



## Minutes of Meeting

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Subject: **Collier MPO SS4A SAP Public Workshop #1**

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Meeting **Wednesday, 10/30/2024** Time: **5:00 pm –7:00 pm** Meeting Location: **Zoom**  
Date:

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Notes by: **Kelly McGuinness, TYLin; Micheal Alvino, TYLin; Rakesh Rangaswamy, TYLin**

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### Attendees:

Kelly McGuinness (TYLin)	Anthony Matonti	Donald Scott
Stacey Meekins (TYLin)	Neal Gelfand	Maria Mair
Krupa Gajjar (TYLin)	Michelle Sproviero	Lorraine Lantz
Rakesh Rangaswamy (TYLin)	Karen Homiak	Kyle Kemmish
Michael Alvino (TYLin)	Katherine Eastley	Suzanne Miceli
Sean Kingston	Calandra Barraco	Dusty Hansen
Anne McLaughlin	Amara DeCicco	Monica Ramos

**Meeting Materials:** Meeting slide deck, Zoom Whiteboard

### Meeting Minutes:

#### ***Agenda Item #1: Introduction & Welcome (10 minutes)***

- Meeting opened to public, begins at approximately 5:03 PM
- Kelly McGuinness (TYLin) introduces the meeting subject, shares how to participate with Zoom captions, translated captions, chat, polls, and breakout rooms with Whiteboard.
- First interactive poll is launched:
  - Where are you from?
    - Naples: 6
    - Some other place outside of Collier County: 4
    - Some other place in Collier County: 2
    - Marco Island: 1
- Second interactive poll is launched:
  - What mode of transportation do you use most frequently?
    - Drive alone: 12
    - Traditional bicycle or scooter: 1

#### ***Agenda Item #2: Safety Action Plan Overview Presentation***

- Kelly continues with slide deck, describing the purpose and benefits of a Comprehensive Safety Action Plan and project timeline.
- Stacey Meekins (TYLin) presents on the existing safety conditions/safety analysis results



- Kelly McGuinness shares preliminary results of the online survey

**Agenda Item #3: Breakout #1: Concerns**

- Kelly launches a preliminary survey before the group is divided into two equally sized breakout room discussions:
  - Select your TOP THREE traffic safety concerns in Collier County.
    - Dangerous driver behavior (speeding, reckless driving, etc.): 12
    - Dangerous cyclist or e-cyclist behavior (e.g., speeding, operating on sidewalks, not following traffic rules): 9
    - Poor conditions or lack of facilities for cyclists: 7
    - Dangerous pedestrian behavior (e.g., not following traffic rules): 5
    - Poor conditions or lack of facilities for pedestrians: 4
    - Poor roadway conditions (visibility, roadway design, etc.): 2
- The group is divided into breakout rooms.

Breakout room 1:

Kelly McGuinness (TYLin), Michael Alvino (TYLin), Anne McLaughlin, Michelle Sproviero (BPAC), Anne McLaughlin (MPO ED), Amara DeCicco (FDOT Consultant), Anthony Matonti (BPAC), Kyle Kemmish, Lorraine Lantz (Collier County), Suzanne Miceli

- Kelly asks the group for introductions and their 'one word' top priority for Collier roadways:
  - Kelly: equitable
  - Anthony: separated facilities
  - Lorraine: correctability
  - Kyle: behavior
  - Amara: engineering
  - Anne: results
  - Michelle: clarity – for tourists especially
  - Michael: schools
- Kelly gave an overview of the HIN, posing the question to the group – What level to set the threshold. Top 5%, 10%, 15%?
- Kelly explained priority links for funding – these streets will be prioritized by MPO for funding availability
  - Q: from Lorraine – I-75 is not included?

- A: from Kelly – Correct. Candidate roadways are all non-Interstate roadways. Local networks excluded as well.
- Lorraine: Immokalee road is not surprising. Golden Gate Road would not have been expected.
  - Kelly: Golden Gate, really stands out when you look between 5 and 15%. It's not top 5% which is interesting. Could be related to systemic factors. GG Road meets criteria of other roadways in the HIN (6 lanes).
- Lorraine: Congestion and Safety on Imokalee are apparent issues. I was expecting to see the full segment lit up. It struck me. The amount on Golden Gate, which connects to I75, was noticeable.
  - Kelly: Even at lowest percentages, we do get some of Imokalee road.
  - Anne: I shared reaction of Lorraine. Segments of Golden Gate are to be expected. Keeping the whole thing on the HIN may be advantageous for Complete Streets or future study.
- Lorraine: TYLin is already working on Golden Gate congestion study
  - Kelly: As part of a safety action plan, segments identified in the HIN are eligible for funding. Being included in the HIN has a practical application. Segments can be used in Grant applications. The goal is to find a right balance where needed segments are eligible for funding, and what is realistic to implement and not overwhelming to the MPO, county, public.
- Amara: Compared her FDOT list to county roads and state roads. FDOT's top 5% are in our map. FDOT data is 2016-2020. This verifies your data and approach. Question: For HIN, what is smallest segment length and longest segment?
  - Kelly: Don't have answer, would have to follow up.
    - Post-meeting clarification: Shortest segments are approximately .1 miles, longest are 2 miles.
- Amara: For Lee County, one of the corridors is 28 miles, which was too long to make a project. We prioritized segments within the corridor but kept the whole corridor on the list.
- Michelle: On Collier Blvd in Golden Gate city area between Green and Golden Gate. That one is already in the works. Are we also looking at what is already in the works?
  - Kelly: HIN is just informed by data. Next step is a prioritization. At that phase we would take into account existing projects. Not just to take them off the list, but to see how they fit into priorities. We will also take into account public feedback. Another piece could be equity component. Equity map prepared by MPO. We could look at the HIN and overlay the equity areas.
- Michelle: A lot of HIN hot spots are places where we lack pedestrian walkways and bicycle paths.



- Kelly: Something we are going to do in conjunction with the HIN, is to develop a bike/ped HIN to see what segments light up. They may be different, or they may be the same.
- Kelly closes the HIN map, and opens the Zoom Whiteboard. Participants are encouraged to discuss the roadway safety challenges the county, and use interactive post-it notes.
  - Questions posed to the group both verbally and on the Interactive whiteboard:
    - Regarding driver behavior, which of the following do you think are contributing the most to unsafe conditions? Some examples include speeding, reckless driving, driving under the influence of drugs or alcohol, and lack of enforcement.
    - Who is most affected by traffic safety issues?
    - What sorts of public messaging could be used to improve traffic safety?
    - When crashes happen, what is done to address future traffic safety, and what more could be done?
- Notes are taken on the interactive white board.

#### Breakout room 2:

Stacey Meekins (TYLin), Rakesh Rangaswamy (TYLin), Sean Kingston, Neal Gelfand, Maria Mair, Katherine Eastley, Donald Scott, Monica Ramos, Karen Homiak, Calandra Barraco, Dusty Hansen

- Stacey asks the group for introductions and their top priority for Collier roadways:
  - Sean: consider best policies and projects to support safety, distracted driving
  - Dusty: congestion and how it contributes to aggressive driving, reckless driving and speeding
  - Maria: several concerns, including increased use of e-bikes and scooters and paths and bike lanes for cyclists and increased congestion combined with the increased ebikes
  - Neil: technology for avoiding accidents in cars, concerned for those outside of cars
  - Kathy: necessary infrastructure improvements, and behaviors of all users including bikers, and impact of education on speeding and other behaviors
  - Calandra: observing from the Lee County MPO
  - Donald: observing from Lee County MPO, former Collier resident. Agrees with behavior comments.
  - Monica: Golden Gate estates community member, local petition against road fatalities. Infrastructure and behavior; drafting a new bill for raising penalties.
  - Rakesh: TYLin engineer.
- Stacey gave an overview of the HIN, posing the question to the group – What level to set the threshold. Top 5%, 10%, 15%?
  - Q: from Donald – what is that line by Collier-Hendry border?
    - A: from Stacey – we can look into it, but its possible that with rural roads one KSI can make it pop out. The questions help us refine.

- Donald: asks about Golden Gate area, Donald confirms it has lots of crossing
  - Stacey: It has 4 KSI
- Neil: Immokalee and 41 intersection; lives near there, and knows there are a lot of accidents there. People challenge the yellow there, and learn how long the wait is there.
  - Stacey: we can look into that.
  - Sean: confirms that red light running has been brought to the County commissioners, but doesn't know the current status.
  - Stacey asks if there is an all-red phase?
    - Kathy: Yes, there is a period of all red
- Monica: Immokalee and Logan
  - Stacey, yes a high crash intersection
- Stacey closes the HIN map, and opens the Zoom Whiteboard. Participants are encouraged to discuss the roadway safety challenges the county, and use interactive post-it notes.
  - Questions posed to the group both verbally and on the Interactive whiteboard:
    - Regarding driver behavior, which of the following do you think are contributing the most to unsafe conditions? Some examples include speeding, reckless driving, driving under the influence of drugs or alcohol, and lack of enforcement.
    - Who is most affected by traffic safety issues?
    - What sorts of public messaging could be used to improve traffic safety?
    - When crashes happen, what is done to address future traffic safety, and what more could be done?
- Notes are taken on the interactive white board.

#### ***Agenda Item #4: Breakout #1 Report Back***

- Group is brought back into main room to report back to all.
- Anthony shares key talking points from the breakout Room 1 discussion:
  - Distracted driving, cell phones, and current infrastructure.
  - Lighting and visibility.
  - Vulnerable users not in vehicle are most at risk, and does infrastructure meet their needs. Its confusing.
- Michelle adds:
  - What can we correct, if we can't undo a 6-lane road?
  - Lets find safety champions among elected professionals.
  - Education all road users.
- Neil shares out for Room 2:

- Lack of enforcement for speeding and red-lights.
- Lane infrastructure for cyclists and pedestrians being adequate.
- Everybody is affected, contributes to insurance rates.
- Public messaging could be data driven, school curriculums
- Expedited funding for necessary safety improvements.

## ***Agenda Item #5: Breakout #2: Solutions***

- Kelly prepares group for the second breakout with a poll:
  - Please select your TOP TWO traffic safety interventions you think should be prioritized in the Collier County.
    - Increasing enforcement: 6
    - Enhancing traffic safety education: 9
    - Adding more bicycle infrastructure (wider bicycle lanes and separated bike paths): 5
    - Improving pedestrian safety (e.g. improving intersection design, providing marked crosswalks, better lighting): 3
    - Reducing speeds on major roads through design and traffic signalization strategies: 3

### Breakout Room 1:

- Kelly introduces the activity, which includes “dot voting” on several safety tools. These tools are from the FHWA.
  - Discussion includes:
    - Tools need to be accompanied with education, if users are not familiar
    - Rumble strips can be dangerous to cyclists
    - Need for LPI to be widespread, or it could be dangerous if only some
    - Resiliency of roundabouts
    - Medians landscaping can be dangerous, makes it hard to see
- Notes are taken on the interactive white board.

### Breakout Room 2:

- Stacey introduces the activity, which includes “dot voting” on several safety tools. These tools are from the FHWA.
  - Discussion included:
    - Speed cameras: heard they can be hard to enforce, which is surprising since they work well elsewhere.

- Speed cameras: If used to enforce right turn and other violations, an issue of overreach.
  - Signage for commercial vehicles to stop ahead time
  - Variable speed limits could be confusing, but could help with congestion
  - Rectangular Rapid Flashing Beacon: cars don't stop, even when flashing
  - Flashing lights could help for some crossings, seem effective when employed in Collier
  - Median barriers prevent unsignalized crossings, but can be obstructive of sight lines if they have landscaping -- people cross anyway
  - Roundabouts can be confusing
- Notes are taken on the interactive white board.

### ***Agenda Item #6: Breakout #2: Report Back***

- Group is brought back to main room for share out.
- Michelle shares discussion points of Room 1:
  - LPI good, rumble strip bad
  - Access management
  - Roundabouts can be helpful – and resilient after storms for when there is no power
- Sean shares for Room 2:
  - Speed cameras are a possibility, but mixed
  - Variable speed limits can be confusing
  - Median barriers can cause issues if unauthorized crossings
  - RFFB can be confusing, emerging tech to some
- Neil adds that technology should be its own category of tools:
  - Controlled speed, anti-collision/autobraking, etc.
- Stacey follows up that tool, like rumble strips, can be good for cars but bad for cyclists.

### ***Agenda Item #7: Final comments***

- Kelly opens up the floor for any remaining comments from the group before closing the meeting:
  - Maria comments that some traffic lights, especially downtown, lights don't change for cyclists and only change for cars. This means you need to dismount, press button, and then return – even if car is behind. It is challenging, since its only some lights. Would like this to be remediated.
    - Michelle agrees.
- Kelly shares the next steps, including survey and map and upcoming Board Presentation.
- Next phase is developing the countermeasures and policy recommendations.
- Meeting ends, approximately 7:00 PM.

