



**JOINT COLLIER AND LEE MPO
BICYCLE & PEDESTRIAN COORDINATING COMMITTEE WORKSHOP**

AGENDA

**Collier County Government Center at Heritage Bay Meeting Room
15450 Collier Boulevard
Naples, FL 34120**

April 22, 2025

10:00 a.m.

All meetings of the Joint Lee County and Collier County MPO BPCC are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairperson. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact **Ms. Calandra Barraco at the Lee County MPO** at (239) 330-2243; or **Ms. Suzanne Miceli at the Collier County MPO** at (239) 252-5814, 48 hours prior to the meeting; if you are hearing or speech impaired, call (800) 955-8770 Voice (800) 955-8771 TDD. Or, e-mail cbarraco@leempo.com or Suzanne.Miceli@colliercountyfl.gov

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 either the Lee County MPO Title VI Coordinator Calandra Barraco at (239) 330-2243 or by writing Ms. Barraco at P.O. Box 150045, Cape Coral, Florida 33915-0045 or the Collier MPO Title VI Coordinator, Ms. Suzanne Miceli at (239) 252-5814 or by writing Ms. Miceli at 2885 South Horseshoe Dr., Naples, Florida 34104.

Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

- 1. Call to Order/Roll Call**
- 2. Pledge of Allegiance**
- 3. Election of a Chairperson**
- 4. Public Comments on Items on the Agenda**
- 5. Approval of Agenda**
- 6. Florida Department of Transportation (FDOT)**
- 7. Reports and Presentations (May Require Committee Action)**
 - A. Shared-Use Nonmotorized (SUN) Trail Project Updates
 - B. Bonita-Estero Rail Trail (BERT) Update
 - C. Local Micromobility Regulation Updates
 - D. Legislative Updates
- 8. Members' Comments**
- 9. Information Items**
 - A. Deletions of bicycle and pedestrian projects in the TIP from the elimination of CARU/CARB funds
 - B. RSW Terminal Expansion Simulation Vidéo
- 10. Adjournment of Joint BPCC Meeting**

SHARED USE NON MOTORIZED TRAIL PROJECT UPDATES

DISCUSSION ITEM:

This is an information item to initiate a discussion among committee members about projects on the Florida Shared Use Nonmotorized (SUN) Trail Network, a refined and funding eligible version of the Florida Department of Environmental Protection's Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority Network.

Collier County

The SUN Trail Network in Collier County includes two regional trail systems - the Gulf Coast Trail and the Collier to Polk Trail.

SR 29 from Everglades City to Immokalee was added to the Collier to Polk Trail with the approval of the Regional Land Trail Status Map in March of 2024, after the previous Collier and Lee MPO joint bicycle and pedestrian meeting held on October 24th, 2023. FDOT announced the completion of the Collier to Polk Regional Trail Master Plan in September 2024.

A segment of the Gulf Coast Trail is currently being funded for PD&E Study. This includes the section along Livingston Road from Radio Road to the Lee County line. The Collier to Polk Trail is also funded for a PD&E study. FDOT is the lead agency.

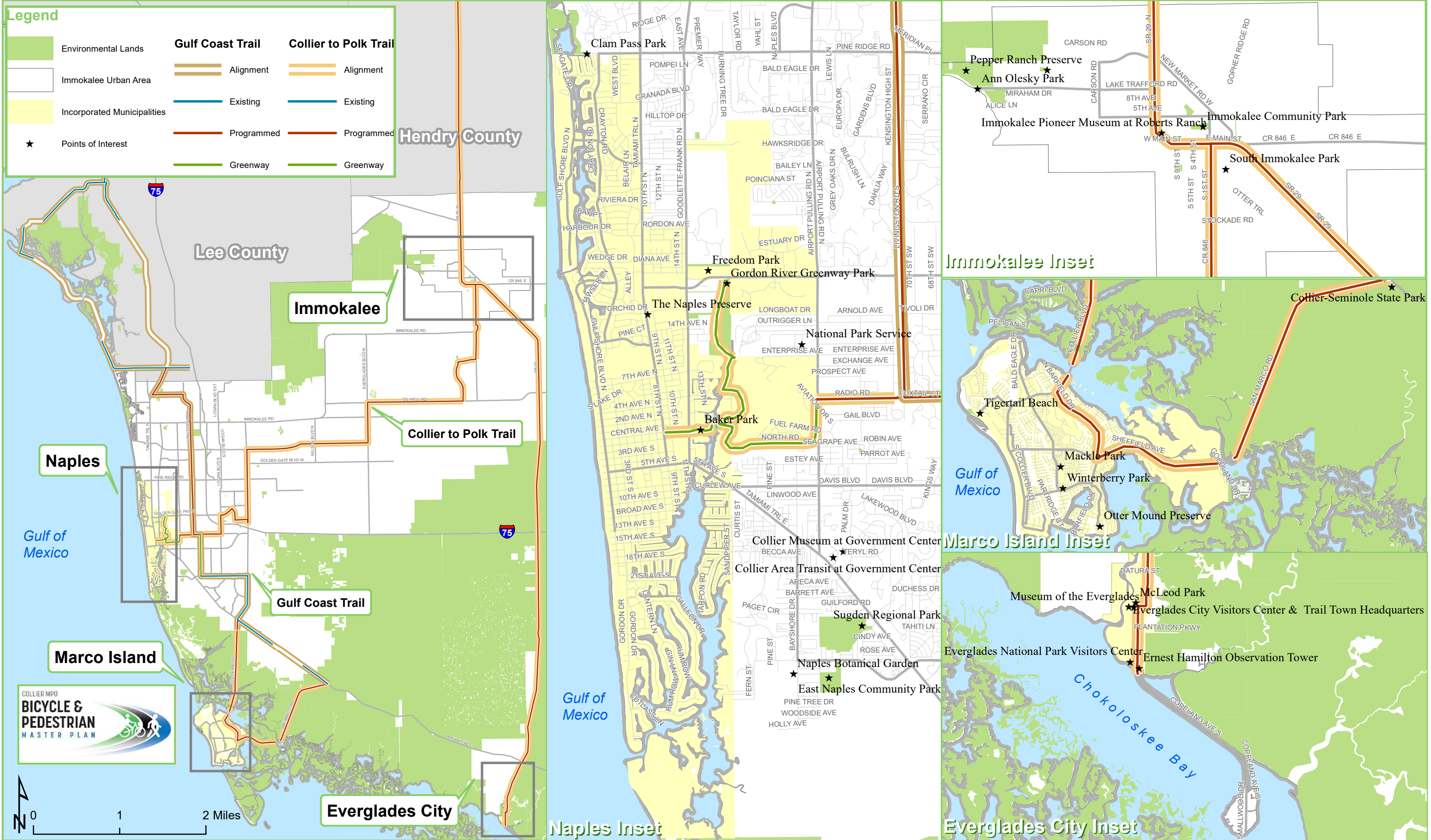
Attachment A includes a map of the Collier County SUN Trail network and FDOT Factsheets for those portions with PD&E.

Lee County

The SUN Trail Network in Lee County also includes two regional trail systems including the Gulf Coast Trail and the Caloosahatchee Sugar Trail. Construction is underway on two segments of the Gulf Coast Trail as part of the Big Carlos Pass Bridge replacement project and the Littleton Road widening project. A third segment will also see construction activity with the commencement of the JYLP Trail extension this summer. In addition, the construction phase of the 6-lane widening of SR 31 from SR 80 to SR 78, funded in FY 2029, will add 12' wide shared use paths on the roadway and on the proposed high span fixed bridge over the Caloosahatchee River. This segment is along the Caloosahatchee Sugar Trail.

A PD&E Study and the design phase up to 60% is also under way for the 4 lane widening of Burnt Store Road from Van Buren Parkway to Charlotte County line which is along the Gulf Coast Trail. The project calls for 10' wide shared use paths on both sides of the road and 7' buffered bike lanes.

MPO staff will provide a presentation of the projects at the April 22nd meeting.

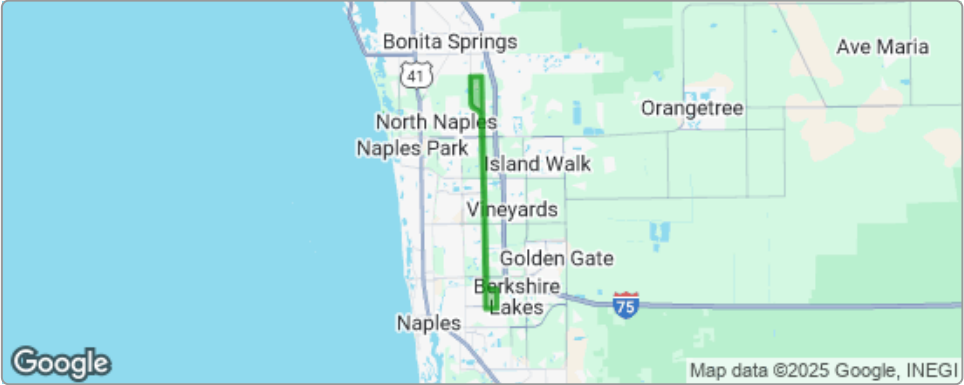


Livingston FPL Trail Extension from Radio Road to the Collier County Line Feasibility Study

447514-1

Project Details	
Work Type	Feasibility Study
Phase	Planning
Limits	Livingston Road and FPL easement corridors from Radio Road to the Collier County Line
Length	11.5 miles
City	Naples
County	Collier

Contact Information	
PD&E Project Manager	
Adam Rose	
adam.rose@dot.state.fl.us	



Collier to Polk Regional Trail Master Plan 449504-1

Project Details	
Work Type	Master Plan
Phase	PD&E
Limits	Polk County to Collier County
Length	210 miles
County	Collier Glades Hardee Hendry Highlands Polk

Contact Information
Communications Team David C. Turley, P.E. 863-519-2255 David.Turley@dot.state.fl.us

BONITA ESTERO RAIL TRAIL UPDATE

DISCUSSION ITEM:

This is an information item to provide an update on the Bonita Estero Rail Trail (BERT) right-of-way acquisition efforts and initiate a discussion among committee members.

BERT is a proposed 14.9-mile-long trail along the Seminole Gulf Rail corridor. It is included in the SUN Trail Network to be part of the Florida Gulf Coast Trail. The project limits are from Wiggins Pass Road in North Naples to Alico Road in unincorporated Lee County. Efforts are underway to acquire the rail right of way which has a March 2026 deadline for securing the necessary funds.

Deb Orton with *Friends of BERT* will be at the April 22nd joint meeting to talk about the right of way acquisition efforts, division of the acquisition into two phases, and administrative actions undertaken including interlocal agreements, formation of a task force, etc. to carry the project forward.

LOCAL MICROMOBILITY REGULATIONS

DISCUSSION ITEM:

This is an informational item to initiate discussion among committee members on local micromobility regulations and traffic enforcement in Lee and Collier Counties.

Lee County

Three municipalities including the City of Sanibel, Village of Estero, and the Town of Fort Myers Beach enacted local micromobility ordinances that have stricter regulations than the state regarding the operation of privately owned micromobility devices. A fourth, the City of Fort Myers, has a commercial micromobility ordinance that regulates the operation of shared micromobility devices including E- bikes and E-Scooters. The Sanibel and Fort Myers Beach micromobility ordinances have recently gone through some updates which will be reported by Lee MPO staff at the April 22nd joint meeting. An update on the proposed launch of micromobility devices by SPIN and their operational characteristics will also be provided by the City of Fort Myers staff at the April meeting.

A proposed amendment to the Fort Myers Beach micromobility ordinance, which will be brought to the Town Council for a second reading at a future meeting, is included in Attachment A.

Collier County

Collier County has proposed an amendment to the Pedestrian Safety Ordinance for a new section establishing requirements for the operation of bicycles on sidewalks, crosswalks, and in intersections. At their March 25th, 2025 Board of County Commissioners meeting, the Board approved advertising the ordinance and bringing it back for a vote at a future meeting.

A proposed amendment to the same ordinance regulating the operation of bicycles on public sidewalks and crosswalks had been presented to the Bicycle and Pedestrian (BPAC), Technical (TAC) and Citizens (CAC) Advisory Committees, and Community Traffic Safety Teams (CTST) in early 2023. The TAC concurred with the BPAC and recommended that the Board consider an education campaign instead of the proposed amended ordinance. Neither the CTST nor the CAC took formal action on the matter, however, individual members expressed concerns with the ordinance and a preference for education rather than regulation. The MPO Board subsequently decided not to pursue the ordinance at their April 14th, 2023 meeting.

The Collier MPO staff will provide an overview of the latest proposal. Attachment B includes the latest amendment proposal from March along with an executive summary.

ATTACHMENT A

ORDINANCE 25-03

AN ORDINANCE OF THE TOWN OF FORT MYERS BEACH, FLORIDA, AMENDING ARTICLE III “BEACH BICYCLE AND VEHICLE SAFETY” OF CHAPTER 28 “TRAFFIC AND VEHICLES” OF THE CODE OF ORDINANCES OF FORT MYERS BEACH, FLORIDA, TO ALLOW THE OPERATION OF ELECTRIC BICYCLES ON SIDEWALKS; ESTABLISHING SAFETY REGULATIONS; ESTABLISHING A MAXIMUM SPEED AND PASSING PROCEDURES; REQUIRING OPERATION WITH THE FLOW OF TRAFFIC; ESTABLISHING RESPONSIBLE PARTIES AND PENALTIES; PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS OF LAW, AND AN EFFECTIVE DATE.

WHEREAS, Florida Statutes provide that municipalities shall have the governmental, corporate, and proprietary powers to enable them to conduct municipal government, perform municipal functions, and render municipal service, and exercise any power for municipal purposes, except when expressly prohibited by law; and

WHEREAS, Section 316.008, Florida Statutes, authorizes municipalities to enact an ordinance to “to permit, control, or regulate the operation of electric bicycles on sidewalks or sidewalk areas when such use is permissible under federal law”; and

WHEREAS, Section 316.20655, Florida Statutes, regulates electric bicycles but does not limit a local government’s authority under Section 316.008, Florida Statutes, to enact ordinances governing the operation of electric bicycles on streets, highways, sidewalks, and sidewalk areas under the local government’s jurisdiction; and

WHEREAS, Article III “Beach Bicycle and Vehicle Safety” of Chapter 28 “Traffic and Vehicles” of the Code of Ordinances of Fort Myers Beach, Florida, regulates the operation of bicycles and other vehicles on sidewalks and public rights-of-way; and

WHEREAS, Section 28-84 of the Code of Ordinances of Fort Myers Beach, Florida, prohibits the operation of bicycles “having any type of helper motor and having two or more wheels” on public sidewalks; and

WHEREAS, the Town Council recognizes the increasing use of electric bikes as a mode of transportation within the Town; and

WHEREAS, electric bike operators have expressed safety concerns with riding on busy roadways, prompting some to use sidewalks instead; and

WHEREAS, some electric bike operators have been observed riding on sidewalks at excessive speeds and against the flow of pedestrian traffic, creating hazards; and

WHEREAS, the Town Council desires to amend Article III “Beach Bicycle and Vehicle Safety” of Chapter 28 “Traffic and Vehicles” of the Code of Ordinances of Fort Myers Beach, Florida, to allow the operation of electric bikes on sidewalks under regulated conditions and protect the safety of both electric bike operators and pedestrians; and

WHEREAS, on the ____ day of _____, 2025, the Town Council held a first reading of the Ordinance and gave full and complete consideration to the request of the proposed ordinance to amend the Town’s Code of Ordinances, the recommendation of staff, the documents in the record, and the testimony of all interested persons; and

WHEREAS, a Business Impact Estimate was prepared and posted on the City’s website on the ____ day of _____, 2025, as required by Section 166.041(4), Florida Statutes; and

WHEREAS, an advertisement of the public hearing for adoption of the Ordinance was published in the _____ on the ____ day of _____, which is 10 days prior to the second reading of the proposed Ordinance as required by Section 166.041, Florida Statutes; and

WHEREAS, on the ____ day of _____, 2025, the Town Council held a second reading of the Ordinance; and

WHEREAS, the Town Council determined that adoption of the Ordinance as provided herein is in the best interest of the health, safety and welfare of the public.

NOW THEREFORE, IT IS HEREBY ORDAINED BY THE TOWN OF FORT MYERS BEACH AS FOLLOWS:

Section 1. That the above recitals are true and correct, and incorporated herein by this reference and are hereby adopted as the legislative and administrative findings of the town council.

Section 2. That Article III “Beach Bicycle and Vehicle Safety” of Chapter 28 “Traffic and Vehicles” of the Code of Ordinances of Fort Myers Beach, Florida, is hereby amended to read as follows:

ARTICLE III. – BEACH BICYCLE AND VEHICLE SAFETY

Sec. 28-81. Requirements.

All bicycles, as defined in F.S. § 316.003(4), and all electric bicycles, as defined in F.S. § 316.003(22), operated within the public rights-of-way or sidewalks must meet the following requirements:

- (1) No bicycle shall be used to carry more persons than the number for which it its designed and equipped.
- (2) A bicycle carrying any passenger who is a child under four years of age, or who weighs 40 pounds or less, must be provided with a seat or carrier that is designed to carry a child of that age or size and that secures and protects the child from the moving parts of the bicycle.

- (3) A bicycle rider or passenger who is under 16 years of age must be provided with and must wear a bicycle helmet that is properly fitted and is fastened securely upon the rider's or passenger's head by a strap and that meets the federal safety standard for bicycle helmet, final rule 16 C.F.R. part 1203. As used in this section the term "passenger" includes a child who is riding in a trailer or semitrailer attached to a bicycle.
- (4) Every bicycle shall be equipped with a functioning lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front and a functioning lamp on the rear exhibiting a red light visible from a distance of 500 feet to the rear. Said front and rear lamps shall be illuminated at all times the bicycle is being ridden, used or operated by any person.
- (5) Every bicycle shall be equipped with a brake or brakes which will enable its rider to stop the bicycle within 25 feet from a speed of ten miles per hour on dry, level, clean pavement.
- (6) Every bicycle shall be equipped with a horn or audible device when operated within a public right-of-way in good working order and capable of emitting sound audible under normal conditions from a distance of not less than 50 feet. No horn or other warning device shall emit an unreasonably loud or harsh sound or a whistle.

Sec. 28-82. Headsets.

No person shall operate a bicycle or electric bicycle while wearing a headset, headphone, or other listening device other than a hearing aid or instrument for the improvement of defective human hearing.

Sec. 28-83. Vehicles prohibited.

No person shall drive any vehicle, including one-wheeled vehicles hoverboards, or any type of electronic skateboards, other than by human power upon any public sidewalk or path except for authorized government personnel, emergency vehicles, and special mobile equipment for repair or maintenance of the sidewalk areas. This section does not apply to motorized wheelchairs having three or more wheels. Motorized micro-mobility devices, including but not limited to, electric scooters, electric skateboards, one-wheeled devices, and hoverboards are prohibited.

Sec. 28-84. Assisted bicycles and Electric Bicycles prohibited.

- (a) "Electric bicycle" means any bicycle or tricycle equipped with fully operable pedals, a seat or saddle for use of the rider, and an electric motor of less than 750 watts, which meets the requirements of one of the three classifications of electric bicycle under F.S. § 316.003(22).
- (b) No bicycle having any type of helper motor and having two or more wheels shall be driven upon any public sidewalk, path, or beach. This section does not apply to motorized wheelchairs having three or more wheels. Motorized micro-mobility devices, including but not limited to electric scooters, electric skateboards, one-wheeled devices, and hoverboards are prohibited.
- (c) Notwithstanding the prohibitions in subsection (b), electric bicycles may be operated on sidewalks under the following conditions:

- (1) Electric bicycles shall not be operated on a sidewalk if doing so would endanger the safety of pedestrians; and
- (2) A person operating an electric bicycle shall comply with all regulations under Florida law and this Code applicable to bicycles and bicycle operators; and
- (3) Electric bicycles shall be restricted to a maximum speed of 15 miles per hour when operating on a public sidewalk; and
- (4) Operators of electric bicycles shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing the pedestrian; and
- (5) When passing a pedestrian, the operator of an electric bicycle shall reduce the speed of the electric bicycle to idle speed, meaning the lowest speed at which the electric bicycle can operate and maintain steering control. Generally, this will be between one and three miles per hour; and
- (6) Operators of electric bicycles must exercise due care to avoid collisions with pedestrians or human-powered vehicles, including reducing speed and giving an audible warning when necessary, especially when approaching children, pets, or individuals who appear confused or incapacitated; and
- (7) If sidewalks are present on both sides of a roadway, a person operating an electric bicycle on a sidewalk shall only use the sidewalk on the right side of the roadway and shall travel in the same direction as the adjacent vehicular traffic.

Sec. 28-85. Responsible parties.

All owners, riders, and operators of bicycles and electric bicycles, ~~bicycle owners or riders/operators of the bicycle,~~ including entities that rent or loan bicycles or electric bicycles to others for use on the public rights-of-way, are responsible for compliance with these regulations. Rental contract language shall not redirect or assign responsibility for compliance of section 28-81 or 28-84 of this article.

Sec. 28-86. Operation with flow of traffic.

Bicycles and electric bicycles shall travel in the same direction as traffic while being operated in a public right-of-way, and must be operated on the right as other vehicles which results in traveling with and not against the flow of traffic unless directed otherwise by town officials

Sec. 28-87. ~~Penalty~~Penalties.

- (1) A code enforcement officer who discovers the operation of a bicycle or an electric bicycle on a sidewalk in a manner that violates this article may issue a citation, as used by the town, to the operator of the bicycle. Any person operating a bicycle on a sidewalk in violation of the requirements of this article will be subject to a fine in an amount to be set by resolution in accordance with the citation procedures for parking violations set forth in Sections 28-25 through 28-27.
- (2) ~~Violations of any provision~~ All first-time offenders of this Article, except as provided in (1) above, of this article or failure to comply with any of the requirements herein for first-time offender(s) shall result in the issuance of a written warning by enforcement officers. All subsequent violations of any provision or requirement of this article incurred by any

person or company having previously received a written warning shall result in a fine not to exceed \$50.00, in addition to any penalty that may be imposed under state law.

Secs. 28-88—28-110. Reserved.

Section 3. The Town Council intends that the provisions of this ordinance be made a part of the Fort Myers Beach, Florida, Code of Ordinances, and that sections may be renumbered or re-lettered and the words or phrases herein may be changed to accomplish codification; regardless, typographical errors that do not affect intent may be corrected with notice to and authorization of the Town Manager without further process.

Section 4. Whenever the requirements or provisions of this Ordinance conflict with the requirements or provisions of any other lawfully adopted ordinance or Florida law, the most restrictive shall apply.

Section 5. If any section, subsection, sentence, clause, word, or phrase of this Ordinance is for any reason, declared by a court of competent jurisdiction to be unconstitutional or invalid, such decision will not affect the validity of the Ordinance as a whole, or any part thereof, other than the part so declared.

Section 6. This Ordinance shall become effective upon adoption by the Town Council.

The forgoing Ordinance was adopted by the Town Council upon a motion by _____ and seconded by _____, and upon being put on a roll call vote, the results were as follows:

Dan Allers, Mayor	_____
Jim Atterholt, Vice Mayor	_____
John R. King, Council Member	_____
Karen Woodson, Council Member	_____
Scott Stafford, Council Member	_____

ADOPTED this ____ day of _____, 2025 by the town council of the Town of Fort Myers Beach, Florida.

TOWN OF FORT MYERS BEACH

Dan Allers, Mayor

ATTEST:

Amy Baker, Town Clerk

**APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
USE AND RELIANCE OF THE TOWN OF FORT MYERS BEACH ONLY:**

Vose Law Firm, Town Attorney

This Ordinance was filed in the Office of the Town Clerk on this ____ day of _____, 2025.

ATTACHMENT B

3/25/2025
Item # 10.A
ID# 2025-1020

Executive Summary

Recommendation to direct staff to advertise and bring back an Ordinance amending the Pedestrian Safety Ordinance providing for a new section establishing requirements for the operation of bicycles on sidewalks, crosswalks, and in intersections within the unincorporated portions of Collier County, Florida.

OBJECTIVE: To consider directing staff to advertise and bring back an Ordinance amending the Pedestrian Safety Ordinance providing for a new section establishing requirements for the operation of bicycles on sidewalks, crosswalks, and in intersections within the unincorporated portions of Collier County, Florida.

CONSIDERATIONS: Collier County Ordinance 2022-02, the existing Pedestrian Safety Ordinance, addresses several aspects of pedestrian safety. Since the Ordinance was adopted in 2022, the use of electric bicycles on public sidewalks and bike lanes in Collier County has increased and created more opportunities for crashes and injuries with other pedestrians, vehicles, and bicycles (manually or electrically operated). This increased opportunity for crashes and injuries is due in part to the speed that electric bicycles can maintain compared to pedestrians and manually operated bicycles, especially within shared-use areas like sidewalks. Additionally, electric bicyclists may not adhere to the same traffic laws and etiquette as traditional cyclists, such as right-of-way rules, signaling, or weaving through pedestrians or vehicles.

The proposed ordinance will provide a new section establishing the requirements for bicycles on sidewalks, at crosswalks, and in intersections within unincorporated Collier County. Definitions for the new section are provided within the amendment, for the following "bicycle", "bicycle lane", "bicycle path", "crosswalk", "electric bicycle", "intersection", "median", "moped", "motorized scooter", "motor vehicles", "pedestrian", "person", "sidewalk", "traffic separator", and "travel lane.". The amendment also specifies that these changes do not apply to motorized wheelchairs. The following summarizes the additions addressed by this amendment:

- Bicycle riding would be allowed on public sidewalks, but electric bicycles ridden by anyone over the age of 16 must occur in the bicycle lane when available.
- Adults operating an electric bicycle when accompanying children under the age of 16 may lawfully operate an electric bicycle on the sidewalk to allow for supervision of the children.
- Prohibits the operation of Class 3 electric bicycles by persons under the age of 16 on public roads, bicycle paths, and shared roadways/pathways..
- Anyone operating an electric bicycle on either the sidewalk or in a bicycle lane must stop when approaching a school bus displaying a stop signal and remain stopped until the signal has been withdrawn.
- Passing the school bus on the side where children enter and exit while the stop signal is displayed is a violation of the Ordinance.
- A bicycle traveling in the opposite direction of traffic must come to a complete stop before entering an open intersection and must yield the right-of-way if a vehicle is already in the intersection.
- When a bicycle reaches a signalized intersection, the rider must obey the instructions of any applicable pedestrian control signal and must yield the right-of-way of vehicles that are already in the intersection.
- On shared pathways adjacent to roads and including those located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of sound device before the act of passing them.

FISCAL IMPACT: There is no fiscal impact associated with this action.

GROWTH MANAGEMENT IMPACT: There is no growth management impact associated with this action.

LEGAL CONSIDERATIONS: This item is approved as to form and legality and requires majority vote for Board

approval. —SRT

RECOMMENDATIONS: To direct staff to advertise and bring back an Ordinance amending the Pedestrian Safety Ordinance providing for a new section establishing requirements for the operation of bicycles on sidewalks, crosswalks, and in intersections within the unincorporated portions of Collier County, Florida.

PREPARED BY: Commissioner Dan Kowal, District 4

ATTACHMENTS:

1. Amendment_to_Pedestrian_Safety_Ordinance_Rev'd 03.18.25

ORDINANCE NO. 2025 - _____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, AMENDING ORDINANCE NO. 2022-02, THE “COLLIER COUNTY PEDESTRIAN SAFETY ORDINANCE”, BY AMENDING SECTION THREE, DEFINITIONS; AMENDING SECTION FOUR, JURISDICTION; PROVIDING FOR A NEW SECTION ESTABLISHING REQUIREMENTS FOR THE OPERATION OF BICYCLES ON SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS WITHIN THE UNINCORPORATED PORTIONS OF COLLIER COUNTY, FLORIDA; PROVIDING FOR CONFLICT AND SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE OF LAWS AND ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a recent compilation of motor vehicle crash data for 2020 published by the National Highway Traffic Safety Administration in October 2022 stated that Florida ranked fourth in the percentage of pedestrian fatalities in 2020; and

WHEREAS, Collier County has a significant government interest in pedestrian and bicyclist safety and this ordinance regulates conduct for the purpose of promoting pedestrian and bicyclist safety; and

WHEREAS, according to the Florida Department of Highway Safety and Motor Vehicles Crash Dashboard website at <https://www.flhsmv.gov/traffic-crash-reports/crash-dashboard/>, in 2022, there were 172 bicycle crashes in Collier County, resulting in 4 fatalities, and 164 injuries suffered, as well as, 190 pedestrian crashes resulting in 5 fatalities, and 122 injuries suffered (this data covers crashes occurring between January 1, 2022 and December 29, 2022); and

WHEREAS, the Florida Statutes expressly authorize local authorities such as Collier County to regulate the operation of bicycles and electric bicycles within their jurisdiction and within the reasonable exercise of their police power under the State Uniform Traffic Control Statute at §§ 316.008(h) and 316.2068(5); and

WHEREAS, the Board of County Commissioners finds that requiring the progression of bicycles on sidewalks and upon public rights of way to travel in the same direction as the flow of traffic will promote safer pedestrian travel and reduce the potential for crash events between vehicles and both pedestrian and bicycle travelers; and

WHEREAS, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in Collier County, which presents enhanced opportunities for crashes and injuries with other pedestrian travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

WHEREAS, the Board of County Commissioners finds that this Amendment to Ordinance No. 2022-02 is narrowly tailored to impose specific regulations to protect the public health, safety, and welfare by reducing the likelihood of serious bodily injury or death that results from conflicts between vehicular traffic, bicyclists, and pedestrians progressing on the sidewalks, crosswalks, and intersections in the unincorporated area of Collier County; and

WHEREAS, the Board of County Commissioners seeks to prevent further pedestrian fatalities or injuries within the County.

NOW, THEREFORE, BE IT DULY ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, that:

SECTION ONE: Section Three: Definitions of Ordinance No. 2022-02, codified as Section 110-162 of the Code of Laws and Ordinances, is amended as follows:

SECTION THREE: DEFINITIONS.

For the purpose of this division, the following definitions shall apply unless the context clearly indicates or requires a different meaning:

Bicycle means every vehicle propelled solely by human power, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels, as defined in § 316.003(4), Florida Statutes, including any device generally recognized as a bicycle though equipped with two front or two rear wheels. The term does not include motorized scooters, micromobility devices, or such similar devices as defined in § 316.003(41).

Bicycle lane means any portion of a roadway or highway which is designated by pavement markings and signs for preferential or exclusive use by bicycles. See also *Travel Lane* below.

Bicycle path means any road, path, or way that is open to bicycle travel, which road, path, or way is physically separated from motorized vehicular traffic by an open space or by a barrier and is located either within the right-of-way or within an independent right-of-way.

Crosswalk means: (a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway, measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and (b) any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Electric bicycle means a bicycle or tricycle equipped with a fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

(a) “Class 1 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(b) “Class 2 electric bicycle” means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.

(c) “Class 3 electric bicycle” means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Intersection means: (a) the area embraced within the prolongation or connection of the lateral curblines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict, and (b) where a highway includes two roadways 30 feet or more apart, every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, every crossing of two roadways of such highways shall be regarded as a separate intersection.

Median means the portion of the roadway separating the opposing traffic flows. Medians can be depressed, raised, or flush.

Moped means any vehicle with pedals to permit propulsion by human power, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels, with a motor rated not in excess of 2 brake horsepower and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground and with a power-drive system that functions directly or automatically without clutching or shifting gears by the operator after the drive system is engaged. If an internal combustion engine is used, the displacement may not exceed 50 cubic centimeters. The term does not include an electric bicycle.

Motorized scooter means any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground. The term does not include an electric bicycle.

Motor vehicles means any vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails, but not including any bicycle or moped as defined in this section.

Pedestrian means any person afoot.

Person means any natural person, firm, co-partnership, association, or corporation.

Sidewalk is the portion of the street right-of-way intended for the use of pedestrians that is between the curb and the adjacent property line. If there is no curb or right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the roadway and the adjacent property line. If there is no curb but there is a right-of-way parking area, it is the portion of the street right-of-way intended for the use of pedestrians that is between the right-of-way parking area and the adjacent property line.

Traffic separator means a barrier, such as a concrete wall, raised median, guardrail, fence, or landscaped or gravel area, whether or not raised, that is less than 6 feet in width placed between lanes of a roadway to divide traffic moving in opposite directions.

Travel lane means the portion of the roadway dedicated to the movement of motor vehicles traveling from one destination to another where a motor vehicle may not remain stationary indefinitely without eventually obstructing the free flow of motor vehicle traffic, and not including; shoulders, bicycle lanes, or on the street parking. Travel lanes do not include sidewalks, bike paths, private property, or streets closed to vehicular traffic. The term shall include ~~bike~~-bicycle lanes which are delineated but a contiguous part of the street or highway pavement.

SECTION TWO: Section Four of Ordinance No. 2022-02, codified as Section 110-163 of the Code of Laws and Ordinances of Collier County, Florida, is amended as follows:

SECTION FOUR: JURISDICTION

The provisions of this section shall be in effect upon all streets and highways and sidewalks owned and maintained by the county within the unincorporated area of the county over which Collier County has traffic control jurisdiction. This Ordinance does not apply to motorized wheelchairs having three or more wheels.

SECTION THREE: Ordinance No. 2022-02 is amended to include the following new section:

OPERATION OF BICYCLES ON PUBLIC SIDEWALKS AND CROSSWALKS WITH FLOW OF TRAFFIC.

1. Authorization: Bicycle riding is allowed upon the public sidewalks within the unincorporated area of Collier County over which the County has traffic control jurisdiction.
2. Power Assisted Bicycle Restrictions:

- a. Any person over the age of 16 years old must operate an electric bicycle in the bicycle lane when available. Use of the sidewalks in such cases are prohibited and is a violation of this Ordinance.
- b. If an adult is operating an electric bicycle while accompanying children under the age of 16 who are riding on a sidewalk, the adult shall lawfully be allowed to operate the electric bicycle on the sidewalk with those children, so as not to separate the children from the adult's supervision.
- c. Any person under the age of 16 years old is prohibited from riding a Class 3 electric bicycle on public roads, bicycle paths, and shared roadways/pathways.
- d. Any person using, operating, or driving an electric bicycle on either a sidewalk or in a bicycle lane must, upon approaching any school bus which displays a stop signal, bring such electric bicycle to a full stop while the bus is stopped, and the vehicle shall not pass the school bus until the signal has been withdrawn. Any person using, operating, or driving an electric bicycle that passes a school bus on the side that children enter and exit when the school bus displays a stop signal is a violation of this Ordinance. The driver of an electric bicycle upon a divided Roadway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when traveling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.
- e. An open intersection is one without traffic control signs or signals. Any person operating an electric bicycle or bicycle, traveling in the opposite direction of traffic, must come to a complete stop before crossing the open intersection, and must yield the right-of-way if a vehicle is already in the intersection.
- f. At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the bicyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
- g. With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of sound device before the act of passing them.

SECTION FOUR: CONFLICT AND SEVERABILITY

In the event this Ordinance conflicts with any other Ordinance of Collier County or other applicable law, the more restrictive shall apply. If any phrase or portion of the Ordinance is held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion.

SECTION FIVE: INCLUSION IN THE CODE OF LAWS AND ORDINANCES

The provisions of this Ordinance shall become and be made a part of the Code of Laws and Ordinances of Collier County, Florida. The sections of the Ordinance may be renumbered or relettered to accomplish such, and the word “ordinance” may be changed to “section,” “article,” or any other appropriate word.

SECTION SIX: EFFECTIVE DATE

This Ordinance shall become effective upon filing with the Department of State.

PASSED AND DULY ADOPTED by the Board of County Commissioners of Collier County, Florida, this _____ day of _____, 2025.

ATTEST:
CRYSTAL K. KINZEL,
Clerk of Courts & Comptroller

BOARD OF COUNTY COMMISSIONERS
COLLIER COUNTY, FLORIDA

By: _____
_____, Deputy Clerk

By: _____
Burt L. Saunders, Chairman

Approved as to form and legality:

Jeffrey A. Klatzkow, County Attorney

LEGISLATIVE BILL UPDATES

DISCUSSION ITEM:

This is an information item to initiate discussion among the committee members on proposed bills that are currently being debated during the 2025 regular session of the Florida Legislature. This will also include reporting on recent developments at the federal level that are impacting transportation project delivery and funding.

The 2025 Florida Legislative session convened on Tuesday March 4th and adjourns on Friday May 2nd. During this 60 day period, bills are being debated at committees before they are passed by both chambers of legislature and potentially signed into law by the Governor. These bills will impact the 2026 fiscal year (FY) starting July 1, 2025.

At the April 22nd joint meeting, staff will provide a presentation on the proposed legislation and recent federal changes impacting project delivery and funding.

Michelle Avola-Brown, Executive Director of Naples Pathway Coalition will give a presentation on the state hands-free legislative efforts toward preventing distracted driving.

DELETIONS OF BICYCLE AND PEDESTRIAN PROJECTS IN THE TIP FROM THE ELIMINATION OF CARU/CARB FUNDING

INFORMATION ITEM:

This is an information item for MPO staff to report on the deletion of projects from the Transportation Improvement Program (TIP) of both MPOs because of an agreement initiated by the state of Florida to return Carbon Reduction funding to the U.S. Department of Treasury. This included the funding of any area (CARB) funds and the carbon reduction for urban areas greater than 200,000 population (CARU) funding.

Collier County

Collier MPO identified nine projects funded with CARB or CARU funds in the FY 2026-2023 Draft Tentative Work Program (DTWP) released in November of 2024. The action to remove CARB and CARU followed this. Subsequently, in April, FDOT released an update to the DTWP reflecting the changes. The MPO plans to add any deleted projects to the top of the 2025 annual List of Project Priorities going to the Board for approval in June.

Attachment A includes a list of those the projects funded with CARB or CARU in the FY 2026-2030 DTWP released in November, 2024. The update in April, 2025 shows the following changes to this list:

Project retained with funding reallocated to SU, TALT, or TALU	Project removed	Construction deferred with funding reallocated to SU, TALT, or TALU
437925-1	443375-3	449514-1 pushed to FY'29
448069-1	448131-1	452209-1 pushed to FY'28
448129-1	449581-1	
452064-1		

Lee County

FDOT rebalanced its Draft Tentative Work Program for FY 2026 – FY 2030 for Lee County by retaining eight (8) projects previously funded by CARB and CARU funds, while removing five (5) projects. Staff will add the deleted projects, all construction phases, to the Lee MPO's 2025 Multimodal Box Fund Priority List for consideration of future funds.

A sixth project including a shared use path project in the Village of Estero was removed because of engineering constructability issues. Staff will use the rebalanced FY 2026 -

FY 2030 Draft Tentative Work Program to develop the TIP for FY 2026 – FY 2030 that will be adopted in June.

The list of retained and deleted projects is enclosed.

ATTACHMENT A

Project	Description	Phase	Fund Code	2026	2027	2028	2029	2030	TOTAL
437925-1	Signal Timing County Roads at Various Location	Cst	CARB	\$ 783,524					
443375-3	Collier County Lake Trafford Rd Sidewalk and Bike Lanes	Cst	CARU	\$ 700,872					
448069-1	Wiggins Pass Sidewalk from Vanderbilt Dr. to US41	Cst	CARU		\$ 856,085				
448129-1	Naples Manor Sidewalk - various locations	Cst	CARB	\$ 1,082,769					
448129-1	Naples Manor Sidewalk - various locations	Cst	CARU	\$ 14,600					
448131-1	Naples Sidewalks on 26th Ave	Cst	CARU	\$ 140,613					
449514-1	91st Ave N Sidewalk from Vanderbilt Dr to US41	Cst	CARB		\$ 246,686				
449581-1	ITS Vehicle Detection Update	Cst	CARU			\$ 523,381			
452064-1	McCarthy St. From Floridian Ave. to Caroline Ave	Cst	CARU					\$ 755,000	
452209-1	Bald Eagle Dr from San Marco Rd to N Collier Blvd	Cst	CARB		\$ 536,504				
TOTAL				\$ 2,722,378	\$ 1,639,275	\$ 523,381	\$ -	\$ 755,000	\$ 5,640,034

ATTACHMENT B

CARB/CARU IN DRAFT TENTATIVE WORK PROGRAM FY 2026 - FY 2030 LEE COUNTY

Project	Description	Phase	Fund Code	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
431330-1	CAPE CORAL SIDEWALKS	CST	CARU	\$ 820					\$ 820
449699-1	GATOR CIRCLE PHASE 1 & 2 FROM AVERILL BLVD TO RAMSEY BLVD	CST	CARB		\$ 61,887				\$ 61,887
			CARU		\$ 374,425				\$ 374,425
449699-2	GATOR CIRCLE PHASE 3 & 4 FROM RAMSEY BLVD TO DEL PRADO BLVD	CST	CARU		\$ 309,200				\$ 309,200
451387-1	WINKLER AVE FROM COLONIAL BLVD TO SIX MILE CYPRESS PKWY	CST	CARU			\$ 535,118			\$ 535,118
			CARB			\$ 105,392			\$ 105,392
451446-1	ANDALUSIA BLVD FROM DIPLOMAT PKWY TO KISMET PKWY	CST	CARU			\$ 127,622			\$ 127,622
451968-1	CORKSCREW ROAD FROM US 41 TO KORESHAN STATE PARK	PE	CARU	\$ 89,714					\$ 89,714
		CST	CARU			\$ 542,410			\$ 542,410
436926-2	PINE ISLAND RD FROM STRINGFELLOW RD TO VETERANS PKWY	PE	CARU	\$ 696,224					\$ 696,224
438102-2	ANDALUSIA BLVD FROM NE 11TH TERR TO DIPLOMAT PKWY	CST	CARU	\$ 581,041					\$ 581,041
449480-1	EAST TERRY ST PATH FROM IMPERIAL PKWY TO I-75	CST	CARU	\$ 533,575					\$ 533,575
449681-1	VIA COCONUT POINT ROUNDABOUT FROM COCONUT RD TO CORKSCREW RD	CST	CARU		\$ 89,647				\$ 89,647
449683-1	COCONUT RD SIDEWALK FROM OAKWILD TO VIA COCONUT POINT	CST	CARU		\$ 431,878				\$ 431,878
455924-1	CULTURAL PARK BLVD FROM NE PINE ISLAND LANE TO PINE ISLAND RD	CST	CARU				\$ 92,673		\$ 92,673
451383-1	DANIELS PKWY FROM COMMERCE LAKES DR TO SR 82	CST	CARB		\$ 135,556				\$ 135,556
451390-1	CARRELL RD FROM CLEVELAND AVE TO JYLP SHARED USE PATH	CST	CARU				\$ 433,237		\$ 433,237
	Total			\$ 1,901,374	\$ 1,402,593	\$ 1,310,542	\$ 525,910	\$ -	\$5,140,419

Notes

Retained by substituting with TA and SU funds

Deleted and added to 2025 Multimodal Box Priority List

Withdrawn due to engineering issues

**CURRENT FISCAL YEAR CARB/CARU FUNDED PROJECT STATUS
LEE COUNTY**

Project	Description	Phase	Fund Code	FY 2025	Status
435351-2	ABLE CANAL FROM HARNES MARSH TO JOEL BOULEVARD	CST	CARU	\$ 1,174,284	Retained
441901-1	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	CST	CARU	\$ 1,199,632	Retained
441901-2	BELL BLVD FROM SUNRISE BLVD TO JOEL BLVD	CST	CARU	\$ 358	Retained
447820-1	WINKLER AVE AT CHALLENGER BLVD ROUNDABOUT	CST	CARU	\$ 5,000	Retained
	Total			\$ 2,379,274	
Notes					
	Retained by substituting with TA and SU funds				
	Deleted and added to 2025 Multimodal Box Priority List				

RSW TERMINAL EXPANSION SIMULATION VIDEO

INFORMATION ITEM:

The Collier BPAC Chair had requested a presentation of the proposed expansion of the RSW Airport Terminal. Instead of a formal presentation, MPO staff will play a simulation video of how the airport terminal will look after the expansion is completed. The expansion involves two phases both of which are currently underway.

Phase I includes extending the existing terminal on its north side to connect the three existing concourses consolidating the TSA security check points while Phase II includes the construction of a new concourse E with 14 airline gates.