



# AGENDA

## BPAC

### Bicycle/Pedestrian Advisory Committee

**NOTE: THIS IS AN IN-PERSON MEETING**

IT Training Room, 5<sup>th</sup> Floor

Collier County Government Center

Administration Building (F)

3299 Tamiami Trail East, Naples, FL, 34112

**March 19, 2024**

**9:00 a.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the January 16, 2024 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. Discuss MPO Board Request for Committee Recommendations on Safely Accommodating eBikes
8. Reports & Presentations (May Require Committee Action)
  - A. Update on Seminole Gulf Railway and the Bonita-Estero Trail Project
  - B. Update on Call for Projects
  - C. Update on Collier to Polk Trail
9. Member Comments
10. Distribution Items
11. Topics for Future Meetings
12. Next Meeting Date

**April 16, 2024 – 9:00 a.m.**  
**Location:** Collier County Government Center  
Admin. Bldg. F. IT Training Rm 5<sup>th</sup> Floor,  
3299 Tamiami Trail East
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](mailto: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  
January 16, 2024 - 9:00 A.M.  
Meeting Minutes**

**1. Call to Order**

**Ms. Huff** called the meeting to order at 9:02 a.m.

**2. Roll Call**

**Ms. Miceli** called roll and confirmed a quorum was present.

**Members Present**

Anthony Matonti (Chair) *(arrived during item 8.A.)*

Patty Huff *(Vice Chair until item 7.A.)*

Alan Musico

Andrea Halman

Dayna Fendrick

George Dondanville

Joe Bonness

Kim Jacob

Michelle Sproviero *(appointed Vice Chair as of item 7.A.) (arrived during item 6.B.)*

Robert Phelan

**Members Absent**

Mark Komanecky

**MPO Staff Present**

Sean Kingston, Principal Planner

Suzanne Miceli, Administrative Support Specialist II

**Others Present**

Lorraine Lantz, Collier County Transportation Planning Manager

Tanya Merkle, Florida Department of Transportation *(arrived during item 8.A.)*

Reggie Wilson, Florida Department of Health

Michelle Avola-Brown, Naples Pathways Coalition *(arrived during item 7.A.)*

Kevin Dohm, Marco Island Bicycle and Pedestrian Committee

**3. Approval of the Agenda**

**Mr. Kingston** explained that there was a walk-on agenda item, 7.A., and that the agenda would be amended to reflect the addition of the item.

*Mr. Dondanville moved to approve the agenda, as amended. Seconded by Mr. Musico. Carried unanimously.*

**4. Approval of the Minutes**

**4.A. Approval of the November 21, 2023 Meeting Minutes**

It was noted that Ms. Halman was listed both on the present and absent list. She was absent. Staff confirmed that the error would be corrected.

*Mr. Dondanville moved to approve the November 21, 2023 minutes, as amended. Seconded by Mr. Musico. Carried unanimously.*

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

**Mr. Musico** introduced **Mr. Dohm** as an interested applicant to the MPO Bicycle and Pedestrian Advisory Committee.

**6. Agency Updates**

**A. FDOT:**

*A representative of FDOT was not present for this item.*

**B. MPO:**

**Mr. Kingston** announced that the prospective incoming MPO Executive Director had withdrawn her application, Ms. McLaughlin's contract was scheduled to end on March 9, 2024, and that it would be discussed at the February 9, 2024 MPO Board meeting.

He also mentioned that the Work Order for the Long-Range Transportation Plan (LRTP) by Jacobs Engineering and the Work Order for Safe Streets 4 All (SS4A) by TY Lin were being presented for approval at the February 9, 2024 MPO Board meeting. SS4A is a federal grant which

MPO was awarded to be applied toward studies that will assist in the creation of safer streets for the County.

**7. Committee Action**

**A. *Walk-on Item – Elect a Chair and Vice Chair for calendar year 2024.***

**Mr. Kingston** stated that this item was for the Committee to elect a Chair and Vice-Chair for calendar year 2024, and that the BPAC Bylaws require that the Committee elect a Chair and Vice-Chair at the first regularly scheduled meeting of each year when a quorum is attained. Any Committee member may nominate or be nominated as Chair/Vice-Chair. Elections shall be decided by the majority vote of Committee members present. The Chair and Vice-Chair shall serve a one-year term or until a successor is elected. At the time, **Mr. Matonti** served as Chair, and **Ms. Huff** was the Vice-Chair. Mr. Kingston mentioned that **Mr. Matonti** had called MPO staff the week prior to relay that he would be arriving later to the meeting and that he was willing to continue his role as Chair if so nominated.

**Ms. Huff** mentioned that she would like to step down from her role as Vice Chair. **Ms. Sproviero** volunteered to fill the role of Vice Chair for 2024.

*Ms. Huff called the vote to reelect Mr. Matonti as BPAC Chair. Passed unanimously.*

*Ms. Huff called the vote to elect Ms. Sproviero as BPAC Vice Chair. Passed unanimously.*

*As newly appointed Vice Chair, Ms. Sproviero assumed the role of Acting Chair in Mr. Matonti's absence and lead the remainder of the meeting.*

**B. Endorse Collier to Polk Regional Trail PD&E as a Priority for SUN Trail Funding**

**Mr. Kingston** stated that this item was for the Committee to endorse the Collier to Polk Regional Trail Project Development and Environmental (PD&E) Study for SUN Trail funding. The Committee previously endorsed, and the MPO Board approved, the submittal of the Collier to Polk Regional Trail addition to the SUN Trail priority trail network. The Florida Greenways and Trails Council approved the addition to the state's SUN Trail network on December 6, 2023. FDOT applied for SUN Trail funding to conduct a PD&E Study for the Collier to Polk Trail to meet the December 20, 2023 deadline. The project must be formally approved as an MPO priority to receive SUN Trail funding. FDOT estimates the cost of the PD&E to be \$6.3 million. Staff recommends that the Committee endorse the Collier to Polk Regional Trail PD&E as a priority for SUN Trail funding.

The Committee reviewed the map which can be viewed in the [January 16, 2024 BPAC Agenda](#).

*Mr. Musico moved to endorse Collier to Polk Regional Trail PD&E as a Priority for SUN Trail Funding. Seconded by Mr. Bonness. Carried unanimously.*

### **C. Review and Comment on 2024-2025 Call for Bike-Ped Projects**

**Mr. Kingston** mentioned that it was the kick-off meeting for the 2025 Call for Projects for the Committee to review and comment on the application process, schedule, and forms. The submittal process and timeline were presented, showing events following this, including agency project submittal deadline in July with BPAC review in August and rating and ranking in November followed by TAC and CAC review and endorsement in January. The process for issuing a Call for Projects is established in Chapter 7 – Policies and Implementation of the Bicycle and Pedestrian Master Plan (BPMP). The relevant sections are Funding Priorities and Evaluation Criteria, on pages 67-69. The 2045 Long Range Transportation Plan (LRTP) – Cost Feasible Plan anticipated that \$5.7 million would be available for programming bike/ped priority projects on a rotational basis. FDOT’s recent revenue projections for the 2050 LRTP indicate a nominal reduction to \$5.2 million.

The Committee reviewed a table showing the schedule of funding that can be viewed in the [January 16, 2024 BPAC Agenda](#).

**Ms. Halman** commented that utilizing the term “non-motorized” in the Concept Sheet Applications excludes e-bikes, and that she believes the use of e-bikes is a safety concern that needs to be addressed in the projects. She asked that during voting her concern be noted.

A group discussion followed, and it was agreed to include considerations for e-bikes and motorized bicycles in the upcoming Bicycle and Pedestrian Master Plan and use that as the standard moving forward.

*Mr. Musico moved to approve the Bike-Ped Projects application packet. Seconded by Ms. Halman, noting her concern regarding the term “non-motorized”. Carried unanimously.*

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

### **A. Update on FDOT Bike-Ped Count Program Locations in Collier County**

**Mr. Kingston** said the item was being presented for the Committee to receive a report on

FDOT's Statewide Bike-Ped Count Program, specifically two locations within Collier County. The Florida Department of Transportation (FDOT) Transportation Data and Analytics (TDA) Office began the development of a Statewide Non-Motorized Traffic Monitoring Program (NMTMP) in May 2018 with a need to provide bicycle and pedestrian (non-motorized) volume counts, supporting statistics and information to new and existing data customers. TDA intends to develop the NMTMP like the Motorized Traffic Monitoring Program so the data can be used for the same types of analyses such as Safety studies, planning and programming of FDOT facilities, road and trail maintenance and enhancements. TDA aims to collect statistically valid bicycle and pedestrian (nonmotorized) volume data so that statistics can be calculated and published annually. The data reports can be accessed at [Statewide Non-Motorized Traffic Monitoring Program \(arcgis.com\)](https://arcgis.com) which is updated monthly.

**Mr. Kingston** continued by saying that Jotan Borms, FDOT's Bike and Pedestrian Data Collection Coordinator, recently contacted Collier MPO to follow-up on two continuous bike-ped count locations which MPO proposed when first approached by FDOT in 2018. The first location is the Rich King Greenway, south of Davis Blvd. FDOT views counts in this location on southwest Florida's SUN Trail alignment as highly valuable to the statewide data collection efforts. Permanent counters consist of a passive Infra-red unit housed in a stand-alone post next to the trail and inductive loops embedded in the path. The Collier County Parks and Recreation granted permission in December contingent upon FPL approval, and FPL had given approval since the January 16, 2024 BPAC Agenda was distributed.

**Mr. Kingston** stated that the other location is on Gordon River Greenway, which was installed on December 3, 2023. Since the certification report didn't show any remarks, the data starting from December 4, 2023 can be saved and used.

The Committee reviewed the Rolling Month Daily Volumes graph for the counter at Gordon River Greenway, which can be viewed in the [January 16, 2024 BPAC Agenda](#), and a group discussion followed regarding other pedestrian and bicycle crossing locations where a traffic counter might be beneficial.

## **9. Member Comments**

**Ms. Huff** mentioned that she would like to receive a copy of the Collier to Polk Regional Trail presentation that Ms. McLaughlin presented at the November 21, 2023 meeting. She also mentioned that Everglades City has been working on sidewalk improvements between the bridge north to the circle, and that the improvement project was expected to be finished by the Seafood Festival, February 2-4, 2024. She inquired about the schedule for the road project aspect of State Road 29 and mentioned that the bike lanes had already been resurfaced and improved with satisfactory results.

**Ms. Merkle** said she would look into getting the schedule for the road project aspect of State Road 29.

**Mr. Dondanville** announced that it was his last meeting, as he and his family were moving out of the area.

The Committee thanked him for his service and wished him well.

**10. Distribution Items**

None.

**12. Next Meeting Date**

*February 20, 2024 – 9:00 a.m. Location: Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112*

**13. Adjournment**

**Mr. Sproviero** adjourned the meeting at 10:08 a.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Discuss MPO Board Request for Committee Recommendations on Safely Accommodating eBikes**

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**OBJECTIVE:** For the Committee to discuss a request made at the February Board meeting for the Committee to make recommendations on how to safely accommodate eBikes.

**CONSIDERATIONS:** The Committee previously discussed at length a proposed amendment to a County ordinance to restrict eBikes riding on sidewalks. The Committee's recommendation at the time was to focus on public education rather than regulation. (The Executive Summary presented to the MPO Board in April 2023 and the proposed Bike/Ped Safety Ordinance are provided for reference in **Attachment 1.**)

At the February 2024 Board meeting, Councilor Greg Folley, City of Marco Island, raised the topic of safety, focusing on the concerns of pedestrians. He asked that the MPO's Bike-Ped Advisory Committee consider the issue and make recommendations to the Board. County Commissioner William McDaniel, MPO Chair, directed staff to bring the issue to the BPAC.

MPO staff will report on recent state and federal legislation that may require MPO plans to include accommodations for eBikes and other forms of micromobility in the future. Staff will propose various options for addressing the topic.

**STAFF RECOMMENDATION:** The topic of micromobility is proposed for discussion in response to a request put forth by two MPO Board members.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENTS:**

1. Executive Summary to April 2023 Board meeting regarding advisory committee responses to, and copy of, draft ordinance regulating eBikes



## EXECUTIVE SUMMARY

### **Report on Advisory Committee Reviews of the Draft Bicycle-Pedestrian Safety Ordinance**

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**OBJECTIVE:** For the Board to receive a report on the MPO’s advisory committee reviews of the draft Bicycle-Pedestrian Safety Ordinance.

**CONSIDERATIONS:** The MPO Board directed the County Attorney’s Office (CAO) to draft a County ordinance regulating the operation of bicycles on public sidewalks. The CAO proposed an amendment to the existing Pedestrian Safety Ordinance to incorporate additional regulations covering the operation of bicycles (including electrical bicycles) on public sidewalks within the unincorporated portions of Collier County. The new sections of the Amended Ordinance are underlined, and any changes are in ~~strike through~~. (**Attachment 1**).

The Amended Ordinance would require that bicyclists ride in the same direction as the flow of traffic and that only human powered bicycles can be operated on public sidewalks. Cyclists could ride electric bicycles on sidewalks, but they would have to be under human power rather than the battery function.

The CAO discussed the draft Amended Ordinance with the Collier County Sheriff Office’s attorney. Although the draft Amended Ordinance specifically regulates only the unincorporated portions of the County, the CAO will be reaching out to the respective attorneys representing the municipalities to gauge their interest once direction on the proposed Ordinance is provided by the Board.

The MPO Board directed that the Bicycle and Pedestrian Advisory Committee (BPAC) review and comment on the draft Ordinance. The BPAC generally concluded that the Amended Ordinance would require too many exceptions to make it acceptable for its endorsement, due to the limited infrastructure and other issues, more fully detailed below. MPO staff took the draft to the Technical and Citizens Advisory Committees and the Community Traffic Safety Team (CTST) for additional reviews. The Technical Advisory Committee recommended that the Board consider an education campaign instead of the proposed Amended Ordinance. Neither the Community Traffic Safety Team nor the Citizens Advisory Committee took formal action on the matter, however, individual members expressed concerns with the Ordinance and a preference for education rather than regulation.

### **COMMITTEE COMMENTS:**

**BPAC:** The Committee began its review of the draft Ordinance at its February 21<sup>st</sup> meeting and asked that the review be extended to the March meeting. After three hours of discussion that included input from a representative of the County Sheriff’s Office, written comments from the Naples Pathways Coalition (**Attachment 2**), the BPAC developed a list of exceptions they felt were needed to address the lack of infrastructure to support the recent trend toward micromobility – the use of power assisted bicycles and other devices – for transportation:

Exceptions to the Ordinance, as proposed:

1. Roadways with speed limits over 30 mph that do not have bike lanes and right lanes are less than 14’ wide.
2. Shared Use Path or Greenway on one side of the road only (2-way bicycle traffic).

3. Off roadway trails – cyclists on motorized bicycles and other devices would be safer here than on the road.
4. Buffered boulevards / Separated bike lanes (two-way design) – 2-way traffic on one side of the road only.
5. Cyclists under 16 years old, and families with underage cyclists.
6. Roadways that only have a sidewalk on one side and when the sidewalk on right side of road is not continuous, is obstructed or when reasonably necessary to avoid any condition or potential conflict, including, but not limited to, a fixed or moving object, animal, surface hazard, which makes it unsafe.
7. When cyclists are under the direction of law enforcement officer and school safety guards.

Due to the need for many of the above-expressed exceptions they believe would need to be incorporated into the proposed Ordinance, the committee is concerned that enforcement and education would be difficult.

**TAC:** The Technical Advisory Committee reviewed the draft Ordinance in February and March. The March discussion ended with approval of the following comment:

“The TAC has the same concerns as those expressed by the BPAC; recommend that the Board consider an education campaign instead of an ordinance.”

**CAC:** The Citizens Advisory Committee discussed the draft Ordinance in February and March without taking formal action.

**CTST:** The Community Traffic Safety Team discussed the Ordinance at its March meeting and raised concerns about the cost and difficulty of enforcement but did not take formal action.

**STAFF RECOMMENDATION:** N/A.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENT(S):**

1. Draft Bicycle-Pedestrian Safety Ordinance in Track Changes
2. NPC Comments

**ORDINANCE NO. 2023 - \_\_\_\_\_**

**AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF COLLIER COUNTY, FLORIDA, AMENDING ORDINANCE NO. 2022-02, THE "COLLIER COUNTY PEDESTRIAN SAFETY ORDINANCE", 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

[21-COA-02062/1764287/1]

**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, owned and maintained by the county, as well as the sidewalks within the unincorporated area of the county over which Collier County has traffic control jurisdiction.

**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 Bicycles Prohibited: No person shall ride any bicycle other than by using human power upon any public sidewalk except for authorized government personnel, law enforcement officers, and other emergency responders. All types of motorized mopeds and motorized scooters are prohibited.
3. Operation with Flow of Traffic: Bicycles shall travel in the same direction as traffic while being operated on public sidewalks, crosswalks, and intersections so that such bicycles are traveling with and not against the flow of traffic unless otherwise specifically directed by a law enforcement officer.

4. 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 cyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
5. The provisions of this Section expressly do not apply to motorized wheelchairs having three or more wheels.

#### **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 \_\_\_\_\_, 2023.

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

BOARD OF COUNTY COMMISSIONERS  
COLLIER COUNTY, FLORIDA

By: \_\_\_\_\_  
\_\_\_\_\_, Deputy Clerk

By: \_\_\_\_\_  
Rick LoCastro., Chairman

Approved as to form and legality:

\_\_\_\_\_  
Scott R. Teach  
Deputy County Attorney



**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8A**

**Update on Seminole Gulf Railway and the Bonita-Estero Trail Project**

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**OBJECTIVE:** For the Committee to receive an update on the Seminole Gulf Railway and the Bonita-Estero Trail Project.

**CONSIDERATIONS:** A recent article in the Naples Daily News reported that the Trust for Public Lands has been successful in negotiating the potential sale of Seminole Gulf Railway property that will enable the Bonita-Estero Trail Project to move forward. (**Attachment 1**)

The announcement has positive implications for the Collier MPO's SUN Trail alignment and the possibility of using SUN Trail funds rather than Surface Transportation (SU) funds for design and construction.

MPO staff will present a brief update on the topic at the meeting.

**STAFF RECOMMENDATION:** The topic is provided for information and discussion.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENTS:**

1. Newspaper article

## Seminole Gulf Railway agrees to sell land for Bonita-Estero trail project. What to know

**J. Kyle Foster**

Naples Daily News



*The Bonita Estero Rail to Trail will include construction of a 12-ft wide asphalt path for almost 15 miles, looking similar to paths in Baker Park in Naples.*

After four years of negotiations, Seminole Gulf Railway has agreed to sell its 14.9-mile Bonita-Estero rail corridor for a public pedestrian and biking trail.

Lee County and its municipalities, and Collier County if it chooses, have until March 2026 to come up with the \$82 million agreed upon price brokered by the Trust for Public Land, a national nonprofit that works to connect people to outdoor spaces, said Deborah Orton, president of Friends of Bonita Estero Rail to Trail.

**More:** John Yarbrough Linear Park bike trail in Fort Myers

The Bonita Estero Rail to Trail – called BERT – would run from just south of the Lee Collier County border to Alico Road through downtown Bonita Springs and Estero ending just north of San Carlos Park at Alico Road. The trail will connect to Lee County's John Yarbrough Trail to the north and the planned Paradise Coast Trail to the south in Collier County.

### Bonita-Estero Rail-Trail Lee & Collier Counties, Florida



"This isn't an isolated 15-mile piece of land," said Doug Hattaway, Southeast Region conservation director at Trust for Public Land. "It's going to connect to a statewide trail network."

Called a linear park, the trail will create connections through communities for exercise as well as a path for commuting to work and school. Buying a rail line is complicated and turning the line into a trail will take more than the \$82 million purchase price. [\$5.5m/mile] Hattaway was part of the team that negotiated with Seminole Gulf Railway and will continue to work with Friends of BERT and Lee and Collier counties to help them gather the funds to buy the land. Meantime, Trust for Public Land will put its own money up and be the intermediary owner of the property, Hattaway said.

### **Why did negotiations take four years?**

"Rail corridors are very complicated real estate transactions," Hattaway said. Federal regulations, leases with rail lines and utilities, fiber optic lines and more lengthen the process.

Trust for Public Land inked another deal with Seminole Gulf Railway in Sarasota for [The Legacy Trail](#), a 12.5-mile long, 100-foot-wide CSX corridor that stretches from just south of Clark Road in Sarasota to Center Road in Venice.

"What's nice about a rail to trail, once you remove the rail lines, it's set up very nicely for a 12-foot-wide asphalt trail. It's already packed down," Orton said. "That 15-mile stretch has not been used for 15 years. It is not an abandoned rail line, but it hasn't been used." Hattaway said there also will be room for a softer dirt or mulch path along with an asphalt path.

Once complete, BERT will become part of the planned 42-mile ConnectLee trail network and, ultimately part of the 400+ mile [Florida Gulf Coast Trail](#).

### **Who will pay the \$82 million?**

"We have to put the dollars together to make this happen by 2026," Orton said. "We believe that we have identified those funding sources. We believe we can put those together to come up with the \$82 million over the next two years. Unless the state Legislature wants to fund the whole thing."

The nonprofit organization will work with Trust for Public Land to seek federal, state and local funding to buy the land and then ask Florida's [SUN Trail](#) program for money for construction, Orton said. The Trust will likely write some of the grant proposals for the purchase, Hattaway said.

"Given that BERT has already been identified as a 'priority trail', the State of Florida's SUN Trail program will likely be providing the funding for the construction," Orton said.

Friends of Bert is scheduled to make a presentation to the [Village of Estero City Council](#) on Wednesday to discuss the purchase, the plan for the Lee County Park, and how Estero wants to be involved.

### **Who will maintain the trail?**

"It would be a county park, so just like John Yarborough trail is maintained by county parks and rec, we expect that to be the same for BERT," Orton said.

However, Bonita Springs and Estero may want to be involved, adding benches and maintaining parts of the trail, she said.

There has to be a maintenance plan before SUN trails will release money for construction, Orton said.

**Who can use the trail?**

The public trail line is within a mile of 11 schools, Orton said. "That represents 10,000 students."

The trail also will bring 70,000 residents within a 10-minute bike ride or walk to the trail, according to an analysis by Trust for Public Land.

"It gives us something additional than our beautiful beaches for visitors to come to," Orton said. "We know if we have this type of trail amenity, that tourists will come too."

**More:** [Rails to trails path offers exciting getaway](#)

**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8B**

**Update on Call for Projects**

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**OBJECTIVE:** For the Committee to receive an update on the Call for Projects.

**CONSIDERATIONS:** The MPO issued a Call for Bike/Ped Projects on 2/1/2024. (**Attachment 1**) Staff will report on County concerns about the availability of SU funding for new bike/ped projects in light of the MPO having to cover increased construction costs on already programmed projects, and state funding shortages impacting other MPO priority projects in other categories.

MPO staff are pursuing a number of funding opportunities to cover other MPO priority projects and will present a brief update on the topic at the meeting.

**STAFF RECOMMENDATION:** The topic is provided for information and discussion.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENTS:**

1. Call for Projects distribution email and packet

**From:** [Sean Kingston](#)  
**To:** [Dsmallwood@cityofeverglades.org](mailto:Dsmallwood@cityofeverglades.org); [JMartin@cityofmarcoisland.com](mailto:JMartin@cityofmarcoisland.com); [dsmith@cityofmarcoisland.com](mailto:dsmith@cityofmarcoisland.com); [Alison Bickett](#); [Lorraine Lantz](#); [Michael Tisch](#)  
**Cc:** [Trinity Scott](#); [Dave Rivera](#); [Alan Musico](#); [Dayna@urbangreenstudio.com](mailto:Dayna@urbangreenstudio.com); [Patty Huff](#); [Anne McLaughlin](#)  
**Subject:** 2024-2025 Call for Bike-Ped Projects application packet  
**Date:** Thursday, February 1, 2024 4:48:09 PM  
**Attachments:** [image001.jpg](#)  
[2024-2025 Call for Bike-Ped Projects application packet.pdf](#)

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Dear members,

Please see attached Bike Ped Call for projects application materials with submittal process and timeline. Please contact me with any questions.

Regards,

Sean Kingston, AICP, PMP, CFM  
Principal Planner



Office: 239-252-5859

Cell: 239-359-7803

2885 South Horseshoe Dr.

Naples, FL 34104

[www.colliermpo.org](http://www.colliermpo.org)

[sean.kingston@colliercountyfl.gov](mailto:sean.kingston@colliercountyfl.gov)

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Under Florida Law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by telephone or in writing.



## **COLLIER MPO 2024-25 CALL FOR BIKE-PED PROJECTS**

Collier MPO follows the process outlined in the Bicycle and Pedestrian Master Plan (BPMP) Chapter 7 – Policies and Implementation when issuing a Call for Projects. The BPMP identifies Funding Priorities and Evaluation Criteria (**Exhibit A, Attachment 1**). The 2045 Long Range Transportation Plan – Cost Feasible Plan establishes a programming budget of approximately \$5.7 million for bike/ped projects in Fiscal Year 2031. See Bicycle Pedestrian Box Funds on Table 6-7 p 6-15 in the 2045 LRTP (**Exhibit A, Attachment 2**).

### **SUBMITTAL PROCESS AND TIMELINE**

- **January 16, 2024 BPAC Meeting:** Review & Comment on Call for Projects Packet
- **February 1, 2024:** MPO distributes Call for Projects & application materials
- **July 20, 2024:** Agencies submit Project Concept Sheets and FDOT D1 Priority Project Information Forms (**Attachments 3 & 4**)
- **August 20, 2024 BPAC Meeting:** agency presentations, committee review and comment
- **October 30, 2024:** Agencies submit revised information packets as needed
- **November 19, 2024 BPAC Meeting:** agencies present new/revised information; committee conducts preliminary rating and ranking using MPO score sheets (**Attachment 5**)
- **December 30, 2024:** agencies submit revised and supplemental information in response to comments as needed
- **January 2025 BPAC Meeting:** final review and endorsement of project priorities
- **January 2025 CAC/TAC Meeting:** final review and endorsement of BPAC project priority listing
- **February 2025:** Agencies enter project submittals in GAP for FDOT to begin constructability reviews
- **February 2025 – June 2025:** FDOT conducts constructability reviews
- **May 2025 BPAC Meeting:** Update committee on constructability reviews
- **May 2025 Board Meeting:** Board previews draft project priority lists
- **June 2025 Board Meeting:** MPO Board approves project priorities

**SEE EXHIBIT A – Application Materials, Attachments 1-5  
FOR MORE INFORMATION CONTACT:**

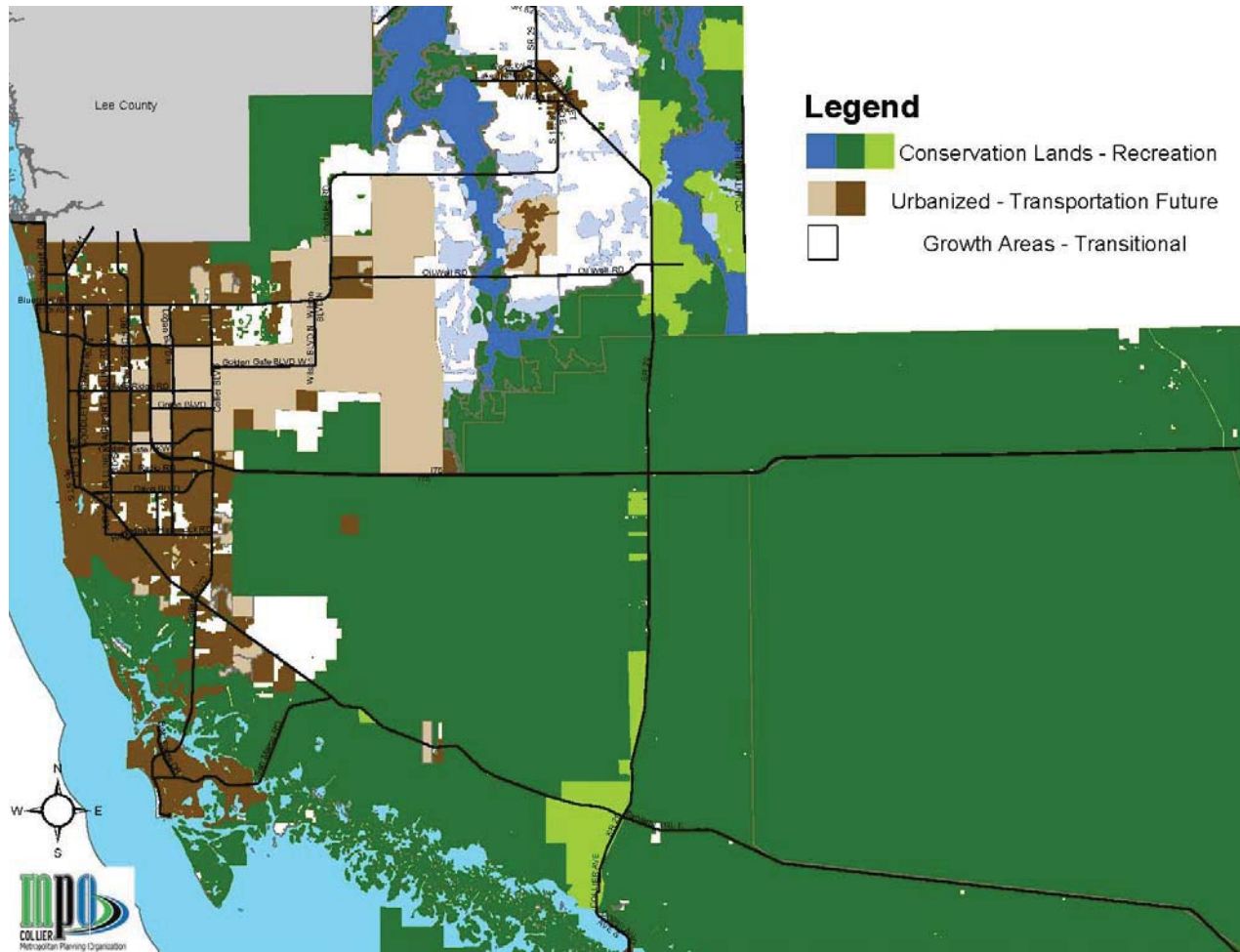
Sean Kingston, PMP, AICP, CFM, Principal Planner, [sean.kingston@colliercountyfl.gov](mailto:sean.kingston@colliercountyfl.gov)  
239-252-5859

**EXHIBIT A – APPLICATION MATERIALS**



**2024-25 CALL FOR BIKE/PED PROJECTS**





**Figure 48. Collier MPO Bicycle and Pedestrian Policy Zones**

**Funding Priorities**

The MPO Board establishes policy by which it allocates Surface Transportation-Urban (SU) funds for 1) congestion management, 2) new bridge construction, and 3) bicycle and pedestrian projects. MPO staff issues a Call for Projects based on the Board’s established allocation policy and schedule, which is currently on a five-year rotation among the three categories. MPO member entities submit bicycle and pedestrian infrastructure projects that implement the current, adopted Bicycle and Pedestrian Master Plan, which is, or will be, incorporated by reference into the current, adopted LRTP. Bicycle and pedestrian projects range from locations on local, collector, and arterial roads to greenway connections, RSAs, and special studies.

- 1) The Network Needs analysis (Chapter 5) identifies the MPO’s priorities for funding projects based on safety, equity, and connectivity. In addition, the MPO’s priorities include the projects recommended in adopted Community Walkability studies and the current adopted bicycle and/or pedestrian master plans of the cities of Marco Island, Naples, and Everglades City and CRAs in Collier County, all of which are incorporated by reference.



- 2) MPO staff will coordinate with FDOT and local entities to implementing RSA recommendations that the MPO Board has specifically endorsed.
- 3) The MPO’s priority projects include planning, designing, and constructing Complete Streets retrofits to coincide with a) the FDOT top five high-crash corridors, b) high-use CAT routes, and c) equity. The two highest priority Complete Streets retrofit projects are:
  - a) US-41 between 5<sup>th</sup> Avenue/9<sup>th</sup> Street intersection and Airport Road
  - b) Airport Road from US-41 north to Radio Road

### Evaluation Criteria

- 1) MPO staff will issue a Call for Projects on an as-needed basis, based on the MPO’s current adopted TMA SU “Box” allocation/programming policy. The Board has sole discretion to set this policy and may change it at any time pursuant to the MPO Bylaws and Public Participation Plan.
- 2) Member entities are free to choose which projects to submit as long as they are identified in the Network Needs analysis (Chapter 5) and/or other local plans incorporated by reference in this Plan. Member entities may submit up to one project for each jurisdictional area represented by voting membership on the Board, and MPO staff may submit one project of regional significance, for a total of 10 projects in response to any Call for Projects:
  - 1 project located in each County Commissioner District (total 5)
  - 2 projects located within the City of Naples
  - 1 project located within City of Marco Island
  - 1 project located within City of Everglades City (inclusive of Chokoloskee and Plantation Island)
  - 1 project submitted by MPO staff
- 3) MPO staff will conduct a preliminary assessment of submitted projects for eligibility according to the following criteria; incomplete project submittals will not be considered for funding:
  - Timeliness – the submitting agency verifies that the project can and should be designed and constructed within the time-period selected for funding.
  - Constructability – the submitting agency verifies that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate.
  - Funding Availability – the submitting agency has identified funding that is currently available for programming by the MPO and funding available for programming by the local entity. Funding availability must be sufficient to meet project costs.
- 4) MPO staff will conduct a preliminary prioritized ranking of eligible projects based on the following scoring criteria. The BPAC, CAC, and TAC will review and comment on the ranking and endorse with adjustments as deemed warranted. Projects will be scored and ranked according to the method listed below. The score is cumulative depending on the number of factors addressed:
  - Safety
    - Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points



- Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points
  - Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
  - Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point
  - Equity
    - Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
    - Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points
    - Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point
  - Connectivity
    - Fills a prioritized infrastructure gap identified in this Plan – 5 points
    - Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points
- 5) MPO staff will present the complete record of staff and advisory committee rankings to the MPO Board. The Board has sole and final decision-making authority in determining the final list of priorities in ranked order. MPO staff will submit the Board's adopted project priorities to FDOT on or before June 30th.

## MPO Programs and Special Events

MPO staff will incorporate bi-lingual educational material from NHTSA, such as flyers, brochures, posters, and Public Service Announcements (PSAs), and will work with the Community Traffic Safety Team to augment distribution of the materials.

Staff will work with the CTST and FDOT to use changeable message signs on both Airport Road and US-41 to display to motorists the need to follow the three-foot rule and to watch for cyclists at driveway crossings.

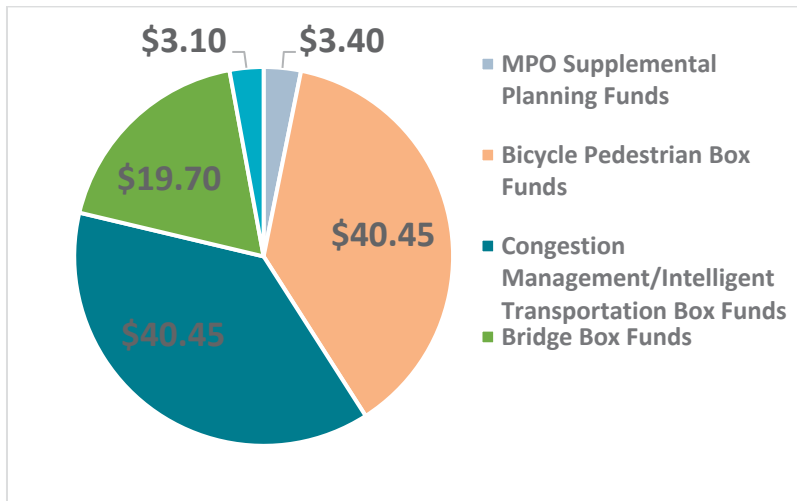
MPO staff will help promote outreach and education opportunities offered throughout Collier County on the MPO website and through social media. Example programs include Walk/Bike to School Day, Bike to Work Day/Week, Safe Kids SWFL, bike helmet fittings and giveaways, carseat fittings and giveaways, bike rodeos, programs such as Summer Nights, Winter Nights, and Fridays Nights (safety programs targeting school-age kids and their parents), and Ciclovía (Spanish term that means “cycleway),” an event in which a permanent bike path or certain streets are closed to automobiles for cyclists and pedestrians. Ciclovía Immokalee! has hosted events in May and August 2017 and 2018 in a parking lot (see <http://www.ciclovaiammokalee.org/august-4-2018-ciclovía-immokalee-joins-lipman-family-farms-at-their-backpack-giveaway/>).

## Attachment 2

**Table 6-7. SU Box Funds by Planning Year and Project Phase**

Allocation Type	Plan Period 2: 2026-2030			Plan Period 3: 2031-2035			Plan Period 4: 2036-2045			Total Cost 2026- 2045
	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	PRE-ENG	ROW	CST	
MPO Supplemental Planning Funds	\$0.70			\$0.80			\$1.90			\$3.40
<b>Bicycle Pedestrian Box Funds</b>			\$10.17			\$10.13			\$20.15	\$40.45
Congestion Management/Intelligent Transportation Box Funds			\$10.17			\$10.13			\$20.15	\$40.45
Bridge Box Funds			\$4.96			\$4.94			\$9.80	\$19.70
Safety			\$0.80			\$0.80			\$1.50	\$3.10

**Figure 6-9. SU Fund Allocation Through 2045**



# Attachment 3

## MPO PROJECT CONCEPT SHEET – NON-MOTORIZED

### Part 1 – Determination of Eligibility –

Applications must sufficiently respond to the timeliness, constructability and funding availability questions below. MPO staff will review the applications. Applications that do not sufficiently address these questions will not be considered for further evaluation.

1. Name of Submitting Jurisdiction \_\_\_\_\_
2. Name of Applicant \_\_\_\_\_
3. Signature of Applicant \_\_\_\_\_
4. Date of Application \_\_\_\_\_
5. Project Title \_\_\_\_\_
6. Project Category  
    \_\_\_\_\_ Arterial / Collector                      \_\_\_\_\_ Local / Residential  
    \_\_\_\_\_ Spine / Pathway                              \_\_\_\_\_ Complete Streets / Safety Corridor Study
7. Project Location, Termini and Length (*Attach Location Map*)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
8. Project Description (*Include information pertaining to programming in the MPO TIP, such as project type, phasing amount of state/local funding requested, local match if any*)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
9. Timeliness – Verify that the project can and should be designed and constructed within the time-period selected for funding. (*Opportunity to describe any special circumstance involving timing and phasing of project – to piggy-back on another project, or connect to adjoining project and how schedules relate, for example. Attach additional pages, documentation if needed.*)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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10. Constructability – Verify that the project is fully scoped, the right-of-way is available, and cost estimates are complete and accurate (*Attach available documentation, such as construction or planning project cost estimates, extent to which ROW availability is confirmed at this stage, photos, etc.*).

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11. Funding Availability – Identify funding (source and amount) that is currently available for programming by the MPO **and** by the local entity. Funding availability must be sufficient to meet project costs. (*Attach Documentation such as CIP page, AUIR page*)

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12. Project Relationship to Bicycle and Pedestrian Master Plan (BPMP) (*Demonstrate where/how project is Identified in the Network Needs analysis (Chapter 5) – provide page number, table, map, appendices if relevant, and/or identified in local plan adopted by reference, specify which Plan*)

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13. If this is a design and/or construction project, describe how it addresses the Design Guidelines in Chapter 6 of the BPMP. *(attach pages or documentation if needed.)*

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14. Describe how this project is consistent with the policies contained in Chapter 7 of the BPMP. *(Attach additional pages or documentation if needed.)*

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15. Optional - attach additional information that will aid in understanding the project.

## Attachment 4



### District One Priority Project Information Packet

***Please fill out this application completely. Please ensure all attachments are LEGIBLE Applications containing insufficient information will not be reviewed by the FDOT.***

**Name of Applying Agency:** [Click here to enter text.](#)

**Project Name:** [Click here to enter text.](#)

**Project Category:**

Congestion Management  TRIP  CIGP  SU, TALU Bike/Ped \_\_\_\_  
Transportation Alternative  Transit/Modal  SCOP  SCRAP

For more information on State Grant Programs (CIGP, SCOP, SCRAP, TRIP) [please click here.](#)

**Is applicant LAP certified?** Yes  No

**Is project on State Highway System?** Yes  No

*If the project is off the state system and the applicant is LAP certified the project will be programmed as a LAP project.*

**Is the roadway on the Federal Aid Eligible System?** Yes  No

If yes, provide Federal Aid roadway number: [Click here to enter text.](#)

If no, give local jurisdiction: [Click here to enter text.](#)

<http://www.fdot.gov/statistics/fedaids/>

**Detailed Project Limits/Location:**

Describe begin and end points of project, EX., from ABC Rd. to XYZ Ave. Limits **run south to north or west to east.** Include jurisdiction (city/county), project length, attach a labeled project, map.

[Click here to enter text.](#)

**Discuss how this project is consistent with the MPO/TPO Long Range Transportation Plan?**

Page Number (attach page from LRTP): [Click here to enter text.](#)

**Discuss the project in the local jurisdiction's Capital Improvement Plan?**

(Attach page from CIP): [Click here to enter text.](#)



**Project Description**

**Phase(s) requested:**

Planning Study  PD&E  PE  ROW  CST  CEI

**Project cost estimates by phase (Please include detailed cost estimate and documentation in back-up information):**

Phase (PD&E, ROW, PE, CST)	Estimated Total Cost	Funds Requested	Matching Local Funds	Local Fund Source	Type of Match (Cash, in-kind)
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]
[Phase]	[Number]	[Number]	[Number]	[Fund Source]	[Match Type]

**Total Project Cost: \$ [Number]**

**Project Details:** Clearly describe the existing conditions and the proposed project and desired improvements in detail. Please provide studies, documentation, etc., completed to-date to support or justify the proposed improvements. Include labeled photos and maps. (Add additional pages if needed):

[Click here to enter text.](#)

**Constructability Review**

For items 2-9 provide labeled and dated photos (add additional pages if needed)

1. Discuss other projects (ex. drainage, utility, etc.) programmed (local, state or federal) within the limits of this project? [Click here to enter text.](#)

2. Does the applicant have an adopted ADA transition plan? Yes  No

Identify areas within the project limits that will require ADA retrofit. (Include GIS coordinates for stops and labeled photos and/or map.)

[Click here to enter text.](#)

3. Is there a rail crossing along the project?

Yes  No

What is the Rail MP?

[Enter MP](#)

4. Are there any transit stops/shelters/amenities within the project limits?

Yes  No

How many? [Click here to enter text.](#)

Stop ID number: [Click here to enter text.](#)

5. Is the project within 10-miles of an airport?                      Yes                       No
6. Coordinate with local transit and discuss improvements needed or requested for bus stops?  
(add additional pages if needed):  
[Click here to enter text.](#)
7. Are turn lanes being added?                      Yes                       No   
If yes, provide traffic counts, length, and location of involved turn lanes.  
[Click here to enter text.](#)
8. Drainage structures:
- Number of culverts or pipes currently in place: [Click here to enter text.](#)
  - Discuss lengths and locations of each culvert along the roadway: [Click here to enter text.](#)
  - Discuss the disposition of each culvert and inlet. Which culverts are “to remain” and which are to be replaced, upgraded, or extended? [Click here to enter text.](#)
  - Discuss drainage ditches to be filled in?  
(Discuss limits and quantify fill in cubic yards) [Click here to enter text.](#)
  - Describe the proposed conveyances system (add additional pages if needed.)  
[Click here to enter text.](#)
  - Are there any existing permitted stormwater management facilities/ponds within the project limits?                      Yes                       No
  - If yes, provide the location and permit number (add additional pages if needed)  
[Click here to enter text.](#)
  - Discuss proposed stormwater management permits needed for the improvements. [Click here to enter text.](#)
  - List specific utilities within project limits and describe any potential conflicts (add additional pages if needed): [Click here to enter text.](#)
  - Discuss Bridges within project limits? [Click here to enter text.](#)
  - Can bridges accommodate proposed improvements?                      Yes                       No   
If no, what bridge improvements are proposed? (Offset and dimensions of the improvements, add additional pages if needed):  
[Click here to enter text.](#)

9. Has Right-of-way (ROW), easements, or ROW activity already been performed/acquired for the proposed improvements? If yes, please provide documentation

Yes  No

If ROW or Easements are needed detail expected area of need (acreage needed, ownership status):

[Click here to enter text.](#)

10. Discuss required permits (ERP, Drainage, Driveway, Right of Way, etc.): [Click here to enter text.](#)

If none are needed, state the qualified exemption:

[Click here to enter text.](#)

11. Are there any wetlands within the project limits? Yes  No

If yes, list the type of wetlands, estimated acreage and if mitigation will be required. Please note whether the project is within the geographic service area of any approved mitigation banks. Provide any additional information:

[Click here to enter text.](#)

12. Are there any federal or state listed/protected species within the project limits?

Yes  No

If yes, list the species and what, if any mitigation or coordination will be necessary: [Click here to enter text.](#)

If yes, discuss critical habitat within the project limits: [Click here to enter text.](#)

13. Discuss whether any prior reviews or surveys have been completed for historical and archaeological resources (include year, project, results)

[Click here to enter text.](#)

14. Are any Recreational, historical properties or resources covered under section 4(f) property within the project limits? Yes  No

(Provide details) [Click here to enter text.](#)

15. Discuss whether any prior reviews or surveys have been completed for sites/facilities which may have potential contamination involvement with the proposed improvements. This should include a discussion of locations which may directly impact the project location, or be which may be exacerbated by the construction of the proposed improvements. [Click here to enter text.](#)

16. Are lighting improvements requested as part of this project? Yes  No   
Please provide a lighting justification report for the proposed lighting.  
[Click here to enter text.](#)

17. Is a mid-block crossing proposed as part of the project? Yes  No   
If yes, please provide the justification for mid-block crossing.  
[Click here to enter text.](#)

### **Required Attachments**

- A. Detailed Project Scope with Project Location Map with sufficient level of detail (Please include typical section of proposed improvements)
- B. Project Photos – dated and labeled (this is important!)
- C. Detailed Cost Estimates including Pay Items
- D. LRTP and Local CIP page
- E. Survey/As-builts/ROW documentation/Utility/Drainage information
- F. Detailed breakdown of ROW costs included in estimate (if ROW is needed/included in request or estimate)

## Applicant Contact Information

**Agency Name:**

**Mailing Address:** [Click here to enter text.](#)

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature indicates that the information included with this application is accurate.*

**Maintaining Agency:**

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature serves as a commitment from your agency to maintain the facility requested.*

**MPO/TPO:**

**Contact Name and Title:** [Click here to enter text.](#)

**Email:** [Click here to enter text.](#)

**Phone:** [Click here to enter text.](#)

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

*Your signature confirms the request project is consistent with all MPO/TPO plans and documents, is eligible, and indicates MPO/TPO support for the project.*

## Attachment 5

### MPO PROJECT SCORING – NON-MOTORIZED

MPO staff will conduct a preliminary prioritized ranking of eligible projects based on the scoring criteria listed below. The BPAC, CAC, and TAC will review and comment on the ranking and endorse with adjustments as deemed warranted. The score is cumulative depending on the number of factors addressed:

MPO staff will present the complete record of staff and advisory committee rankings to the MPO Board. The Board has sole and final decision-making authority in determining the final list of priorities in ranked order. MPO staff will submit the Board's adopted project priorities to FDOT on or before June 30th.

#### ***CHECK APPLICABLE BOXES AND ATTACH DOCUMENTATION TO CONFIRM.***

##### 1. Safety

- a)  Implements a recommended action in a Bicycle/Pedestrian Road Safety Audit – 5 points
- b)  Addresses a safety concern involving serious injuries and fatalities as identified in this Plan, absent a Safety Audit to verify the proposed mitigation measure – 3 points
- c)  Addresses a safety concern involving crashes of less severity, absent a Safety Audit to verify the proposed mitigation measure – 2 points
- d)  Addresses a safety concern expressed by members of the public in the absence of crash records – 1 point

##### Equity

- a)  Fills a need associated with an Environmental Justice community or use identified in this Plan – 5 points
- b)  Fills a need associated with an area that meets some, but not all EJ criteria used in identifying EJ communities for this Plan – 3 points
- c)  Fills a need associated with an area that does not have adequate access to nonmotorized transportation facilities based upon public input received in the development of this Plan – 1 point

Connectivity

- a)  Fills a prioritized infrastructure gap identified in this Plan – 5 points
  
- b)  Fills a need for improved connectivity based upon public input received in the development of this Plan – 2 points

**EXECUTIVE SUMMARY**  
**REPORTS & PRESENTATIONS**  
**ITEM 8C**

**Update on Collier to Polk Trail**

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**OBJECTIVE:** For the Committee to receive an update on the Collier to Polk Trail.

**CONSIDERATIONS:** The MPO received an announcement from the Office of Greenways and Trails (OGT) that the Florida Greenways and Trails Council (FGTC) is meeting on March 27-28 in Winter Haven, FL to reprioritize regional trails. Collier MPO has been asked to represent the three MPOs affected by the trail alignment, which includes Heartland and Polk TPOs. FDOT is preparing a draft PPT that the three MPOs can contribute slides to. MPO staff will provide a brief update on the topic at the meeting, and the draft slide presentation, if available. The OGT announcement is shown in **Attachment 1**.

**STAFF RECOMMENDATION:** The topic is provided for information and discussion.

Prepared By: Anne McLaughlin, MPO Director

**ATTACHMENTS:**

1. OGT Regional Trail Reranking Announcement



## DEP-OGT Regional Trail Reranking Announcement

### New Statutory Language

With the passing of SB 106 in 2023, Chapter 260.0142(4)(c), Florida Statutes (F.S.), was amended to include the following language:

*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 as defined by s. 339.81. For purposes of this section, the term “regionally significant trails” means trails that cross multiple counties, attract national and international visitors, and serve as an opportunity for economic and ecotourism development; showcase the natural value of this state’s wildlife areas, ecology, and natural resources; and serve as main corridors for critical links and trail connectedness across this state.*

This language adds a new duty to the Florida Greenways and Trails Council (Council).

### Reprioritization of Regional Trails

The original prioritization of regional trails was completed by the Council, and provided to the Department of Transportation in March of 2016. At the time, only seven regional trails were identified within the Florida Greenways and Trails System (FGTS). Currently, there are 14 regional trails identified within the FGTS.

Because of the additional statutory language, the Council will be developing a prioritized/reprioritized list of the current regional trails at the March 27 – 28, 2024, Council meeting at the Garden Center (715 3rd St NW, Winter Haven FL, 33881) in Winter Haven, Florida.

### Presentation

**One** presentation per regional trail may be made to provide pertinent information to the Council. The presentation can include one or more representatives from each regional trail. Presentations should, at minimum, provide information on the overall status of the regional trail, long term management goals, planned improvements to the trail and future needs of the trail.

Each presentation can be no longer than 20 minutes in length.

**Provide an overview of the regional trail including the following if applicable:**

- **Location map**
- **Counties included within the corridor**
- **Regional Alliance and partners coordinating regional trail identity along the corridor**
- **Committed trail managers for entire corridor Please identify any unmanaged sections**
- **Identify any sections going through public lands and provide letter of commitment to manage the trail through their public land**

- Provide confirmation that the trail is identified in the land management plan if the trail is located on public lands
- Access to conservation lands, historic sites, cultural sites, parks, communities, etc.
- Access to multimodal hubs (bike/scooter share, public transportation, ride-share, etc.)
- Existing and potential Trail Towns
- Economic development through partnerships with Tourism Development Councils (TDC), Convention and Visitors Bureau or tourism bureau (CVB) and Chamber of Commerce
- Visitation (local, in-state and out of state)
- Existing trail sections, funded sections and unfunded sections
- Sections that are not feasible within the next 5 years
- Describe overall plan, funding sources, cost estimates and timeline for completing the project. Include:
  - Trail design/construction
  - Support facilities (parking, trail heads, bathrooms, etc.)
  - Amenities (bike racks, bike repair station, potable water, pavilions, shade structures, etc.)
  - Signage (kiosks, maps, wayfinding, safety, etc.)
  - Alleviate safety concerns
  - Enhancement to environmental quality