

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Growth Management Division
Conference Room 609/610
2800 North Horseshoe Drive
Naples FL 34104**

**November 19, 2019 9:00 A.M.
Meeting Minutes**

1. Call to Order

Mr. Bonness called the meeting to order at 9:02 a.m.

2. Roll Call

Mr. Ortman called roll and confirmed a quorum was present.

Members Present

Alan Musico, At-Large
Dayna Fendrick, At-Large
Andrea Halman, At-Large
Victor Ordija, At-Large
Anthony Matonti, At-Large
Reginald Wilson, At-Large
Joe Bonness, At-Large
Susan Sonnenschein, At-Large
Dr. Mort Friedman, At-Large

Members Absent

Larry Smith, At-Large
David Driapsa, At-Large

MPO Staff

Eric Ortman
Karen Intriago

Others Present

Trinity Scott, Collier County Transportation Planning (CCTP)
Deborah Chesna, FDOT
Patty Huff, Florida Bicycle Association
Kim Jacob, Naples Park Citizen
Roberta Lepore, Naples Park Citizen
Cathy Faerber, Naples Pathway Coalition
Michelle Wotring, Minute Taker

3. Approval of the Agenda

Mr. Musico moved to approve the agenda. Second by Ms. Halman. Carried unanimously.

4. Approval of the September 17, 2109 Meeting Minutes

Ms. Fendrick moved to approve the September 17, 2019 Meeting Minutes. Second by Mr. Musico. Carried unanimously.

5. Public Comments for Items not on the Agenda

Ms. Jacob and **Ms. Lepore** -- both are Naples Park citizens who live on 91st Ave.; expressed their concern about traffic, bicycles, congestion and the need for sidewalks. **Ms. Jacob** asked about any planning being done for sidewalks in Naples Park; stating that there have been numerous hit-and-runs in the community and that it is a huge issue based on how dangerous it is.

Mr. Ortman – 91st Ave. was put forth in the County’s original concept sheets in August. The County, based on committee input concerning Wiggins Pass, removed 91st and added that funding request to the Wiggins Pass request. This was done to maintain an even distribution of cost estimates between the five districts.

Ms. Scott – after the original concepts were submitted, committee feedback favored bike lanes on Wiggins Pass. The bike lanes are significantly more expensive than the sidewalk. The 91st Ave. project can be pursued but will increase the cost of the project by \$640,000. The committee needs to provide direction if they so desire. If not, the County will continue to pursue 91st through other funding sources.

Ms. Scott – County is requesting that flat space be left on one side of each road where utility and stormwater work is being done in Naples Park. This flat space can be used for sidewalks if so desired in the future. Putting in the flat spaces now will significantly reduce the future cost as it would be a simple form and pour project.

Mr. Bonness – walkability study was done in Naples Park, but it was never adopted. **Mr. Ortman** – the walkability study was not adopted due to community opposition. If the community’s outlook has changed, adoption of walkability study could be revisited.

6. Agency Updates

A. FDOT

- No update.

B. MPO Executive Director

Mr. Ortman – at their last meeting, the Board voted to remove the reappointment of committee members from the consent agenda and that they be reconsidered. This will apply to all future committee reappointments. Three BPAC members are immediately affected; Mr. Wilson, Mr. Musico and Ms. Fendrick whose terms will now expire in March 2020 as opposed to a two-year term. The Board requested that all open committee seats be advertised, and that applicants be reviewed along with current members. MPO staff is supporting all members stay on the committee but the Board has final say. The seats will be advertised on the website, through the MPO email Listserv, and on social media. In May of 2020, Mr. Ordija and Dr. Friedman will be coming up for reappointment.

Ms. Halman – will the advertised seats be open to the public and which commissioner brought this up?
Mr. Ortman – seats will be open to the public; the matter was brought up by Commissioner Solis. Currently there are no vacancies on the BPAC; there are two vacancies on the CAC.

Mr. Musico – important that the people who get accepted attend the meetings to be conversant in the topics discussed. **Mr. Ortman** – Mr. Musico is correct; the institutional knowledge of this group is very important and MPO staff would not like to lose that knowledge. **Ms. Sonnenschein** – learning curve as to how the committee functions is big and takes a long time to understand.

Ms. Halman – if someone from Naples Park wanted to apply, would they be eligible? **Mr. Ortman** – anyone from Naples Park can apply but likely only one person would be selected to maintain geographic diversity. If either Ms. Jacob or Ms. Lepore would like to apply, I will send them an application.

Ms. Scott – District 3 project submitted was based on a draft study. The resubmitted District 3 project is a Tier 1 project from the final Golden Gate Walkability Study. The new project is close to a school and is consistent with the Bike Ped Master Plan.

7. Committee Action

A. Review and Ranking of FDOT Priority Project Information Packets

Mr. Ortman – 10 FDOT Priority Project Information Packets were received. As previously voted on by the Committee, the District 3 submittal in the only change in projects. The submittal now includes Tier 1 projects; the original submission was based on a draft and not final report and included Tier 3 projects. The resubmitted project has the same safety and EJ scores; the connectivity score went from one to four, so it now has 10 points. There is one project with 13 points, five with 10 points, two with 8 points, one with 7 points and one with 2 points. Revised cost estimates reduced the total estimated cost by about \$2.5 million; the cost estimate for all projects decreased from \$16.5 million to \$14 million. At the last meeting the committee voted to consider two funding cycles, calendar years 2020 and 2022.

Mr. Ortman – prioritized list will be submitted to FDOT who will take an in-depth look at the applications. After FDOT review, the list will be reviewed the TAC and CAC before going to the Board for approval. FDOT normally accepts the MPO's priority list based on what the Board approves in June; however, that does not necessarily mean FDOT will do the projects in the submitted order but rather by what makes sense to do first based on numerous factors and what is best for everyone concerned.

Mr. Musico – more detailed ranking than listing all 10 projects is a moot point; FDOT will build all the projects, they just may do them in a different order depending on circumstances.

Mr. Bonness – I drove out to Immokalee; there is a lot of old asphalt which hasn't been overlaid; it's cheaper to do that then rebuild from scratch. Replacing asphalt with concrete is also very expensive. There isn't an option to widen some of the sidewalks because they are up against a fence on one side and drop-off on the other. **Ms. Halman** – if there is a cheaper way to be able to ride bikes in Immokalee, they would be okay with it.

Ms. Scott – some of the sidewalks are substandard and don't meet current county standards which calls for concrete sidewalks. Overlaying an asphalt sidewalk is cheaper but from a maintenance perspective, it's more expensive due to its upkeep.

Ms. Fendrick – Everglades City project needs to be rated higher as it is proactive; more than one million visitors come through town annually, and people are walking and biking in the streets because there are no sidewalks. The EJ rank combined several areas together to arrive at the EJ rank, but it really should have been higher. **Mr. Ortman** – Ms. Fendrick makes a good point, noted that Pine Street got grouped together in District 2 and the score reflects that.

Ms. Halman – was SUN Trail was considered? **Mr. Ortman** – it is a different project but FDOT does consider the high foot traffic in Immokalee, Golden Gate City and Naples Park.

Mr. Musico – Marco Island project is for alternate bike lanes to Collier Blvd. There is broad public support including: written endorsement letters from all 3 schools, Chief of Police, Chamber of Commerce, Association of Realtors, YMCA and Marco Island Civic Association. When the

Comprehensive Pathways Plan was developed, public outreach generated 600 comments supporting the project. There were four crashes that a bike lane could have prevented. The project completes five of the 33 connectivity gaps listed in Table 9. There are 10,570 residential units within ½ mile of the project. A traffic survey was during January, February and March. The survey showed an average of 1,061 cyclists per day.

Mr. Musico moved to approve the ranking of projects as follows: Rank 1 – 1 project; Rank 2 – 5 projects; Rank 3 – 2 projects; Rank 4 – 1 project; Rank 5 – 1 project. Second by Mr. Ordija. The motion passed with 8 in favor and 1 against.

Ms. Huff – Copeland, Ochopee, Plantation Island, Jerome and Chololoskee should have been included in the EJ ranking for Everglades City. There are no facilities or services in these communities, they are all in Everglades City. To use the facilities, children are either bused, ride their bike or take golf carts into Everglades City. When the park service took over Copeland, they took away the restaurant, dry cleaner, post office and convenience store. Many of the residents of these communities do not have cars but must go into Everglades to get their mail, groceries and take children to school.

Ms. Sonnenschein – will there be an opportunity prior to FDOT’s decision for community input that might change the decisions? **Mr. Ortman** – there is always an opportunity for public comment and wiggle room. In general, it’s a good idea to have more projects ready than money available in case extra money becomes available or something happens to an existing project.

Mr. Bonness – FDOT does its best to accommodate the Board adopted priorities within the context of available funding and logistics. Two things that have been seen in the past; a funded project is getting close to being implemented and the community speaks up and says they don’t want that, so projects have gotten cancelled. On the other hand, projects can get accelerated if FDOT completes a road project under budget and there is money leftover. Generally, FDOT tries to follow the MPO Board’s priorities.

Ms. Scott – seeks clarification on the 91st Ave project. Would the BPAC like staff to add it back in or is the recommendation for Transportation Planning to hold the project until the next call for projects? **Mr. Musico** – leave it as is, it’s a good project for the next go-round. **Ms. Halman** – how much would it be to add 91st Ave. **Ms. Scott** – \$640,000.

Mr. Ortman – in view of everything that has transpired today; public comments, and more background on 91st Ave, does the whole committee wish to reconsider 91st?

Ms. Halman motioned to include 91st Ave. There was no second. Motion failed.

Mr. Musico -- suggested a discussion on project guidelines and scoring when projects are submitted as a future agenda item.

Ms. Sonnenschein – every single project has tremendous need and validity but with limited funds, it’s difficult to pick one which is why the priority system is in place. More citizen input is needed to get the necessary attention for community safety, walking and biking needs.

8. Reports & Presentations (May Require Committee Action)

A. Review and Comment on FDOT FY21-FY25 Draft Tentative Work Program

Mr. Ortman – FDOT’ revenues have decreased across the board which resulted in a modest decrease in funds, \$42 million or 8.5%, coming to the MPO. It is almost all in the highway section of the TIP.

One sidewalk project was added for Shadowlawn Elementary through a Safe Routes to School grant that was awarded to the County. Two bike projects had minor changes in construction costs; one went up \$150,000, one went down \$50,000. These are the only changes to bike ped projects.

At the TAC meeting, the County expressed their appreciation for \$8.5 million in TRIP and CIGP funding but also expressed concern over certain large projects being deferred as they were long standing safety projects, particularly the I-75/951 Interchange.

The SR29 project from SR82 to the Hendry County Line has been moved out of the current Work Program; it is going to be funded in a future year; the project will not disappear.

FDOT will release the Tentative Work Program in November; it will essentially be the same as the Draft Tentative with one project being added. The fire station at mile marker 63 is for emergency responses on I-75 across the alley. The programmed amount is \$6 million over five years. The impact of all other changes in the Tentative resulted in a \$6,000 increase in programmed funding. The Tentative Work Program will be used to develop the FDOT Adopted Work Program and the MPO TIP.

B. SUN Trail Application Discussion

Mr. Ortman – FDOT has issued a call for SUN Trail projects. Applications are due on the 20th of December. The MPO is drafting an application for the 2 ½ mile gap on US 41 between 6 L Farm Rd and Greenway Rd. FDOT does not have plans in the near future to widen it and has encouraged the MPO to submit an application. One significant concern is who will maintain the shared use path once it was completed. FDOT will do the mowing and asphalt maintenance but another agency will be responsible for all other maintenance.

9. Member Comments

Ms. Fendrick – pleased with how the project on Estero Blvd. in Fort Myers Beach looks, great to see a project come to fruition after 15 years.

Ms. Chesna – FDOT needs a signed maintenance agreement submitted with SUN Trail applications stating what agency will maintain the amenities on the shared use path. FDOT does not want to discourage counties and towns from putting in amenities which are not a requirement but maintaining them is a requirement.

Mr. Ortman – FDOT is shifting their policy to constructing shared use paths and separating uses on roads with speeds in excess of 50 MPH. Question was asked whether this would be to the exclusion of bike lanes? **Ms. Chesna** – FDOT looks at the whole community hence the planning studio and really understanding who the users are. There will always be a shoulder for riders that want to ride in the road but moving towards separating the uses will help drive down the crash numbers.

10. Distribution Items

A. Revised August 20, 2019 Minutes

11. Next Meeting Date

Regular Meeting – January 21, 2020 at 9:00 a.m.
Collier County Growth Management Department, Conference Rooms 609/610

12. Adjourn

With no further comments **Mr. Bonness** adjourned the meeting at 10:57 a.m.