is for reference purposes only. Information is subject to change.

Collier to Polk Regional Trail

Proposed Priority Corridor - Collier MPO



This map and its content is based upon available GIS data and is for reference purposes only. Information is subject to change.

MPO RESOLUTION #2023-09

**A RESOLUTION OF THE COLLIER METROPOLITAN
PLANNING ORGANIZATION SUPPORTING THE
PRIORITY TRAIL CORRIDOR DESIGNATION FOR THE
COLLIER TO POLK REGIONAL TRAIL SYSTEM**

WHEREAS, the Collier Metropolitan Planning Organization (the “MPO”), Heartland Regional Transportation Planning Organization (the “Heartland TPO”), and Polk Regional Transportation Planning Organization (the “Polk TPO”) envision the Collier to Polk Regional Trail as a *regionally significant trail* that will connect Collier-Seminole State Park in Collier County to the General James A. Van Fleet State Trail in Polk County; and

WHEREAS, separated multi-use trails like the proposed Collier to Polk Regional Trail provide safe opportunities for active transportation and healthy recreation for residents and visitors of all ages and abilities, and have been demonstrated to positively impact local and regional economies and support nature-based tourism; and

WHEREAS, the Collier to Polk Regional Trail is consistent with and advances existing plans including the Collier MPO Bicycle and Pedestrian Master Plan, Heartland Regional TPO Bicycle and Pedestrian Safety Plan, Polk TPO Multi-Use Trails Master Plan, Florida Greenways and Trails System Plan, and Florida Shared-Use Nonmotorized (“SUN”) Trail Network; and

WHEREAS, Chapter 2023-20, Laws of Florida, passed as Senate Bill 106 during the 2023 Florida Legislative Session, seeks to elevate the Florida Greenways and Trails System by leveraging connections to the Florida Wildlife Corridor, potential Trail Towns, and other important destinations; and

WHEREAS, pursuant to Chapter 2023-20, Laws of Florida, it is the responsibility of the Florida Greenways and Trails Council to: “Recommend priorities for *regionally significant trails* within the Florida Greenways and Trails System for inclusion by the Department of Transportation in the Florida Shared-Use Nonmotorized Trail Network” [§ 260.0142(4)(c), Florida Statutes]; and

WHEREAS, small towns along the Collier to Polk Regional Trail can emerge as Trail Towns and experience the same economic benefits as other Florida communities transformed by multi-use trails, such as Winter Garden along the West Orange Trail, Dunedin along the Pinellas Trail, and Inverness along the Withlacoochee State Trail; and

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:


1. The Collier to Polk Regional Trail is worthy of support by the Florida Greenways and Trails Council as a *regionally significant trail* pursuant to S. 260.0142(4)(c) and that it is beneficial for the Council to upgrade relevant Opportunity Trail Corridor segments to Priority Trail Corridor, as shown in Attachment A, to provide a continuous planned Priority Trail Corridor from Collier County to Polk County

2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's support for designating the Collier to Polk Regional Trail a Priority Trail Corridor.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning Organization Board after majority vote on this 8th day of September 2023.

Attest:

By:



Anne McLaughlin
MPO Executive Director

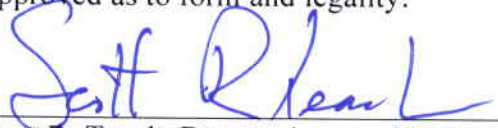
COLLIER METROPOLITAN
PLANNING ORGANIZATION

By:



Councilor Greg Folley
MPO Chair

Approved as to form and legality:



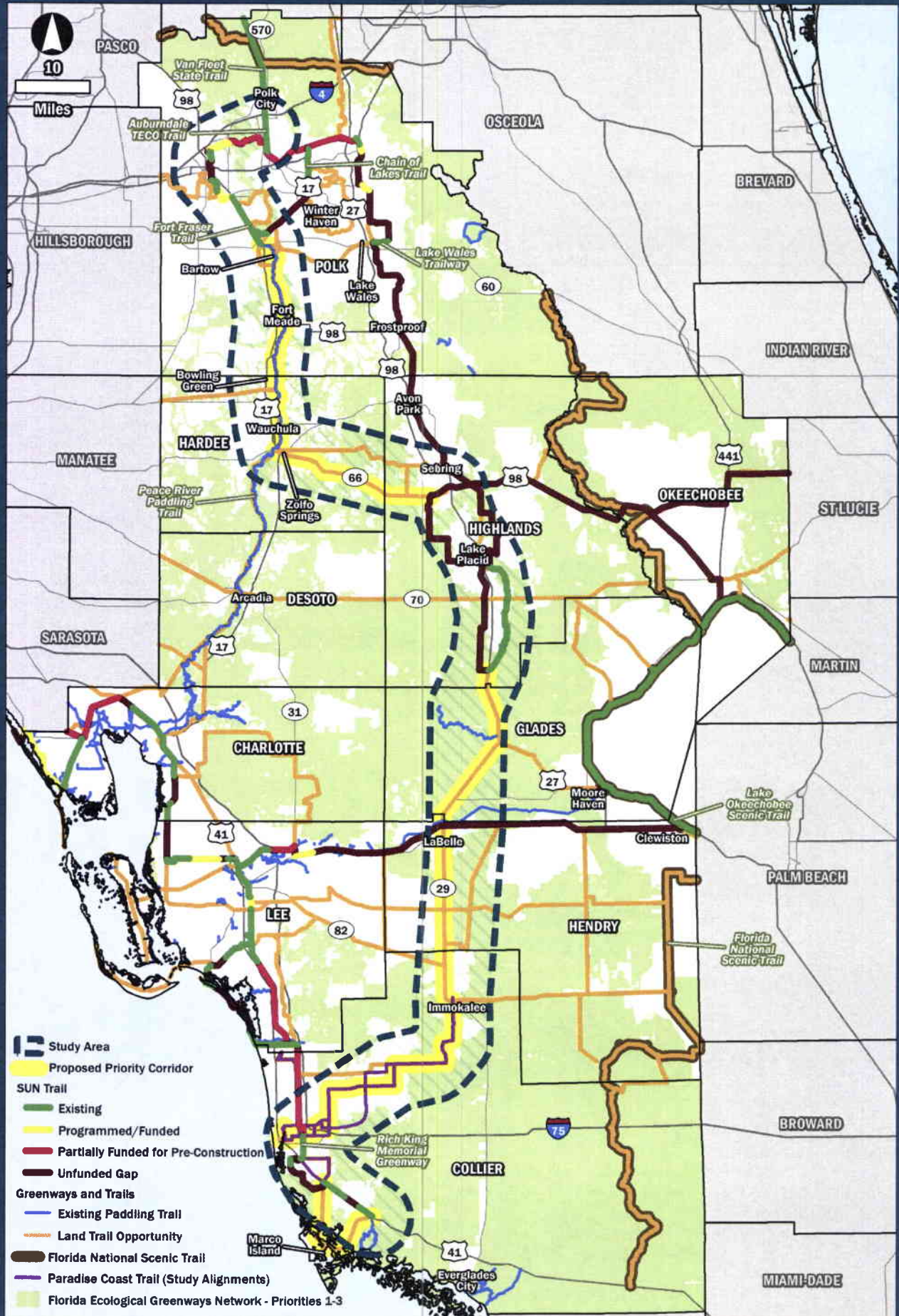
Scott R. Teach, Deputy County Attorney

Collier to Polk Regional Trail

Proposed Priority Corridor



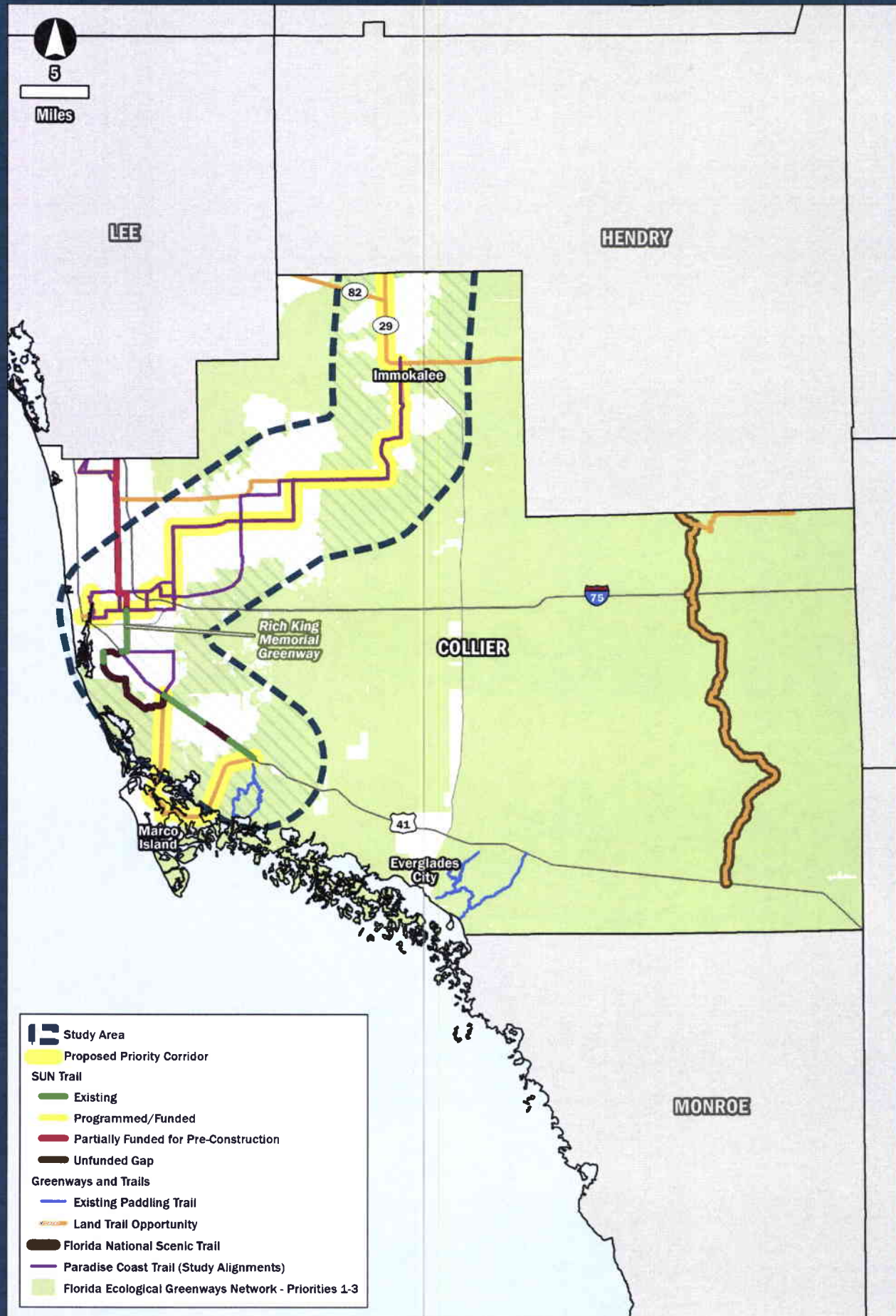
FDOT
DISTRICT ONE



This map and its content is based upon available GIS data and is for reference purposes only. Information is subject to change.

Collier to Polk Regional Trail

Proposed Priority Corridor - Collier MPO



- Study Area
- Proposed Priority Corridor
- SUN Trail**
 - Existing
 - Programmed/Funded
 - Partially Funded for Pre-Construction
 - Unfunded Gap
- Greenways and Trails**
 - Existing Paddling Trail
 - Land Trail Opportunity
 - Florida National Scenic Trail
 - Paradise Coast Trail (Study Alignments)
 - Florida Ecological Greenways Network - Priorities 1-3

This map and its content is based upon available GIS data and is for reference purposes only. Information is subject to change.

CAO



2885 South Horseshoe Drive, Naples, FL 34104 • (239) 252-5814 • collier.mpo@colliercountyfl.gov

September 8, 2023

Samantha Browne, Bureau Chief
Office of Greenways and Trails
Florida Department of Environmental Protection, Division of Recreation and Parks
3800 Commonwealth Blvd, MS 795
Tallahassee, FL 32399-3000

RE: **Collier to Polk Regional Trail – Florida Greenways and Trails Council Requests**

Dear Ms. Browne

The Collier Metropolitan Planning Organization (MPO), in partnership with the Polk Transportation Planning Organization (TPO) and the Heartland Regional TPO, envisions a connected *regionally significant trail system* from Collier County to Polk County. The planned Collier to Polk Regional Trail has the potential to connect the Collier-Seminole State Park (Collier) to the General James A. Van Fleet State Trail (Polk), linking natural areas, wildlife corridors, small towns, and heritage sites along the way.

In support of this vision, our Governing Board voted on September 8, 2023, to request that the Florida Greenways and Trails Council:

- Support the planned Collier to Polk Regional Trail as a priority *regionally significant trail system* pursuant to s. 260.0142(4)(c), Florida Statutes, for inclusion by the Florida Department of Transportation (FDOT) in the Florida Shared-Use Nonmotorized (SUN) Trail Network.
- Upgrade select Opportunity Trail Corridors within the proposed *Collier to Polk Regional Trail* to Priority Trail Corridor.

The attached map provides an overview of the estimated 73-mile Opportunity Trail Corridor segments within Collier County to be upgraded to Priority Trail Corridor. The requested upgrade follows existing Opportunity Trail Corridors that were previously approved by the Florida Greenways and Trails Council based upon input from local and regional agencies. No new corridor alignments are being requested. The Polk TPO and Heartland Regional TPO are making a similar request for their respective planning areas with the collective purpose of forming a continuous planned Priority Trail Corridor to advance this *regionally significant trail system*.

Following approval of these requests by the Council, FDOT will undertake a master planning process for the Collier to Polk Regional Trail consistent with the recently approved Senate Bill 106 [Chapter 2023-20, Laws of Florida] which defines a *regionally significant trail* as one that will:

- Cross multiple counties
- Attract national and international visitors
- Provide opportunity for economic and ecotourism development
- Showcase value of wildlife areas, ecology, and natural resources

- Serve as main corridors for critical links and trail connectedness across Florida

The master planning process will help to define the trail's specific alignment in the context of the broader Priority Trail Corridor. Importantly, this effort will also deliver an implementation plan for eventual construction of this *regionally significant trail*. We appreciate the Florida Greenways and Trails Council's consideration of these requests to advance this important project that will bring wide ranging benefits to the region and state. Please contact [insert name, phone number, and email address for the TPO's contact person] if you require any further information and to inform us when the Council will consider these requests.

Sincerely,



Councilor Greg Folley, Chairman
Collier MPO

CC: Collier MPO Board Members
Katherine Chinault, Project Manager, FDOT

Attachment: Collier to Polk Regional Trail Map

8B Attachment 4
BPAC 9/19/23



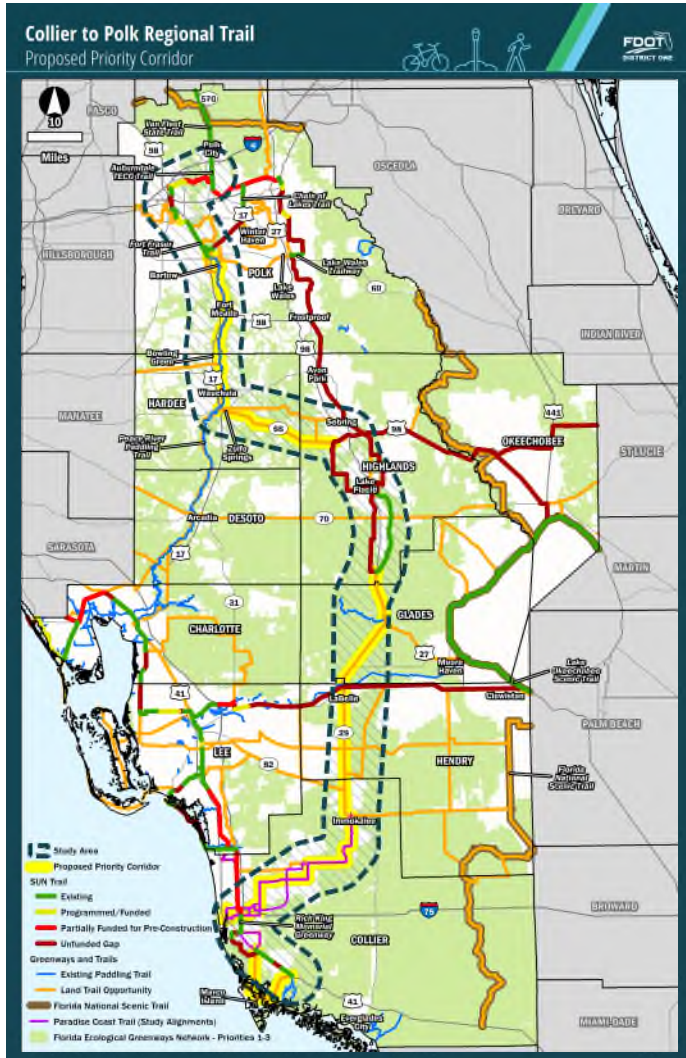
Collier to Polk Regional Trail Corridor

FDOT District One

Upper
Peace River
Legacy Trail



Presentation Purpose



Seeking MPO support
To upgrade existing Opportunity Trail Corridors to Priority Trail Corridors within Polk TPO, Collier MPO, and Heartland Regional TPO



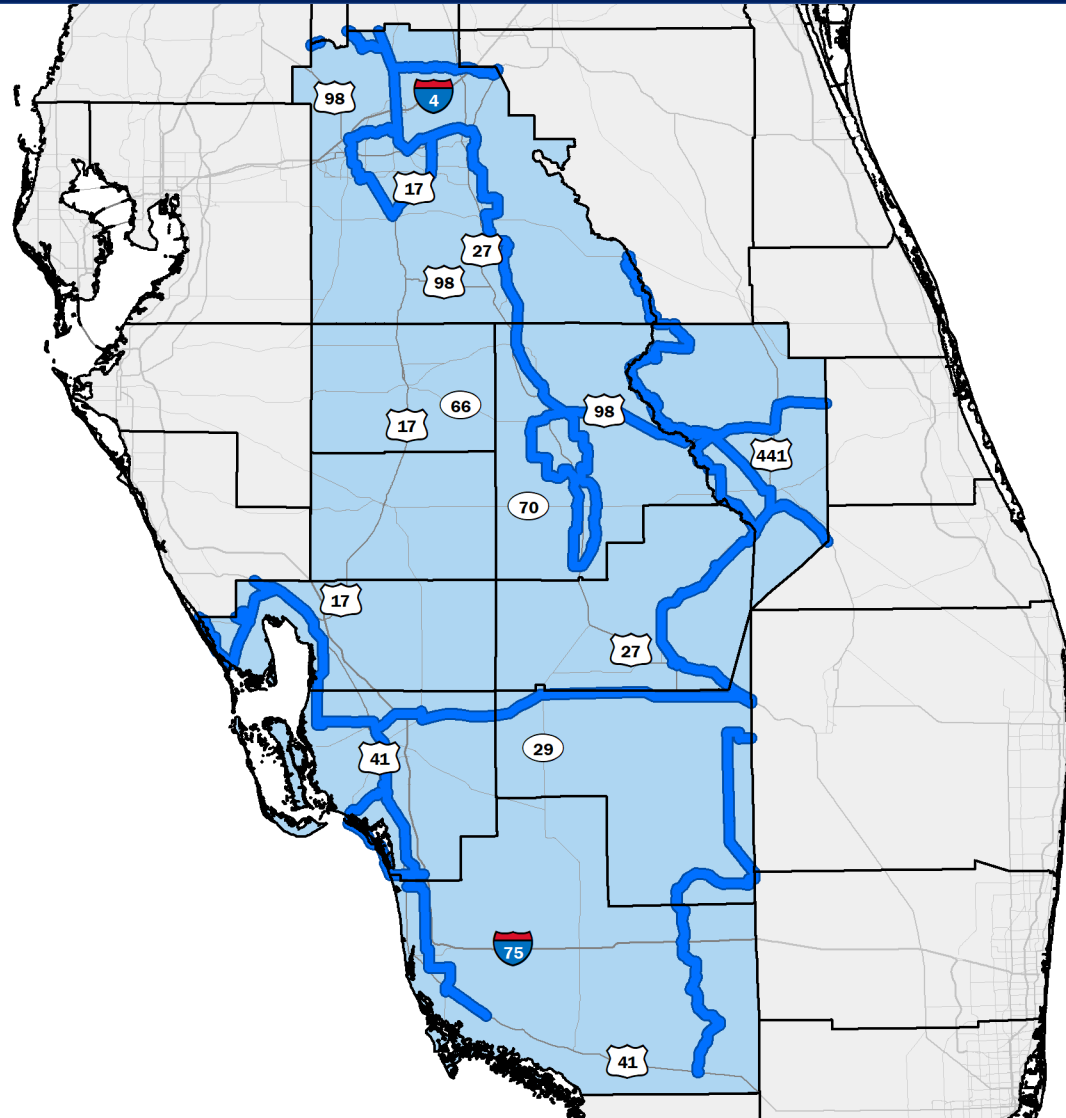
Florida Greenways and Trails Council...

“Recommend priorities for **regionally significant trails** within the Florida Greenways and Trails System for inclusion by the Department of Transportation in the Florida Shared-Use Nonmotorized Trail Network”
s. 260.0142 (4)(c), Florida Statutes

Regionally Significant Trails definition:

- Cross multiple counties
- Attract national and international visitors
- Provide opportunity for economic and ecotourism development
- Showcase value of wildlife areas, ecology, and natural resources
- Serve as main corridors for critical links and trail connectedness across Florida

Current Priority Trail Corridor

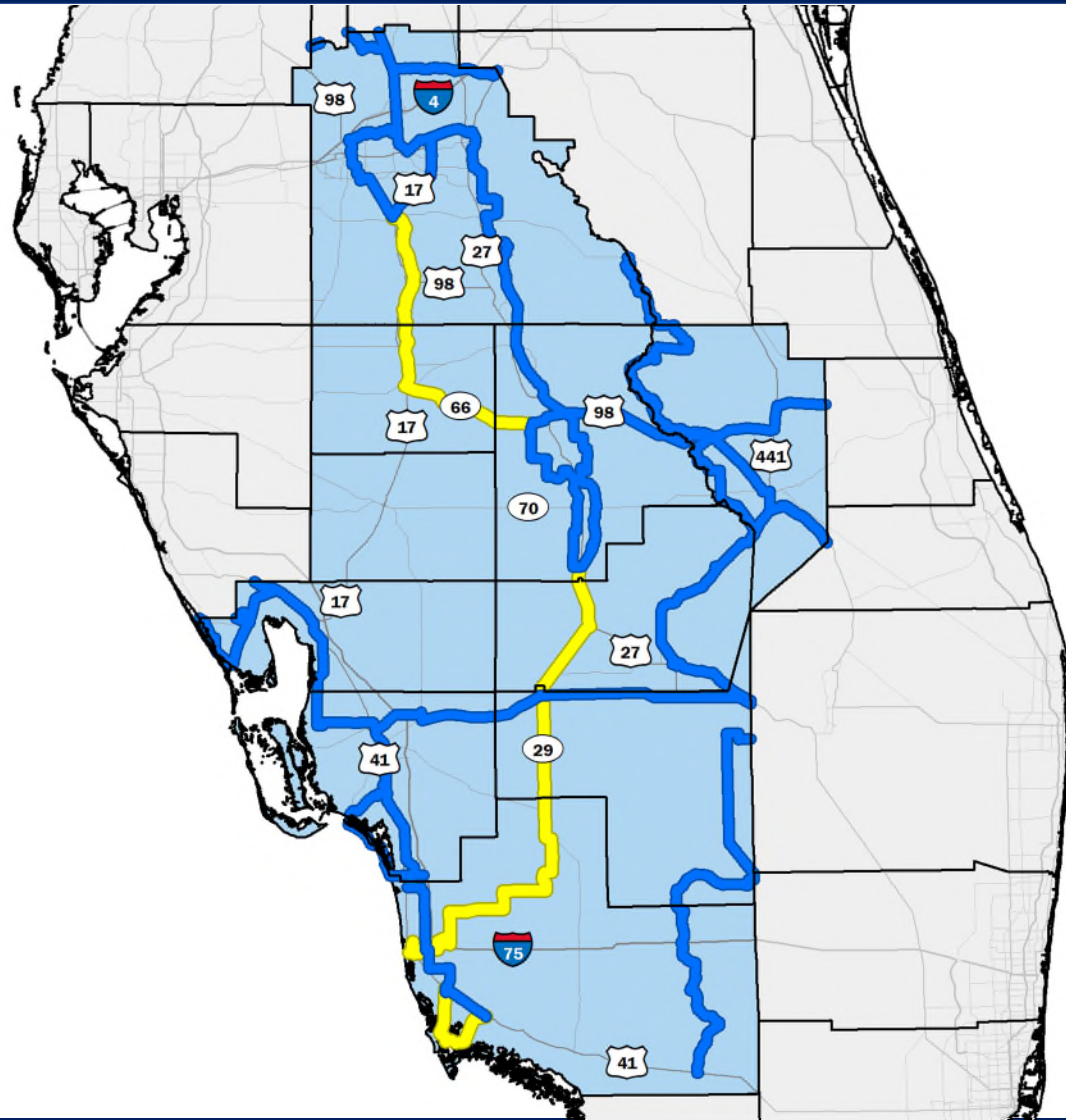


BLUE Corridor

Current Priority Trail Corridors
in Collier to Polk Regional Trail
study area counties

* *Priority Trail Corridor
establishes the line for
SUN Trail Network*

Proposed Priority Trail Corridor

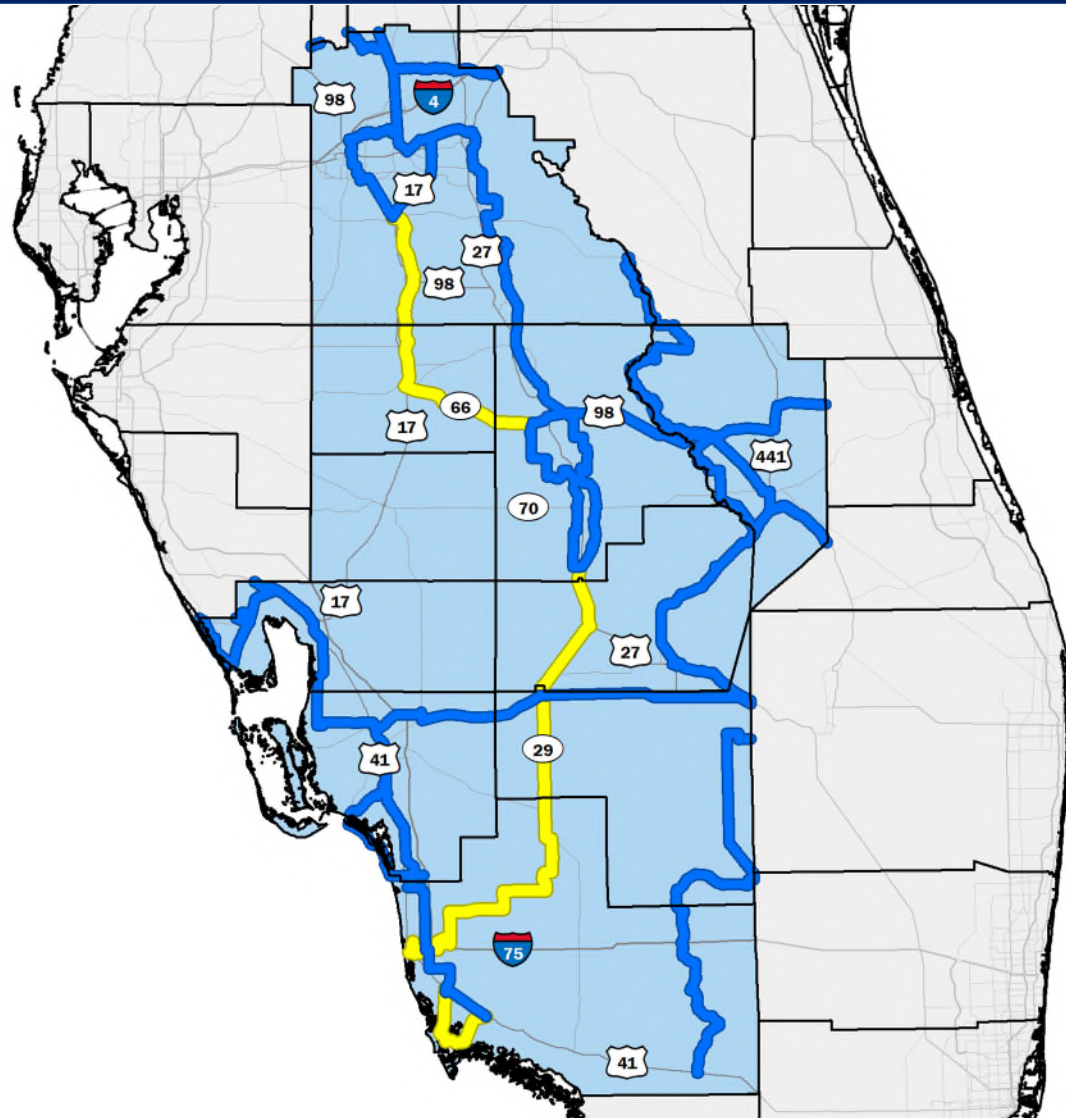


YELLOW Corridor

Existing Opportunity Trail Corridor proposed to be upgraded to Priority Trail Corridor

Once upgraded, will define a continuous Priority Corridor from Collier to Polk

Proposed Priority Trail Corridor

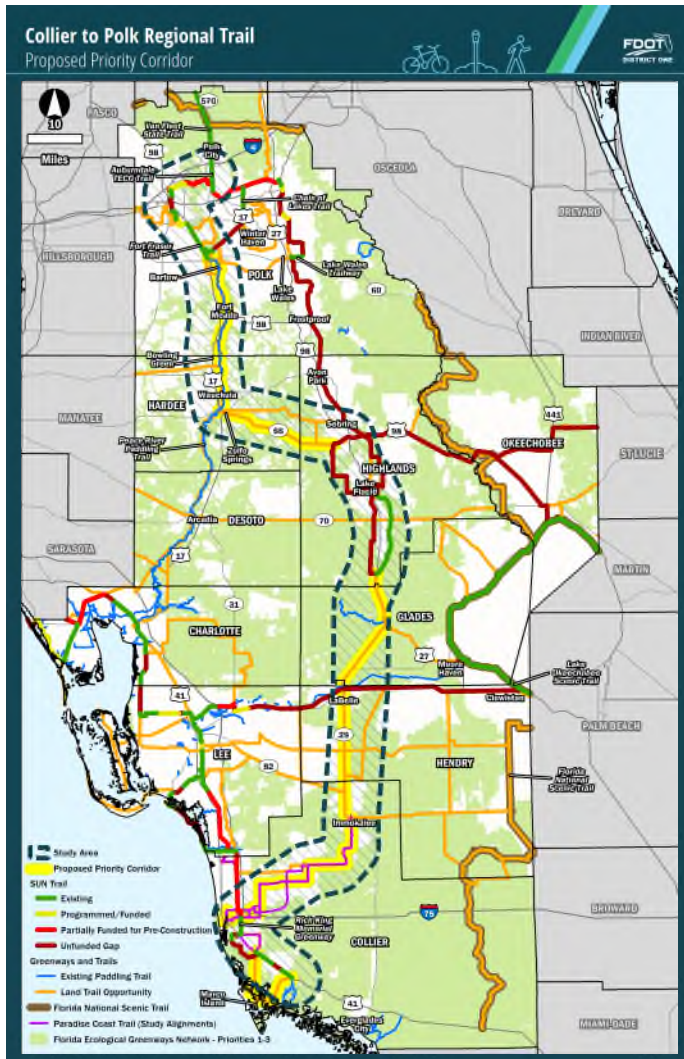


YELLOW Corridor

Proposed Priority Corridor

County	Added Miles
Polk	23.26
Hardee	26.88
Highlands	8.19
Glades	20.65
Hendry	18.49
Collier	72.89
Total	170.36

Intent of Proposed Action



Set the stage for planning and implementing the Collier to Polk Regional Trail Corridor as a *regionally significant trail system*

What Happens Next?

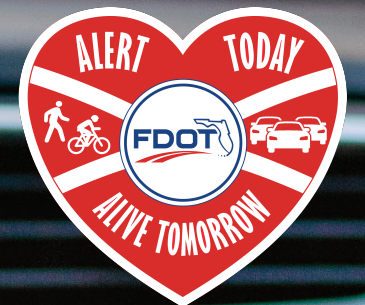


- Complete presentations to MPOs
 - *Collier MPO*
 - *Heartland Regional TPO*
 - *Polk TPO*
- Submit proposed Priority Trail Corridor to FDEP
- Present to Florida Greenways and Trails Council for consideration

SAFETY IS IN YOUR HANDS

Distracted driving was directly responsible for 23,000 deaths and well over a million injuries in the U.S. between 2012 and 2018*. You have a choice every time you get behind the wheel. Plan adequate time to get to your destination. Never use your smartphone or other electronic devices while driving. The choice is yours. Make the safe one.

Always Travel Safely.



*Sourced from National Highway Traffic Safety Administration

Thank You



Baker Park Trail



Fort Fraser Trail



Van Fleet State Trail

Collier to Polk Regional Trail Corridor

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8C

Final Report on the Marco Island Loop Trail Feasibility Study and Conceptual Design

OBJECTIVE: For the committee to receive a report on the MPO Board action regarding the Marco Island Loop Trail Feasibility Study and Conceptual Design and the final report.

CONSIDERATIONS: The proposed Marco Island Loop Trail connects the City of Marco Island's bicycle network to the SUN Trail corridor along US 41 by way of Collier Blvd (SR 951) and San Marco Rd (CR 92). The Marco Island Loop Trail is a component of the MPO's Bicycle and Pedestrian Master Plan - Regional and Spine Trail Network and is shown as a Land Opportunity Corridor on the SUN Trail Network map.

The MPO Board approved Resolution 2023-10 on September 8, 2023, accepting FDOT's Final Report on the Marco Island Loop Trail Feasibility Study and Conceptual Design and directing staff to take the necessary steps to request SUN Trail funding for a Project Development and Environment Study (PD&E).

STAFF RECOMMENDATION: That the committee receive a report on the Board-approved Study and be provided the opportunity to ask questions.

Prepared By: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENT(S):

1. Final Report-Marco Island Loop Trail Feasibility Study and Conceptual Design
2. Resolution 2023-10

Marco Island Loop Trail Feasibility Study and Conceptual Design

Collier County, Florida

Trail Alternatives Evaluation Report August 2023

Prepared for:



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Appendix E – Marco Island Loop Trail Feasibility Study – Concept Plans	

PROJECT CONTEXT

The purpose of this project is to support the Florida Department of Transportation (FDOT) District One, in partnership with the City of Marco Island, Collier County, and Collier Metropolitan Planning Organization (MPO), to evaluate the feasibility of a shared use path (SUP) along State Road (S.R.) 951 (Collier Boulevard) and County Road (C.R.) 92 (San Marco Road). The project will identify viable design concepts for implementation that will complete the Marco Island Loop. The terminology “trail” has been retained in certain instances as previous studies and investigations utilized the term. The MPO’s 2019 Bike-Ped Master Plan identifies the corridor as part of its Shared-Use Nonmotorized (SUN) Trail and Spine Trail Network. It is also identified as a Land Trail Opportunity Trail/Corridor on the Florida Greenways & Trails System and will connect the City of Marco Island Bike Path Master Plan and the Naples Pathways Coalition Paradise Coast Trail Vision. This feasibility study will determine the need for a subsequent PD&E Study based on the potential project effects, right-of-way requirements, and in consideration of the potential use of federal funds for future project phases.

The project includes two study corridors and will generally evaluate the feasibility of a shared use path to be implemented on either side of the roadway. The first corridor is along S.R. 951 from the Judge Jolley Bridge to United States (U.S.) 41. The second corridor is along C.R. 92 from Goodland Road to U.S. 41. Together, these segments will close the pedestrian and bicycle loop connecting the City of Marco Island with U.S. 41. The project location is shown in **Figure 1**.

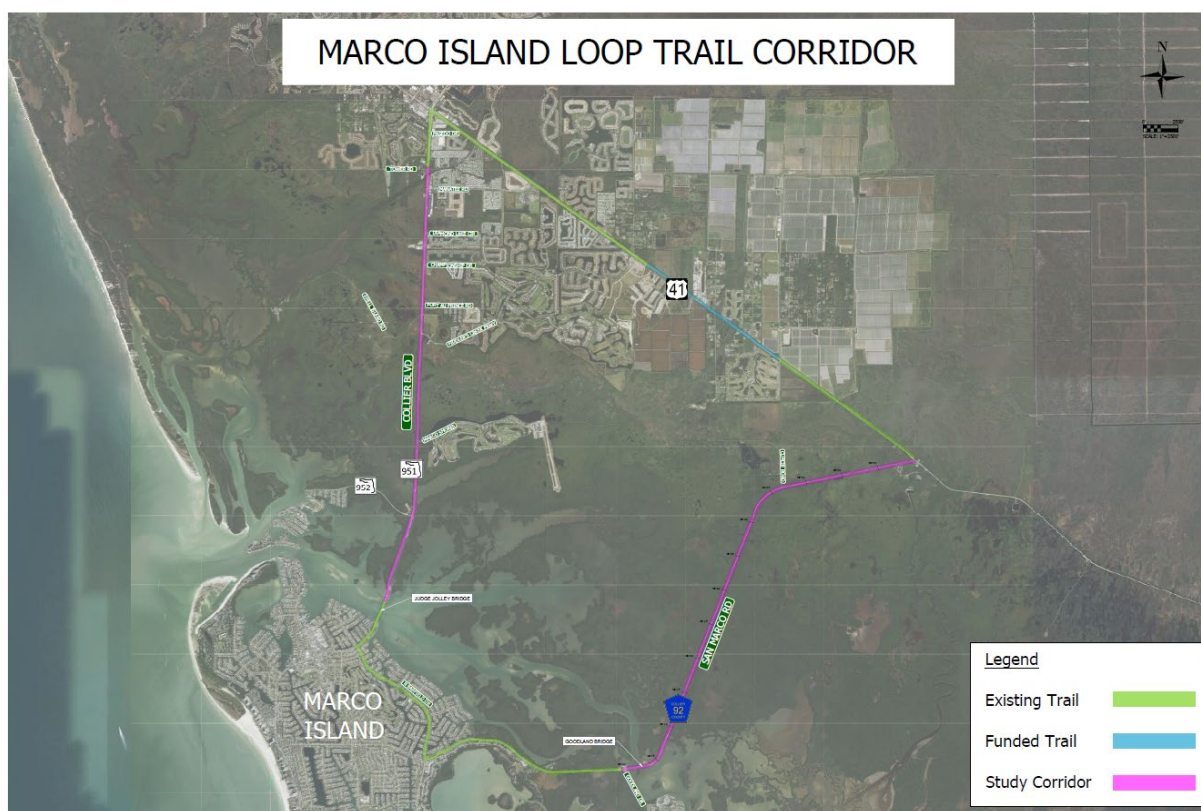


Figure 1: Location Map

Purpose and Need

The purpose of the project is to enhance the regional bicycle and pedestrian network connecting the City of Marco Island to the Shared-Use Nonmotorized (SUN) Trail facility along U.S. 41. Additionally, the project will improve bicycle and pedestrian safety in the study corridors.

The need for the project is based on the following criteria:

Safety:

Improve safety conditions

Safety plays an important role in deciding to utilize a facility. Along S.R. 951, the majority of the study corridor has no sidewalks, so nonmotorized vehicular travel must utilize the shoulder or share the travel lanes where the posted speed ranges from 35 MPH to 55 MPH. Along C.R. 92, the roadway has no sidewalks or paved shoulders along a roadway posted at 55 MPH. Research has shown that dedicated, protected bike infrastructure (such as off-street trails, buffered bike lanes, and cycle tracks) offers users

safety from cars through separation in the right-of-way. (Fiol et al., February 2022, <https://www.urban.org/urban-wire/why-us-cities-are-investing-safer-more-connected-cycling-infrastructure>).

System linkage:

Improve bicycle and pedestrian connectivity

The proposed project aligns with the goals of the City of Marco Island and Collier County to “provide a safe comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment” (Collier MPO Bicycle/Pedestrian Master Plan’s Vision). The project would create a connected multimodal transportation system that links the existing network in the City of Marco Island to the statewide SUN Trail network along U.S. 41.

Social and economic demand:

Enhance mobility choices and provide social benefits through outdoor recreation

The Florida Department of Environmental Protection (FDEP) Division of Recreation and Parks oversees the Florida Greenways and Trails System (FGTS). Studies demonstrate that outdoor recreation delivers personal and social benefits on which healthy, happy communities thrive (FGTS Plan 2019-2023). These study corridors have been identified as a Land Trail Opportunity Trail/Corridor in the plan. Shared use path benefits identified in the plan include economic development, opportunities to support active lifestyles and improve overall health, and increased transportation choices.

FDOT District One will continue to coordinate with the City of Marco Island and Collier MPO to ensure that the project promotes consistency with local government comprehensive and transportation plans.

Planning Process

This document represents the culmination of a twelve-month planning effort which included research and analysis, field work, stakeholder input, and public outreach. The project was organized into the following five tasks:

- Task 1: Project Start Up
- Task 2: Research and Analysis / Existing Conditions
- Task 3: Alternative Assessment

- Task 4: Development of Draft Trail Alternatives Evaluation Report
- Task 5: Final Trail Alternatives Evaluation Report

An Existing Conditions Report was developed for Task 2 and is provided in **Appendix A**. As part of the planning process, the public engagement consisted of two main components:

- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire

These components are discussed in later sections.

FEASIBLE ALTERNATIVES

Through the process of the Feasibility Study, the different alternatives and uses took into consideration compatibility with planning efforts for the state, county, and local levels while meeting current design standards. Throughout the existing conditions assessment and stakeholder and public engagement, several alternatives were evaluated for the multimodal improvements along S.R. 951 and C.R. 92. Feasible alternatives were identified based on their consistency with the project purpose and need, as well as the roadway characteristics, operational conditions, safety concerns, and physical constraints documented in the Existing Conditions Report. These factors, as well as input from project stakeholders, provide the baseline from which potential alternatives were considered.

This section will briefly outline each of the evaluated alternatives that will move forward for consideration, in addition to other considerations. A preferred alternative will not be selected as part of this Feasibility Study. However, should the project move forward into a Project Development and Environment (PD&E) Phase, all alternatives should be further assessed utilizing more refined data, and a preferred alternative should be selected.

Corridor Segments

The two corridors within the study, S.R. 951 (Collier Boulevard) and C.R. 92 (San Marco Road), are unique and differ in physical characteristics and right-of-way availability. While S.R. 951 is a four-lane divided highway with a raised, curbed median and outside flush shoulders, C.R. 92 is an undivided, two-lane roadway with no paved outside shoulders. Current zoning and future land use designations within the study corridors are primarily conservation lands and residential for S.R. 951 and conservation lands for C.R. 92.

Based on physical conditions, adjacent land use, and available right-of-way along the length of S.R. 951, the corridor has been separated into four segments that are further discussed in the Alternative Analysis section:

Segment 1 – Judge Jolley Bridge to Capri Boulevard

Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

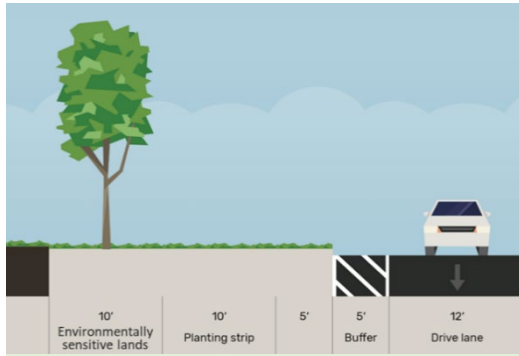
Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

C.R. 92 will be analyzed as a whole corridor.

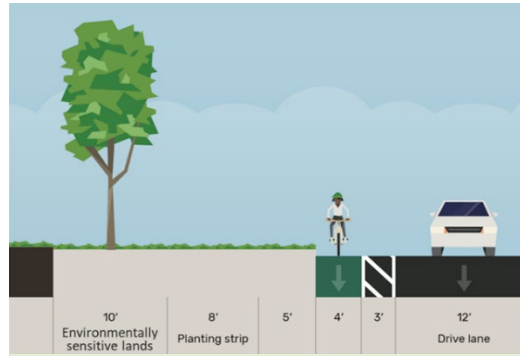
S.R. 951 (Collier Boulevard) – Shared Use Path Design Alternatives

Multiple design concepts were developed and presented to the public through an online survey. Each concept provided varying approaches to the different modes of transportation that meet current design standards, providing facilities for pedestrians and bicyclists while minimizing impacts to environmentally sensitive lands. The following alternatives are graphically depicted in the following figures.

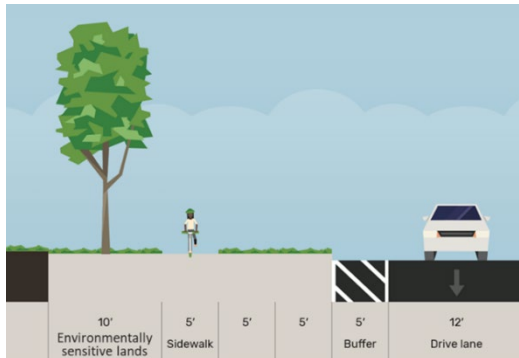
- 1) No Build – Bicyclists are accommodated on existing 5'-paved shoulders and no facilities are provided for pedestrians.
- 2) 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and no facilities are provided for pedestrians.
- 3) 5' Sidewalk – Bicyclists are accommodated on existing 5'-paved shoulders and a 5' sidewalk, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians.
- 4) 10' SUP – Bicyclists are accommodated on existing paved shoulders and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 5) 10' SUP and 7' Buffered Bike Lane – Bicyclists are accommodated on a widened shoulder with a 7' buffered bike lane, and a 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.
- 6) 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. No facilities are provided for pedestrians.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – Bicyclists are accommodated on a 7' buffered bike lane created by reducing the travel lane widths to 11'. A 10' SUP, offset 5' from the shoulder point (15' from the edge of travel lane), is provided for pedestrians and bicyclists.



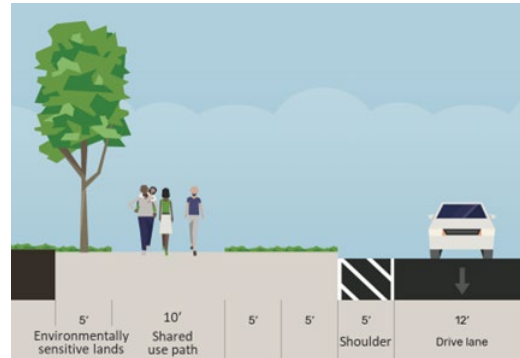
Alternative 1



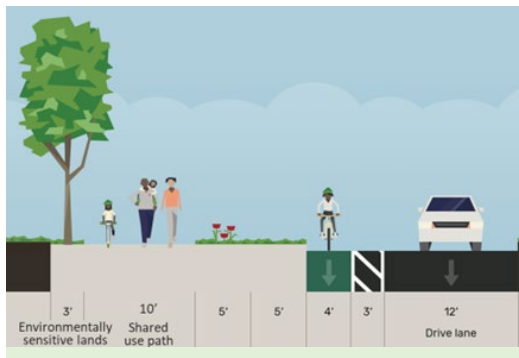
Alternative 2



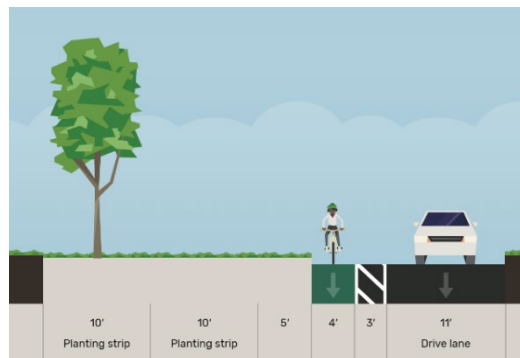
Alternative 3



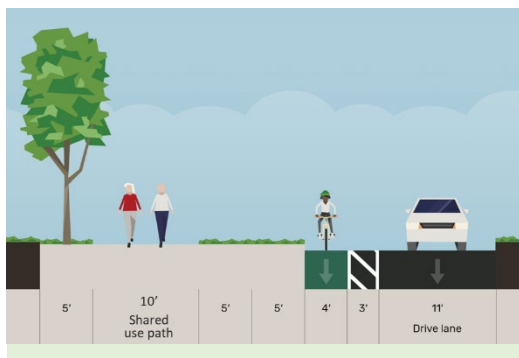
Alternative 4



Alternative 5



Alternative 6



Alternative 7

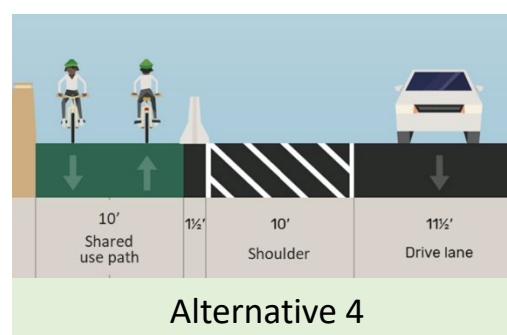
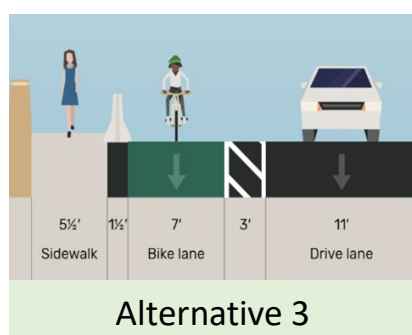
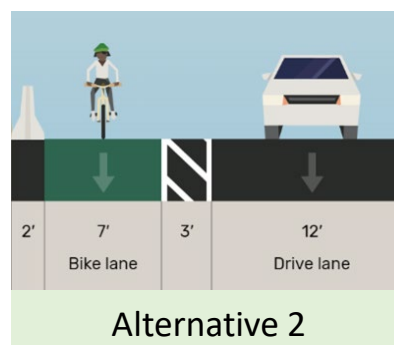
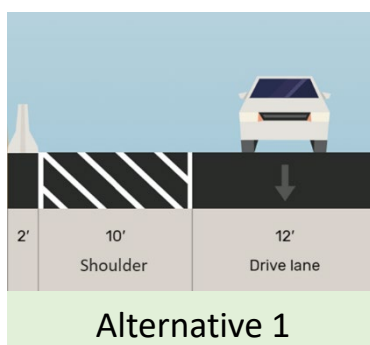
Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

S.R. 951 (Collier Boulevard) – Bridge Alternatives

S.R. 951 Bridge over Mcllvane Bay and S.R. 951 Bridge over Mcllvane Creek

Located between Capri Boulevard and Marco Shores/Mainsail Drive, these bridges have a clear roadway width of 90'. Four alternatives were created for these bridges:

- 1) No Build – Bicyclists are accommodated on existing 10' bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Buffered Bike Lane – Bicyclists are accommodated on a designated 7' buffered bike lane and no facilities are provided for pedestrians.
- 3) Barrier Separated Sidewalk – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated sidewalk is provided for pedestrians. The median would be reconstructed on the bridge deck and reduced in width.
- 4) Barrier Separated SUP – Bicyclists are accommodated on a designated 7' buffered bike lane and a barrier separated SUP is provided for pedestrians and bicyclists. The median would be reconstructed on the bridge deck and reduced in width.

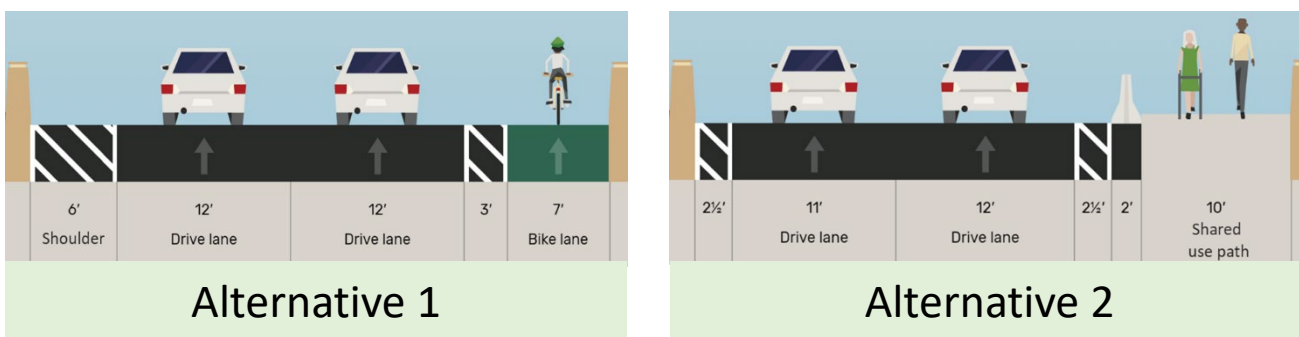


Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

NB and SB S.R. 951 over Henderson Creek

Located between Fiddlers Creek Parkway and Henderson Creek Drive, this structure consists of twin bridges having a clear roadway width of 40'. Two alternatives were created for these bridges.

- 1) No Build – Bicyclists are accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated SUP – A barrier separated SUP is provided for pedestrians and bicyclists. Access to and from the SUP would be provided prior to the bridge.



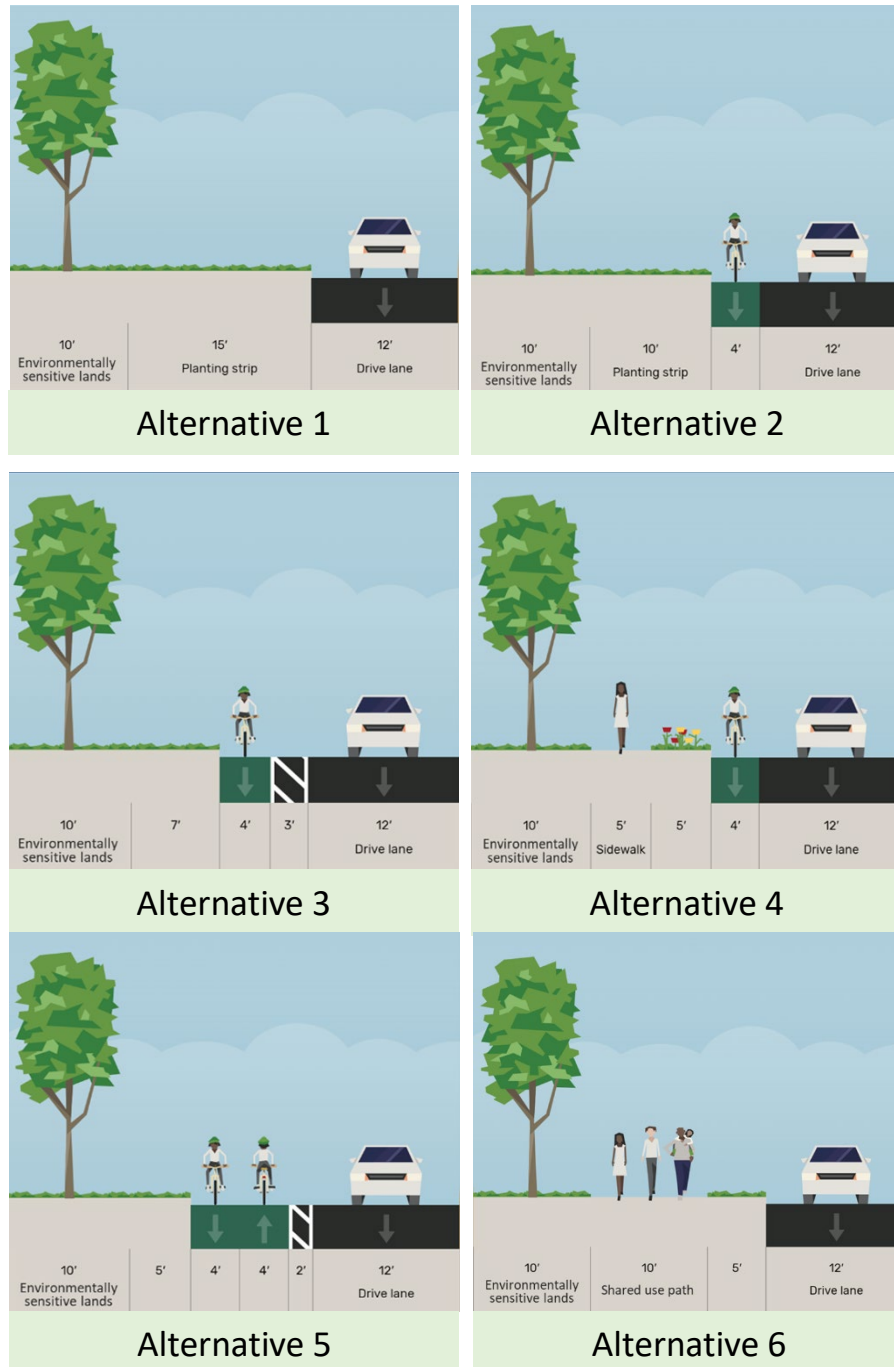
Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

C.R. 92 (San Marco Road) – Shared Use Path Design Alternatives

Six alternatives were developed for C.R. 92. These alternatives would be constructed on the West side of the roadway just in front of the existing power poles.

- 1) No Build – Bicyclists utilize the existing travel lanes, and no facilities are provided for pedestrians.
- 2) Paved Shoulder Bike Lanes – A 4' paved shoulder would be constructed abutting the travel lanes and no facilities are provided for pedestrians.
- 3) 7' Buffered Bike Lane – Bicyclists are accommodated on a newly constructed 7' buffered bike lane and no facilities are provided for pedestrians.
- 4) Paved Shoulder Bike Lanes and Sidewalk – A 4' paved shoulder would be constructed abutting the travel lanes and a 5' sidewalk, offset 5' from the edge of travel lane is provided for pedestrians.

- 5) **Adjacent Asphalt Path** – A 10' paved path would be constructed abutting the westbound travel lane providing a 2' buffer and 8' path. A similar treatment was constructed by Collier County in 2021 along Goodland Drive.
- 6) **10' SUP** – Bicyclists utilize the existing travel lanes, and a 10' SUP, offset 5' from the edge of travel lane, is provided for pedestrians and bicyclists.



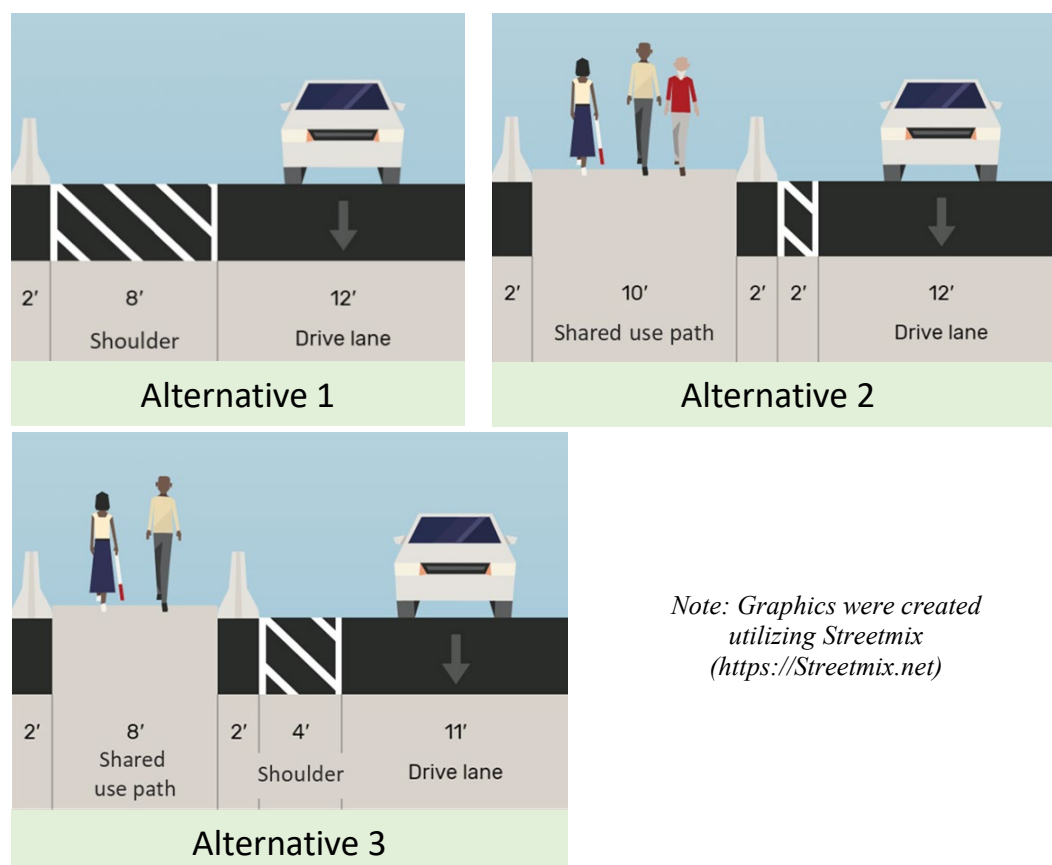
Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

C.R. 92 (San Marco Road) – Bridge Alternatives

C.R. 92 over Drainage Canal (Bridge No. 034128)

This bridge has a clear roadway width of 40'. Three alternatives were created for this bridge:

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 8'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 2'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 4' outside shoulders.



Note: Graphics were created utilizing Streetmix (<https://Streetmix.net>)

Goodland Bridge

This bridge has a clear roadway width of 42'. The three previous alternatives were utilized for this bridge with the additional width applied to the outside shoulders.

- 1) No Build – Bicyclists utilize the existing travel lanes prior to the bridge where they can be accommodated on existing 10'-bridge deck shoulders and no facilities are provided for pedestrians.
- 2) Barrier Separated 10' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 12' lanes with 4'-outside shoulders.
- 3) Barrier Separated 8' SUP – A barrier separated SUP is provided for pedestrians and bicyclists. The remaining bridge deck width would accommodate two 11' lanes with 6'-outside shoulders.

Public Engagement

Since 1994, when the Collier Metropolitan Planning Organization (MPO) developed its first Comprehensive Pathways Plan, Collier County and the individual jurisdictions in Collier County in conjunction with the MPO have strived to “develop a first-class bicycle and pedestrian network throughout Collier County.” The MPO’s Plan was updated in 2006, 2012, and 2019 and supplemented with a Bicycle and Pedestrian Safety Study in 2013. Each of these updates included a public outreach component and was used to help develop the public engagement and online survey for this project.

For this study, the public engagement consisted of two main components:

- Pop-up Events:
 - Jerry Adams Chili Cook-Off - November 12, 2022
 - Marco Island Farmers Market - December 7, 2022
- Online Questionnaire - November 11, 2022 to January 16, 2023

The online questionnaire received 230 responses through the website and an additional 34 responses were completed at the Farmers Market. At the events, post card handouts were distributed which provided a brief project description, project location map, and project website. Following the first event at the Jerry Adams Chili Cook-Off, email notifications were sent to the City of Marco Island Chambers of Commerce, City of Marco

Island, Collier Area Transit, adjacent Home Owner Associations within the study area, and local schools providing project information and the survey link.

The survey questions were a combination of multiple choice and short answer questions. Some of the multiple-choice questions allowed for a non-prescribed answer. In general, most respondents answered all of the multiple-choice questions and about half provided responses to the short answer questions.

Survey Results – General background

Almost 75% of the survey participants identified that they frequently (2-7 days per week) walk and almost 2 out of 3 participants frequently bike. Participants identified pleasure and exercise as the top two reasons for walking and biking. The top three responses for considerations impacting one's decision to walk and bike were safety, volume of vehicular traffic and speed of vehicular traffic.

Survey Results – Desirable Multimodal Improvements

When participants were asked about their preferred multimodal improvements for the corridors, the following received the highest percentage of responses:

- S.R. 951 – 10' SUP (Alternative 4) and 10' SUP and 7' Buffered Bike Lane (Alternative 5)
- S.R. 951 Bridges – Barrier Separated Sidewalk (Alternative 3) and Barrier Separated SUP (Alternative 4)
- C.R. 92 – Paved Shoulder Bike Lanes and Sidewalk (Alternative 4), Adjacent Asphalt Path (Alternative 5), and 10' SUP (Alternative 6)
- C.R. 92 Bridge – Barrier Separated 10' SUP (Alternative 2) and Barrier Separated 8' SUP (Alternative 3)

Survey Results – Qualitative Responses

Survey participants were asked to identify any opportunities, challenges, and desired features or trail elements. Below are the top responses for each:

- Opportunities – Safety and separated facilities
- Challenges – Right-of-way, land availability, and environmental constraints; cost; safety; and separated vehicle facilities

- Trail elements and features – More space/wider path, separated vehicle facilities, amenities such as shade, benches, water fountains, restrooms etc.

A detailed summary of the public engagement can be found in **Appendix B**.

Speed Management

Speed management is a critical element of the Safe System Approach, which is a guiding paradigm adopted by the U.S. DOT to address roadway safety. Studies clearly show that higher speeds result in greater impact at the time of a crash, which leads to more severe injuries and fatalities. This is especially concerning for more vulnerable road users, such as motorcyclists, bicyclists, and pedestrians. To support efforts in speed management, Federal Highway Administration (FHWA), through its Proven Safety Countermeasure Initiatives program, promotes the implementation of several proven speed management countermeasures including variable speed limit systems, speed safety cameras, and setting appropriate speed limits for all road users. FDOT further identifies speed management techniques in chapter 202 of the FDOT Design Manual (FDM). From Table 202.3.1 Strategies to Achieve Desired Operating Speed, for context classifications C3R and C3C, the following strategies are appropriate for a target speed of 40-45 mph: Roundabout, Lane Narrowing, Horizontal Deflection, Speed Feedback Signs, Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons.

Utilities

Utility Coordination

The preliminary utility coordination and investigation effort was conducted through written and verbal communications with the existing utility owners. A Sunshine State 811 of the Florida Design Ticket System listing of existing utility owners was acquired on February 15, 2023. (Appendix A).

Initially, verbal and written communication was made to all utility's owners outlining the investigation effort along with the project limits. The list of Utility Agency Owners (UAO) known to operate utilities within the project corridor is shown in **Table 1**.

Table 1: Utility Contact Information

UTILITY AGENCY	UTILITY CONTACT NAME	UTILITY CONTACT PHONE	UTILITY CONTACT EMAIL
COLLIER COUNTY TRAFFIC OPERATIONS	PAM WILSON	239-252-8260	pamela.wilson@colliercountyfl.gov
COLLIER COUNTY BCC ROAD MAINTENANCE	JOHN FURLONG	239-252-8924 Ext: 2782	john.furlong@colliercountyfl.gov
MARCO ISLAND UTILITIES	MICHAEL EHLEN	239-389-5186	mehlen@cityofmarcoisland.com
CENTURYLINK	BILL MC CLOUD	850-599-1444	william.mccloud@lumen.com
COLLIER COUNTY STAKE & LOCATES	STEPHEN SARABIA	239-252-5924	Stephen.Sarabia@colliercountyfl.gov
COMCAST	CHAD EVENER	941-356-1564	chad_evener@cable.comcast.com
FLORIDA POWER & LIGHT	JOEL BRAY	386-586-6403	joel.bray@fpl.com
HOTWIRE COMMUNICATIONS	WALTER DAVILA	954-699-0900	walter.sancho-davila@hotwirecommunication.com
LEE COUNTY ELECTRIC CO-OP	TOM BAILEY	239-656-2414	tom.bailey@lcec.net
CROWN CASTLE NG	FIBERDIG TEAM	888-632-0931 Ext: 2	fiber.dig@crowncastle.com
SUMMIT BROADBAND	MICHELLE DANIEL	407-996-1183	
TECO PEOPLES GAS- FT MYERS	JOAN DOMNING	JOAN DOMNING	joan.domning@tecoenergy.com
CENTURYLINK (LUMENS)	NETWORK RELATIONS	877-366-8344 Ext: 2	relocations@lumen.com

For the report’s preparation, utility owners were provided aerials depicting the project limits along S.R. 951 and C.R. 92. Using these aerial plans as a base map, each utility owner was asked to indicate their existing and proposed utilities as well as any easements that may affect their reimbursement rights for potential relocations of their facilities. In response, most utility owners replied via written communications. The utility owners provided the requested information concerning their facilities using either the utility plans or reference documentation (i.e., “As Built” or GIS maps). “Marked” Plans or reference documentation received from the Utility Agency Owners is outlined below.

Existing Utility Facilities Description

Responses from the UAOs are provided in **Appendix C**.

Collier County Traffic Operations – No response.

Collier County BCC Road Maintenance – No response.

Marco Islands Utilities – No response.

Centurylink – No response.

Collier County Stakes and Locates (Water/Sewer)

For the S.R. 951 corridor, a 12" PVC water main on the north side of Capri Boulevard intersects S.R. 951. The water main is located along the west side of S.R. 951 for approximately 400' before crossing to the median of S.R. 951. The water main continues in the location until Marco Shores, where it shifts to the east side of the corridor.

At Port Au Prince Road, a 10" PVC water main joins the 12" PVC water main on the east side. Also, a 4" PVC sewer main on the north side of Port Au Prince Road intersects an 8" DIP sewer main along the east side of the corridor. The two water mains and sewer main continue north on the east side of the corridor to Manatee Road.

At Manatee Road, a 10" AC water main, 20" PVC water main and 16" PVC water main intersect the two water mains from the south. A 20" PVC water main continues north on the east side of the corridor. A 10" PVC sewer main intersects the 12" PVC sewer main. The 12" PVC sewer main continues north on the east side of the corridor.

At the bridge, just north of Riverwood Road, the 20" PVC water main switches to a 20" DP water main. The water main and sewer main continue north to the intersection of U.S.41. Connections to the water mains are located at the following side roads:

- Marco Shores
- Fiddlers Creek Parkway
- Port Au Prince Road
- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive
- Eagle Creek Drive

Connections to the sewer main are located at the following side roads:

- Port Au Prince Road
- Championship Drive
- Diamond Lake Circle
- Manatee Road
- Tower Road
- Henderson Creek Drive

For the C.R. 92 corridor, a 6” PVC sewer main is located on the east side of C.R. 92 from the U.S. 41 intersection for approximately 1,000’ south, where it ties to a private sewer main for the Collier-Seminole State Park. An 8” water main owned by Collier-Seminole State Park is located on the west side of C.R. 92 from the U.S. 41 intersection for approximately 1,050’ south before crossing C.R. 92 and entering Collier-Seminole State Park.

Comcast – No response.

Florida Power and Light – No response.

Hotwire Communications

No facilities email received February 17, 2023, from Walter Sancho-Davila.

Lee County Electric Co-op

Along S.R. 951, from Judge Jolly bridge to U.S. 41, there is a transmission line on the west side of the corridor.

Along C.R. 92, south of Goodland Dr, there are primary and secondary overhead facilities on the west side of C.R. 92. Along Goodland Drive, there is a primary overhead facility along the south side, crossing C.R. 92 to connect the facilities on the west side of C.R. 92.

Along C.R. 92, at the bridge, the primary facility is underground. After the bridge, the primary underground facility crosses C.R. 92 to the east side of the road. The facility then becomes a primary overhead facility. The overhead facility crosses back to the west side of C.R. 92.

From north of the bridge to U.S. 41, the primary overhead facility is on the west side of the corridor. Near the intersection of U.S. 41, primary and secondary overhead facilities cross C.R. 92 to the east side to provide power to the Collier-

Seminole State Park campsites. At the intersection, a primary overhead facility connects to the businesses in the southeast quadrant of the intersection.

Crown Castle NG

There are no facilities along S.R. 951 or C.R. 92. There are underground conduits along U.S. 41 at the intersections with S.R. 951 and C.R. 92.

Summit Broadband – No response.

TECO Peoples Gas – Ft. Myers – No response.

Centurylink (Lumens)

Along S.R. 951, from Capri Boulevard to Championship Drive, there is an underground fiber route along the west side of the corridor. Between Championship Drive and U.S. 41, the underground fiber route is along the east side of the corridor. There are crossings at side roads along the corridor.

Along C.R. 92, from Goodland Drive to north of the bridge, there are underground local copper and fiber routes on the east side of the corridor. From north of the bridge to U.S. 41, there is an underground fiber route along the west side of the corridor. Between Curcie Road and U.S. 41, there is an underground local copper route along the east side of the roadway. The copper route crosses C.R. 92 and connects to Collier-Seminole State Park.

Trail Amenities

Essential for the success of the two trail segments, S.R. 951 and C.R. 92, both as stand-alone facilities and as part of the overall Marco Island loop, will be providing a safe, comfortable, and accessible environment. Both the segments would provide recreational opportunities as well as access to parks and recreational facilities. The S.R. 951 segment will also likely be used for access to jobs, shops, and services that encourages people to use the trail for work commutes, recreation, and social interaction. Some of the trail design elements that should be considered during evaluation of the design concepts include the following:

Trailheads

The development of trails should include consideration for trailheads. Fortunately, there are several opportunities along the trail alignments that have the potential to serve

as trailheads: The Isle of Capri Paddlecraft Park is adjacent to S.R. 951 on the northwest corner of S.R. 951 and Capri Boulevard. This park includes parking, picnic pavilions, and restrooms. It also has a 6' concrete walkway leading to the northeast side of S.R. 951. Margood Harbor Park is located about a mile south of C.R. 92, west of the Goodland Bridge off Goodland Drive. Park amenities include parking, picnic areas, and restrooms. Access to the park would be along Goodland Drive and Pear Tree Avenue.

If these parks are to serve as trailheads, consideration should be given to providing trail-user specific enhancements. These would include bike parking, repair stations, trail maps, and trail courtesy information. Information regarding hydration and protection from sun/heat-related ailments should be included as well. Vending machines that provide trail user-friendly items such as patch kits, bike lights, CO₂ canisters, sunscreen and first aid kits could be provided.

Wayfinding

Wayfinding should be included along the trail segments. Wayfinding should include directions to trailheads or parks. From trailhead or parks, wayfinding provides directional information to the City of Marco Island, the existing Marco Island Loop Trail on S.R. 951, and the intersection of C.R. 92 and U.S. 41. Relative distances marked on the wayfinding should be to the first commercial location providing access to snacks and beverages (e.g., S.R. 951 and Bald Eagle Drive, and C.R. 92 and Barfield Drive).

Transit Stops

The transit stops at S.R. 951 and Manatee Road already include covered benches and bicycle parking. These could be enhanced with transit schedules, or real-time bus arrival information.

Signal Enhancements

On S.R. 951, if the trail is located on the west side of S.R. 951, signalized intersections should be enhanced to provide pedestrian/trail features to access the west side of the roadway. This should include lighting the crosswalks to improve trail user visibility in the crosswalks.

Midblock Crossings

At locations where potential destinations for trail users exist, midblock crossings should be considered.

Lighting

In locations where lighting is not an environmental issue, trail lighting should be considered. If overhead lighting is inappropriate, the potential for path level lighting should be evaluated.

Mile Marker Symbols

Pavement markings, or more likely stickers, identifying trail mile points should be included along the trail. These should have specific location information that can be used to inform emergency services of the exact location of the marker.

Shade

Both of the trail segments are along roadways with very little shade. The potential for providing pull-outs to access covered benches should be considered when installing these trail segments. To enhance and keep with the natural surroundings along C.R. 92 it is advised that providing shade for trail users should be accomplished through landscaping and natural tree canopies then through built structures.

Call Boxes

While cell phones have become ubiquitous, call boxes can provide immediate notification of emergency situation and provide location data to first responders.

Trash Receptacles

Placing trash receptacles along the trail can help reduce litter along the trail and roadway. There are existing opportunities to include trash receptacles at existing transit stops, however trash receptacles should be located at trail heads and where vending machines are located.

Technology Considerations

Trail Counts

Technology can be used to provide data on trail users and to enhance the trail users' experience. Count stations should be considered along both trail segments. These count stations could include in-pavement sensors and eco-counters. Near traffic signals, it may be possible to tie these count stations into the existing traffic signal monitoring system and/or use video detection to count trail users.

Mile Marker Information

QR codes could be included on the mile markers to provide immediate access to trail maps, park locations and hours of service, safety advice, transit information, etc.

ALTERNATIVE ANALYSIS

This feasibility study is intended to reflect the general stakeholder desires to continue the planning and future implementation of a shared use path network. Through public engagement, a general understanding of the stakeholders' goals and desires for implementation were ascertained. Each of the design concepts was evaluated for their consistency with the project purpose and need, stakeholders' and public desires, adjacent land use, physical constraints and available right-of-way.

Of the alternatives considered, some do not meet the purpose and need to provide system linkage, improving both bicycle and pedestrian connectivity. These alternatives are included in particular for the bridge structures, as limited options are available if no bridge widening is taken into consideration. They are presented to help provide comparisons for alternatives that do meet the system linkage criteria.

Corridor Segments

The purpose of the corridor segmentation for S.R. 951 was not to limit the alternatives analyzed per segment, but to limit the overall environmental impacts. Our alternatives which limit the construction of a sidewalk or SUP to one side of the roadway was based on the adjacent land use, physical constraints and available right-of-way. With a limited ability to expand development along the corridor, new pedestrian generators and destinations are unlikely. So, future and current access to the roadway right-of-way is limited to the existing side street connections. We have limited our design options to a single pedestrian facility on one side of the roadway which should sufficiently accommodate the expected demand generated by the current and future population.

Segment 1 – Judge Jolley Bridge to Capri Boulevard

Through this segment, the east side of the roadway is dominated by the Collier Boulevard Boating Park. The Flotilla Passage connecting East Marco Bay to McIlvane Bay limits the available real estate needed to construct pedestrian facilities. Through this segment, pedestrian facilities were only considered for the west side of the corridor.

Segment 2 – Capri Boulevard to Marco Shores/Mainsail Drive

Through this segment, Capri Boulevard connects to S.R. 951 on the west side and Marco Shores/Mainsail Drive connects on the east side. A short stretch of existing

sidewalk just north of Capri Boulevard and on the west side of the roadway connects to the Isle of Capri Paddlecraft Park. This segment also contains two bridges (S.R. 951 over McIlvane Bay and McIlvane Creek). Through the southern portions of the segment, the Flotilla Passage abuts the roadway, but is further offset than the segment to the south. There seems to be sufficient space to construct pedestrian features without impacting the existing shoring. With the park on the west side of the corridor, expanding the pedestrian facilities on the west side of the corridor provides some benefit as it eliminates the need for residents of the Isle of Capri would not be required to cross S.R. 951 to access the facilities. An additional benefit of this location would not require the additional costs needed to adjust the existing guardrail that provides protection to the canal. These factors suggest prioritizing an alternative with pedestrian facilities on the west side of the corridor. However, there are no identified issues with locating pedestrian facilities on the east side of the corridor. Both alternatives should move forward into the next phase of planning.

Segment 3 – Marco Shores/Mainsail Drive to Fiddlers Creek Parkway

Fiddlers Creek Parkway connects to S.R. 951 from the east side. This segment has conservation lands adjacent to both sides of the corridor. Of note are the above ground utilities i.e., electrical transmission and distribution lines running on the west side of the roadway. Other than the utilities, both sides of the corridor seem equal and uniform. Two factors would play into the determination of the placement of pedestrian facilities: location of the utilities and location of the subdivisions. With the utilities on the west side, existing access to the poles would limit the total impacts to environmentally sensitive lands. Providing pedestrian facilities on the east side of the corridor would place the facilities closer to users and reduce the exposure of these vulnerable users by eliminating the need for crossing S.R. 951. Given the current data, both alternatives should move forward into the next phase of planning.

Segment 4 – Fiddlers Creek Parkway to Henderson Creek Drive

As the project moves north, the majority of the residential and commercial properties are located on the east side of the roadway. If the pedestrian facility were placed on the west side of the roadway, mid-block crossings would likely be required to access pedestrian facilities on the west side of the roadway, as the signals at Fiddlers Creek Parkway, Manatee Road, and Walmart entrance are generally spaced about a mile

apart. Due to the location of the pedestrian generators, predominantly on the east side of the corridor, pedestrian facilities were only considered for the east side of the corridor.

Sociocultural Resources

Trails are one of the most desired community amenities, they support current residents and promote visitors. Based on the information gathered for the Existing Conditions Report, there are minimal impacts to the sociocultural status within the corridors. This project would support community resources and land uses by providing multimodal mobility and accessibility. No relocations are anticipated for this project.

Utilities

Based on the agencies that commented and limited analysis of the preliminary existing utility locations indicates the proposed improvements will not impact any of the existing utility facilities. As there are no impacts to the utility facilities, there are no conflicts to be addressed and therefore, there are no utility relocation costs or right-of-way impacts. Additional analysis would be completed during future phases of the project.

Geotechnical and Contamination

Based on the information gathered for the Existing Conditions Report, there are minimal impacts due to geotechnical or contamination considerations within the corridors. From a soils perspective, both roadways appear to have been constructed by utilizing fill that was placed over historic mangrove swamp. There may be soil concerns due to high water and organic content as this could affect the construction and maintenance of slopes for the pedestrian facility and/or roadway widening. There is no physical evidence of this having any long term or maintenance issues with the roadway and this should be the same with future pedestrian facilities.

From a contamination viewpoint, the Racetrac located at 6170 Collier Boulevard is the only site located within the corridors. The site was redeveloped around 2013 and was previously a gas station as well. With the fairly recent redevelopment of the site, the risk of contamination impacting the project would be minimal. No accommodations for either the geotechnical or contamination considerations are included in the analysis.

Floodplains and Wetlands

Based on the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory and the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST), the Study Area is comprised of approximately 90% wetlands and surface waters. The majority (~80%) of these wetlands are estuarine (mangrove island and tidal flats), while the other ~10% are palustrine (freshwater, nontidal wetlands).

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Study Area contains panels 12021C0612H, 12021C0615H, 12021C0827H, and 12021C0829H for S.R. 951 and panels 12021C0855H, 12021C0835H, and 12021C0842H for C.R. 92, all dated May 16, 2012. With the exception of high pockets of elevation, the majority of the Study Area falls within the 100-year floodplain, due to its proximity to the coast. Based on the Digital Flood Insurance Rate Map (DFIRM), updated December 2022, the flood zone designations for the Study Area are AE and VE. Zone AE corresponds to 1% annual chance floodplains and zone VE are coastal high hazard areas.

If impacts occur to mangroves, mitigation will be required. Both Little Pine Island Mitigation Bank and Corkscrew Regional Mitigation Bank provide credits within the Study Area. Little Pine Island Mitigation Bank is the recommended mitigation bank because of its proximity to the Study Area and is the only one of the two to provide mitigation credits for Forested Freshwater, Forested Saltwater, Herbaceous Freshwater/Brackish, and Herbaceous Saltwater systems. The cost per credit for forested estuarine wetlands is \$365,000 and \$235,000 for herbaceous estuarine wetlands, in effect April 1, 2023. Credits are sold per credit because the amount of credit needed will be determined by the quality of the wetland impacted, rather than solely on acres impacted.

Drainage and Permitting

Construction of pedestrian facilities will impact tidal floodplains but no floodplain mitigation will be required and, in this case, no permit is required. No attenuation would be required. If wetlands are impacted, then a standard Environmental Resource Permit (ERP) would be required. If swales and wetlands are impacted than a full ERP Individual permit would be required

S.R. 951 (Collier Boulevard) – Alternatives

Uniform alternatives were applied throughout the corridor. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 2) 7' Buffered Bike Lane – This alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. It also had the second lowest positive response from the public survey, with the no-build as the lowest response.
- 3) 5' Sidewalk – The third S.R. 951 alternative provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles.
- 4) 10' SUP – The next S.R. 951 alternative provides system linkage for both pedestrians and bicyclists and provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP.
- 5) 10' SUP and 7' Buffered Bike Lane – The next S.R. 951 alternative provides system linkage for both pedestrians and bicyclists. The shoulder would be widened by 2' to provide the buffered bike lanes. The section provides two areas for bicyclists' use with separation provided between bicyclists and motor vehicles along the SUP and improved buffered bike lanes. This alternative received the highest amount of public support.
- 6) 7' Buffered Bike Lane (no widening) – This alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This alternative was created after the online survey was made available to the public and therefore did not receive public input.
- 7) 10' SUP and 7' Buffered Bike Lane (no widening) – This variation of Alternative 5 requires no roadway widening and allows the shoulder to be widened by reducing the travel lane widths to 11'. With S.R. 951 considered a freight

corridor to the City of Marco Island, a minimum 12' outside lane would be required.

Depending on the alternatives above, a correlating bridge section would be utilized to accommodate the approach facilities for the bridges over McIlvane Bay and Creek. Alternatives 1, 2, and 6 would require no bridge work other than possible new pavement markings. Alternative 3 correlates to a structure with a barrier separated sidewalk. Alternatives 4, 5, and 7 match the bridge structure providing a 10' SUP that is barrier separated.

Only two alternatives were prepared for the Henderson Creek Bridge: no build and barrier separated SUP. Dependent on timing and funding, the FDOT is currently in the right-of-way phase for Financial Project Identification 435111-2 S.R. 951 from Manatee Road to Tower Road. The project is funded for right-of-way acquisition but is currently not funded for construction. If funds become available, then the planned letting date for this project is July 22, 2027. When construction occurs, the bridge will be widened over Henderson Creek to provide a sidewalk on the southbound bridge and a 10' SUP on the northbound bridge see Figure 2.

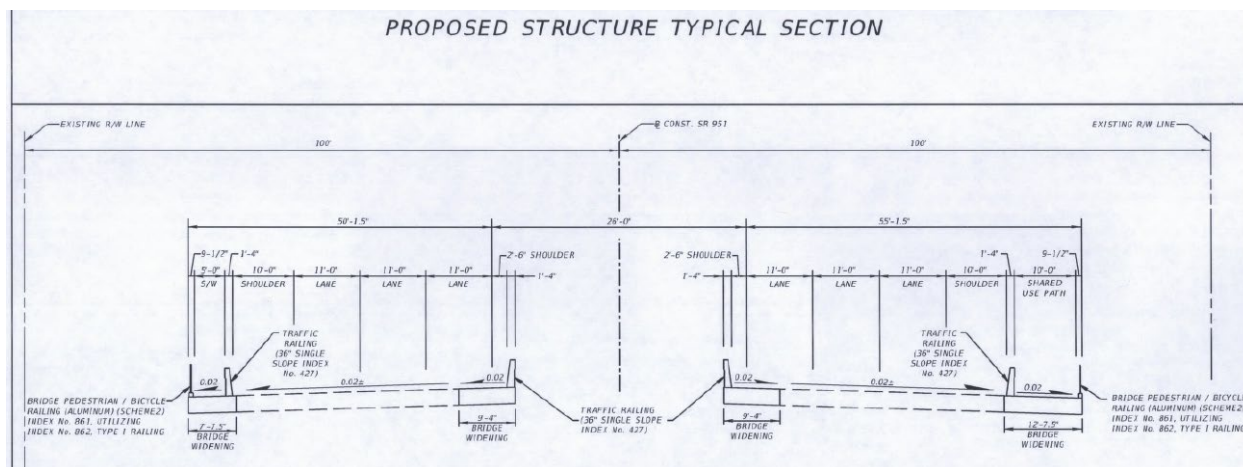


Figure 2: Proposed Typical Section for the Henderson Creek Bridge (FPID 435111-2)

C.R. 92 (San Marco Road) – Alternatives

As discussed previously under Corridor Segments for S.R. 951, the alternatives for C.R. 92 limits the construction of a sidewalk or SUP to one side of the roadway based on the adjacent land use, physical constraints and available right-of-way. With no

possibility for development along the corridor, demand for the facilities would come from the City of Marco Island and long-distance bike riders. We have limited our design options to a single pedestrian facility on one side of the roadway which should sufficiently accommodate the expected demand generated by the current and future population. The design concepts were then evaluated for their consistency with the project purpose and need; support of project objectives; engineering constraints and considerations; public input; and the order of magnitude implementation costs, as described in greater detail below.

- 1) No Build – This alternative does not meet the desired purpose and need for the project of providing system linkage for bicycle or pedestrian connectivity.
- 2) Paved Shoulder Bike Lanes – This alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 3) 7' Buffered Bike Lane – The next alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity.
- 4) Paved Shoulder Bike Lanes and Sidewalk – The fourth C.R. 92 alternative provides system linkage for both pedestrians and bicyclists. However, no separation is provided between bicyclists and motor vehicles. This alternative had the second highest response from the public.
- 5) Adjacent Asphalt Path – The next alternative does not meet the desired purpose and need for the project of providing system linkage for pedestrian connectivity. This alternative had the third highest response from the public but was very similar to the second highest (23.3% vs. 25.3%).
- 6) 10' SUP – The last C.R. 92 alternative provides system linkage for both pedestrians and bicyclists with separation provided between bicyclists and motor vehicles along the SUP. This alternative had the highest positive responses from the public.

Cost Estimates

Conceptual construction cost estimates were prepared for both build alternatives. The estimates were prepared using a similar approach to that of the FDOT Long Range

Estimating application and Cost per mile models and is presented only as a comparative analysis and does not represent the actual present day construction costs. Cost estimates are presented in **Tables 2 and 3**. The detailed cost estimation for the is provided in **Appendix D**.

Table 2: Cost Estimate for S.R. 951

S.R. 951							
	Jolley Bridge to Capri	Capri to Mainsail	Mainsail to Fiddler's Creek	Fiddler's Creek to U.S. 41	Wetland and Mangrove Mitigation	Structures	Total
No Build	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ 0.00
7' Buffered Bike Lane	\$130,580	\$109,780	\$166,403	\$352,451	\$0	\$0	\$ 759,214
5' Sidewalk	\$214,705	\$180,504	\$273,606	\$579,512	\$822,702	\$108,361	\$ 2,179,389
10' SUP	\$316,522	\$266,103	\$403,356	\$854,331	\$1,645,404	\$129,349	\$ 3,615,065
10' SUP + 7' Buffered Bike Lane	\$447,103	\$375,883	\$569,759	\$1,206,782	\$1,974,484	\$129,349	\$ 4,703,360
7' Buffered Bike Lane (No widening)	\$0	\$0	\$0	\$0	\$0	\$0	\$ 0.00
10' SUP + 7' Buffered Bike Lane (No widening)	\$316,522	\$532,206	\$806,712	\$854,331	\$1,645,404	\$129,349	\$ 4,284,524

Table 3: Cost Estimate for C.R. 92

C.R. 92			
Mileage	6.1	Structures	Total
No Build	\$ 0	\$ 0	\$ 0
Paved Shoulder Bike Lanes	\$ 1,292,518	\$ 0	\$ 1,292,518
7' Buffered Bike Lane	\$ 2,122,247	\$ 0	\$ 2,122,247
Paved Shoulder Bike Lanes + 5' Sidewalk	\$ 2,451,542	\$ 363,413	\$ 2,814,955
Adjacent Asphalt Path	\$ 1,476,027	\$ 363,413	\$ 1,839,439
10' SUP	\$ 1,708,661	\$ 363,413	\$ 2,072,074

Local Agency Coordination

Presentations were provided to the City of Marco Island, Collier County, and Collier MPO. The purpose of the presentations was to provide an update to the agencies and seek approval of the project documentation through a concurrence letter. Comments from each of the agencies are provided below.

City of Marco Island

May 22

Collier County

TBD

Collier MPO

BPAC May 16

TAC May 22

CAC May 22

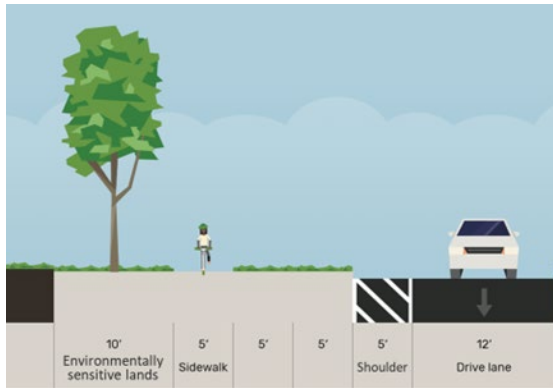
Board June 9

Recommendations

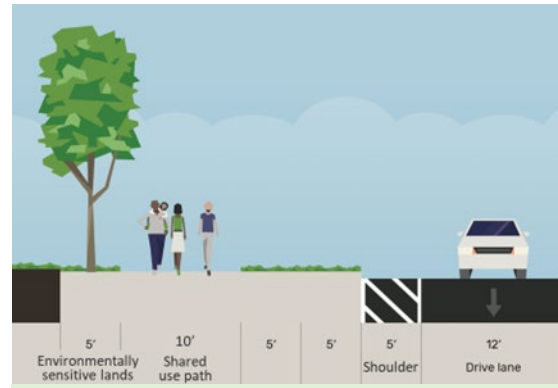
A qualitative analysis was conducted to determine the advantages and disadvantages of the alternatives. Each alternative was evaluated in relation to engineering, socioeconomic, environmental criteria, and various cost factors. A Comparative Alternative Evaluation matrix is presented in **Table 3**. The matrix is provided for comparisons only and does not represent a recommendation or a ranking of the alternatives.

No right-of-way requirements were identified as part of the study, but due to the expected impacts to the wetlands and mangroves within the right-of-way, it is anticipated that a PD&E Study will be required during the next phase of the project. Based on the available data and analysis, the following alternatives are recommended to be carried forward to the PD&E phase and depicted on the Concept Plans – **Appendix E**:

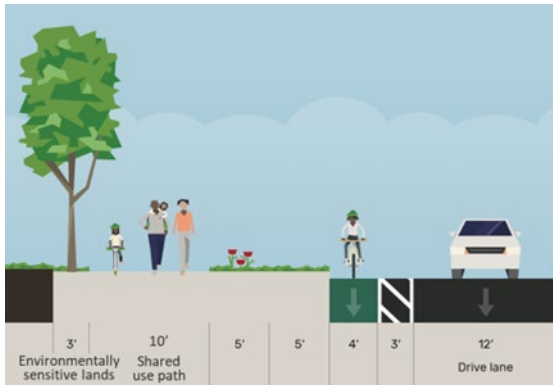
S.R. 951 Feasible Alternatives



Alternative 3



Alternative 4



Alternative 5

C.R. 92 Feasible Alternatives

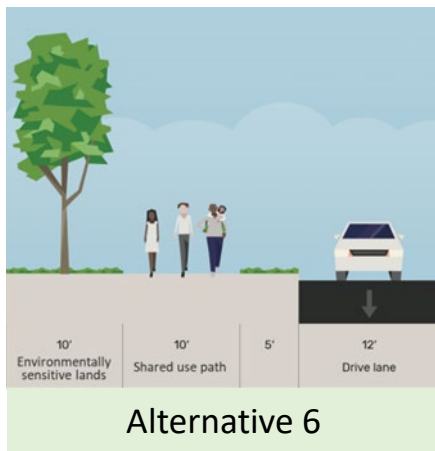
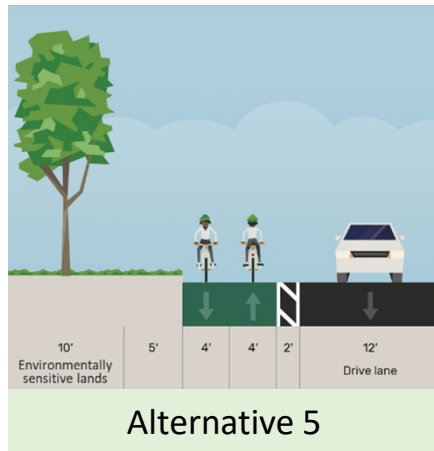
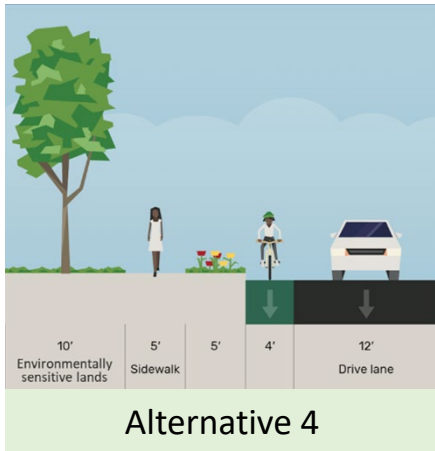


Table 4: Comparative Alternative Evaluation Matrix

Evaluation Criteria	No-Build Alternative	Build Alternatives										
		S.R. 951 (Collier Boulevard)						C.R. 92 (San Marco Road)				
		7' Buffered Bike Lane	5' Sidewalk	10' Trail	10' Trail + 7' Buffered Bike Lane	7' Buffered Bike Lane (No widening)	10' Trail + 7' Buffered Bike Lane (No widening)	Paved Shoulder Bike Lanes	7' Buffered Bike Lane	Paved Shoulder Bike Lanes + 5' Sidewalk	Adjacent Asphalt Path	10' Trail
Purpose and Need												
Safe Multimodal Access to Destinations (N/L/M/H)	N	L	M	H	H	L	H	L	L	M	L	H
Regional Bicycle and Pedestrian Connectivity (N/L/M/H)	N	L	L	M	H	L	H	L	L	M	L	M
Enhance Quality of Life and Support Economic Development (N/L/H)	N	L	L	H	H	L	H	L	L	H	L	H
Public Support Ranking (1 - high, 5-low)	-	4	3	2	1	4*	1*	5	4	2.5	2.5	1
Potential Natural/Cultural Environmental Effects												
Archaeological Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Historical Sites Potentially Affected	0	0	0	0	0	0	0	0	0	0	0	0
Floodplains (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Wetlands (acres) Impacted	0	0	3.98	7.96	9.56	0	7.96	0	0	0	0	0
Potential Physical Effects												
Utility Agency Owners impacted	0	0	0	0	0	0	0	0	0	0	0	0
Utility Relocations	0	0	0	0	0	0	0	0	0	0	0	0
Contamination Sites (M/H Levels Only)	0	0	0	0	0	0	0	0	0	0	0	0
Estimated Project Costs (per October 2021 LRE)												
Construction	\$0	\$ 759,000	\$ 1,357,000	\$ 1,970,000	\$ 2,729,000	\$ -	\$ 2,639,000	\$ 1,293,000	\$ 2,122,000	\$ 2,815,000	\$ 1,839,000	\$ 2,072,000
Design & Construction Engineering and Inspection (30% of Construction Cost)	\$0	\$ 228,000	\$ 407,000	\$ 591,000	\$ 819,000	\$ -	\$ 792,000	\$ 388,000	\$ 637,000	\$ 845,000	\$ 552,000	\$ 622,000
Wetland and Mangrove Mitigation	\$0	\$ -	\$ 823,000	\$ 1,645,000	\$ 1,974,000	\$ -	\$ 1,645,000	\$ -	\$ -	\$ -	\$ -	\$ -
Estimated Total Costs	\$0	\$ 987,000	\$ 2,587,000	\$ 4,206,000	\$ 5,522,000	\$ -	\$ 5,076,000	\$ 1,681,000	\$ 2,759,000	\$ 3,660,000	\$ 2,391,000	\$ 2,694,000

Note:

1. The construction costs shown do not reflect project unknowns and are only calculated based on the features present in the typical sections.
2. For Public Support Ranking, a "*" means that this typical section was either developed after the public input and the ranking is based upon the most comparable typical section.
3. No construction costs are associated to alternatives that identify no roadway widening, as these improvements can be implemented during the next RRR project for the roadway.
4. Safe Multimodal Access to Destinations: L-provides bike facilities adjacent to roadway M-provides bike facilities adjacent to roadways and separated pedestrian facilities H- provides separated pedestrian and bicycle facilities
5. Regional Bicycle and Pedestrian Connectivity: L-provides pedestrian or bicycle facilities M-provides both pedestrian and bicycle facilities H-provides separated bicycle and pedestrian facilities and adjacent bicycle facilities
6. Enhance Quality of Life and Support Economic Development: L-provides pedestrian or bicycle facilities H-provides both pedestrian and bicycle facilities

MPO RESOLUTION #2023-10

**A RESOLUTION OF THE COLLIER METROPOLITAN PLANNING ORGANIZATION
ACCEPTING THE MARCO ISLAND LOOP TRAIL FEASIBILITY STUDY
AND CONCEPTUAL DESIGN FINAL REPORT AND DIRECTING
STAFF TO TAKE STEPS NECESSARY TO REQUEST SUN TRAIL FUNDING
TO CONDUCT A PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY**

WHEREAS, the Collier Metropolitan Planning Organization (the “Collier MPO”) adopted the Bicycle and Pedestrian Master Plan on March 8, 2019; and

WHEREAS, the Collier MPO prioritized the Marco Island Loop Trail Feasibility Study (the “Study”) to receive Surface Transportation Block Grant – Urban (SU) funding; and

WHEREAS, the Florida Department of Transportation (“FDOT”) agreed to serve as the Lead Agency in developing the Study; and

WHEREAS, FDOT has completed the Study and has determined that it is feasible to construct a shared use nonmotorized pathway within the Rights-Of-Way of SR 951 (Collier Blvd) and CR 92 (San Marco Rd), which together constitute the Marco Island Loop Trail alignment as shown in the attached Exhibit; and

WHEREAS, the Marco Island Loop Trail Feasibility Study and Conceptual Design Final Report is consistent with and advances the Collier MPO Bicycle and Pedestrian Master Plan; and

WHEREAS, the Marco Island Loop Trail alignment is currently identified as a Land Opportunity Corridor on the Florida Greenways and Trail System Shared Use Nonmotorized (“SUN”) Trail Network map; and

WHEREAS, the Collier MPO supports FDOT’s current efforts to redesignate the Marco Island Loop Trail alignment as a Priority Trail Corridor on the SUN Trail Network.

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:

- 1) The Collier MPO accepts the Marco Island Loop Trail Feasibility Study and Conceptual Design Final Report and directs staff to take the steps necessary to request SUN Trail funding to conduct a Project Development and Environmental Study of the entire corridor as shown in the attached Exhibit.

This Resolution was PASSED and DULY ADOPTED by the Collier Metropolitan Organization Board on September 8, 2023.

Attest:

By: _____

Anne McLaughlin
Collier MPO Director

COLLIER METROPOLITAN
PLANNING ORGANIZATION

By: _____

Councilor Greg Folley
Collier MPO Chairman

Approved as to form and legality:

Scott R. Teach,
Deputy County Attorney

EXHIBIT TO RESOLUTION 2023-10



Marco Island Loop Trail Alignment

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8D

Report on Board action on amendment to the FY 2024-2028 Transportation Improvement Program (TIP) to add funding for the City of Marco Island Collier Alternate Bike/Ped Project

OBJECTIVE: For the committee to receive a report on the MPO Board action regarding the TIP amendment authorizing the addition of funding for the City of Marco Island Collier Alternate Bike/Ped Project at their meeting in September.

CONSIDERATIONS: A TIP amendment was approved at the September MPO Board meeting for the following project:

- FPN #448127-1: Collier Alternate - Multiple Segments, a bike lane/sidewalk project programmed with \$1,043,099 in SU for construction in FY24.

Florida Department of Transportation confirmed the availability of funding after cost estimates had increased by approximately \$1.5 million since project application. The MPO Board approved a TIP amendment to add the funding via resolution.

STAFF RECOMMENDATION: That the committee receive a report on the Board-approved TIP Amendment and be provided the opportunity to ask questions.

Prepared By: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENT(S):

1. MPO Resolution 2023-8 and Exhibit Amending the TIP

MPO RESOLUTION #2023-08
A RESOLUTION OF THE COLLIER METROPOLITAN
PLANNING ORGANIZATION APPROVING AN
AMENDMENT TO THE FY 2023/24- 2027/28
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, State and federal statutes, rules and regulations require that each designated Metropolitan Planning Organization develop and adopt a Transportation Improvement Program (“TIP”) and set forth the procedures for doing so; and

WHEREAS, the Collier Metropolitan Planning Organization’s (the “MPO”) TIP may require amending as authorized and required by 23 C.F.R. Part 450 Sections 326, 328, 330, 332 and 334, and by F.S. § 339.175(6), (8) and (13); and

WHEREAS, the Florida Department of Transportation (“FDOT”) requested that the Collier MPO amend the FY 2023/24- 2027/28 TIP to add to Federal Project Number (“FPN”) 448127-1 Collier Alternate – Multiple Segments, \$3,659 for Preliminary Engineering and \$1,503,659 for Construction in FY24, as shown in the attached Exhibit; and

WHEREAS, FDOT has submitted an email to the MPO stating that the proposed TIP amendment is necessary to include in the MPO’s TIP for consistency and transparency purposes to reflect added funding on this project, as shown in the attached Exhibit; and

WHEREAS, the MPO announced the TIP Amendment on its website, distributed it via e-mail to various list-serves, and followed all steps of its Public Participation Plan through the expiration of the public comment period, which terminated with the MPO’s Board meeting on September 8, 2023; and

WHEREAS, the MPO has reviewed the proposed TIP Amendment and determined that it is consistent with the MPO’s adopted plans and policies; and

WHEREAS, in accordance with all required State and federal procedures, rules and regulations, including but not limited to the FDOT’s MPO Administrative Manual, the TIP Amendment must be accompanied by an endorsement indicating official MPO approval.

THEREFORE, BE IT RESOLVED by the Collier Metropolitan Planning Organization that:

1. The FY 2023/24 - 2027/28 Transportation Improvement Program Amendment set forth in the attached Exhibit is hereby adopted.
2. The Collier Metropolitan Planning Organization's Chairman is hereby authorized to execute this Resolution certifying the MPO Board's approval of the Amendment to the FY 2023/24-2027/28 Transportation Improvement Program for transmittal to FDOT and the Federal Highway Administration.

This Resolution PASSED and duly adopted by the Collier Metropolitan Planning

Organization Board after majority vote on this 8th day of September 2023.

Attest: COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____

Anne McLaughlin
MPO Executive Director

By: _____

Councilor Greg Folley
MPO Chair

Approved as to form and legality:



Scott R. Teach, Deputy County Attorney

Exhibit to Resolution No. 2023-08

EXHIBIT

KingstonSean

From: Peters, Victoria <Victoria.Peters@dot.state.fl.us>
Sent: Wednesday, July 26, 2023 8:56 AM
To: McLaughlinAnne; KingstonSean; SieglerDusty
Cc: Gaither, Wayne; Strickland, Denise
Subject: FM 448127-1 TIP Amendment

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

Good Morning Anne! You will need to process a TIP Amendment for FM 4481271 into your FY24-FY28 TIP for consistency and transparency purposes to reflect the recently added funding on this project.

A STIP/TIP is not needed because the recent fund increase on this project does not trigger one of the STIP/TIP thresholds 20% AND \$2 Million dollar increase.

Thank you so much for your patience with my response!!

Be well,

Victoria

Federal Aid Management (Sean McAuliffe - Manager)

STIP Project Detail and Summaries Online Report

** Repayment Phases are not included in the Totals **

Selection Criteria	
Current STIP Financial Project: 448127 1 All Funds	Detail Related Items Shown As Of: 7/26/2023

HIGHWAYS							
Item Number: 448127 1		Project Description: COLLIER ALTERNATE - MULTIPLE SEGMENTS					
District: 01	County: COLLIER	Type of Work: BIKE LANE/SIDEWALK			Project Length: 1.667MI		
		Fiscal Year					
Phase / Responsible Agency	<2023	2023	2024	2025	2026	>2026	All Years
PRELIMINARY ENGINEERING / MANAGED BY CITY OF MARCO ISLAND							
Fund Code:							
GFSU-GF STPBG >200 (URBAN)			3,659				3,659
LF-LOCAL FUNDS	125,000						125,000
Phase: PRELIMINARY ENGINEERING Totals	125,000		3,659				128,659
CONSTRUCTION / MANAGED BY CITY OF MARCO ISLAND							
Fund Code:							
ACSU-ADVANCE CONSTRUCTION (SU)			207,306				207,306
CARU-CARB FOR URB. AREA > THAN 200K			660,447				660,447
GFSU-GF STPBG >200 (URBAN)			408,070				408,070
SU-STP, URBAN AREAS > 200K			1,043,099				1,043,099
TALU-TRANSPORTATION ALTS->200K			224,177				224,177
Phase: CONSTRUCTION Totals			2,543,099				2,543,099
Item: 448127 1 Totals	125,000		2,546,758				2,671,758
Project Totals	125,000		2,546,758				2,671,758
Grand Total	125,000		2,546,758				2,671,758

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
 Federal Aid Management
 Sean McAuliffe: Sean.McAuliffe@dot.state.fl.us Or call 850-414-4564

[Reload STIP Selection Page](#)

Office Home: [Office of Work Program](#)
[Employee Portal](#)

From: [McLaughlinAnne](#)
To: [Peters, Victoria](#)
Cc: JMartin@cityofmarcoisland.com; [Alan Musico](#)
Bcc: [McLaughlinAnne](#)
Subject: FW: FPN 4481271, Collier Blvd Alt Bike Lanes
Date: Friday, June 16, 2023 3:04:00 PM
Importance: High

Victoria,

Please look into possibility of adding additional SU, TALU or CARU funds on the order of \$1m- 1.5m to FPN 4481271 Collier Blvd Alt bike Lanes, currently programmed for CST in FY24 for \$1,043,099, per request from City of Marco Island.

Regards,

Anne McLaughlin
Executive Director



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

From: Justin Martin <JMartin@cityofmarcoisland.com>
Sent: Friday, June 16, 2023 2:49 PM
To: McLaughlinAnne <Anne.McLaughlin@colliercountyfl.gov>
Cc: Alan Musico <flprsup@gmail.com>
Subject: FPN 4481271, Collier Blvd Alt Bike Lanes

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

Ms. McLaughlin,

The costs of the subject project have increased an additional \$1M - \$1.5M over the current \$1,043,099 grant amount (FPN 4481271) that was estimated when the Project Request was submitted (approximately seven years ago). The inflation associated with the pandemic,

supply chain disruptions, and materials availability together with needed utility relocations to accommodate the new bike lanes have resulted in the increase. The City is therefore asking FDOT to increase the Grant Amount so that this project can be constructed later this year. The 60% Design for this Project is complete, and it is currently being reviewed by FDOT. We anticipate soliciting bids in the 4th quarter this year. We will have an accurate construction cost when bids are received, but we wanted to advise you of the expected cost increase as soon as possible. We kindly ask that you forward this request to Victoria Peters of FDOT.

Please feel free to contact me if you would like to discuss further. Please let me know if there are any additional steps needed to formalize our request.

Kind Regards,

Justin Martin, P.E.
Director, Public Works
City of Marco Island
1310 San Marco Rd.
Marco Island, FL 34145
Office: 239-389-5184
Cell: 239-399-0344

**TIP Amendment for Approval by MPO Board on September 8, 2023 for
 FY 2023/24 through FY 2027/28 TIP
 FPN# 448127-1**

This Amendment adds funding to project 448127-1: Collier Alternate – Multiple Segments. The following page shows the TIP Project Sheet as amended to add the following funds in FY2024:

Fund	Phase	2024	Totals
GFSU	PE	3,659	3,659
ACSU	CST	207,306	207,306
CARU	CST	660,447	660,447
GFSU	CST	408,070	408,070
TALU	CST	224,177	224,177
Total		1,503,659	1,503,659

Grand Total 2,546,758

COLLIER METROPOLITAN PLANNING ORGANIZATION

Attest: 
 Anne McLaughlin
 Collier MPO Executive Director

Date: 9/8/23

By: 
 Councilor Greg Folley
 Collier MPO Chair

Date: 9/8/23

Approved as to form and legality:



Scott R. Teach, Deputy County Attorney

COLLIER MPO FY 2024 - 2028 TIP



448127-1

COLLIER ALTERNATE - MULTIPLE SEGMENTS

Project Description

BPAC Priority 2020-2 (north Collier Blvd Alternate Bike Lanes)

Type of Work Description

BIKE LANE/SIDEWALK

Responsible Agency

MANAGED BY CITY OF MARCO ISLAND

Project Length

1.667

SIS

No

2045 LRTP

P6-17, Table 6-8

Fund Phase

2024

2025

2026

2027

2028

Totals

SU CST

\$1,043,099.00

\$0.00

\$0.00

\$0.00

\$1,043,099.00

\$1,043,099.00

\$0.00

\$0.00

\$0.00

\$1,043,099.00

Proposed Amendment - Additional Funds:

Fund	Phase	2024	2025	2026	2027	2028	Totals
GFSU	PE	3,659	0	0	0	0	3,659
ACSU	CST	207,306	0	0	0	0	207,306
CARU	CST	660,447	0	0	0	0	660,447
GFSU	CST	408,070	0	0	0	0	408,070
TALU	CST	224,177	0	0	0	0	224,177
Total		1,503,659	0	0	0	0	1,503,659

Grand Total 2,546,758