



BPAC AGENDA

Bicycle/Pedestrian Advisory Committee

NOTE: THIS IS AN IN-PERSON MEETING

IT Training Room, 5th Floor Collier

County Government Center Administration Building (F)

3299 Tamiami Trail East, Naples, FL, 34112

August 18, 2026

9:00 a.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of the January 20, 2026 regular Meeting Minutes and March 24 Lee BPCC and Collier BPAC Joint Public Workshop 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. Proposed revisions to the BPAC Bylaws
8. **Reports & Presentations (May Require Committee Action)**
 - A. Oakridge Middle School Road Safety Audit (RSA)
 - B. Upcoming FDOT bicycle and pedestrian projects in Collier County
9. **Member Comments**
10. **Distribution Items**
 - A. Updated Collier MPO 2026/2027 Call for Bike-Ped Projects for Projected FY2034/2035 Funding
 - B. 2027 Joint BPAC – BPCC meeting
 - C. City of Naples Ordinance Related to E-Bikes and Micromobility Devices
 - D. City of Bonita Springs Bond Referendum for the Bonita Estero Rail Trail (BERT)
 - E. BPAC membership status
11. **Topics for Future Meetings**
12. **Next Meeting Date**

September 15, 2026 – 9:00 a.m.
Location: Collier County Government Center Admin. Bldg. F. IT Training Rm 5th Floor, 3299 Tamiami Trail East
13. **Adjournment**

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, Mr. Sean Kingston, (239) 252-5859 or by email at: Sean.Kingston@colliercountyfl.gov, or in writing to the Collier MPO, attention: Mr. Kingston, at 2885 South Horseshoe Dr., Naples, FL 34104.

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
Collier County Government Center, Risk Management Training Room
3311 Tamiami Trail East, Building D, Naples, FL, 34112
January 20, 2026 - 9:00 A.M.
Meeting Minutes**

1. Call to Order

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

2. Roll Call

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

Members Present

Anthony Matonti, *Chair*
Alan Musico
Dayna Fendrick
Joe Bonness
David Costello
Patty Huff
Victoria Holmes
Kevin Dohm
David Sutton
Robert Phelan

Members Absent

Michelle Sproviero, *Vice Chair*
Robert Vigorito

MPO Staff Present

Anne McLaughlin, Executive Director
Sean Kingston, Planner III
Suzanne Miceli, Operations Support Specialist II

Others Present

Carmen Monroy
Kathy Eastley, Collier County Transportation Planning
Bonita Schwan, Marco Island City Council and MPO Board member
Michelle Avola-Brown, Naples Pathway Coalition
Tanya Merkle, FDOT
Jacob Stauffer, Collier Area Transit
Ravyn Sylvia, Kimley-Horn

3. Approval of the Agenda

Mr. Kingston suggested moving item 7.A. Elect Chair and Vice Chair for Calendar Year 2026, to top of meeting.

Chair Matonti moved to approve the amended agenda. Seconded by Mr. Dohm Carried unanimously.

4. Approval of the Meeting Minutes

Mr. Musico moved to approve the November 18, 2025 minutes. Seconded by Ms. Fendrick. Carried unanimously.

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

Councilor Schwan noted that the MPO Board might discuss whether to request BPAC input on potential Amendments to Collier County's e-bike ordinance, prompting a broader committee discussion.

A group discussion followed, highlighting enforcement challenges and safety concerns related to e-bike use, the importance of the Committee's input, and the value of potential coordination on the issue with Lee County at the joint meeting.

6. Agency Updates

A. FDOT

Ms. Merkle said that e-bike legislation is a major topic in Tallahassee, though no action has been taken. Limited budgets are prioritizing completion of current projects over new PD&E phases, earmarks shift funding status, and that a new Project Development Policy now requires construction funding to be programmed within eight years of starting a PD&E.

B. MPO

Mr. Kingston introduced Carmen Monroy, whose agreement to serve as the new MPO Director would go to the MPO Board for approval on February 13, 2026. She was selected during the Board's December 2025 interviews following adoption of the 2050 Long Range Transportation Plan.

7. Committee Action

A. Elect Chair and Vice-Chair for Calendar Year 2026

*Mr. Musico moved to re-elect **Chair Matonti** as BPAC Chair. Seconded by **Mr. Dohm**. Carried unanimously.*

*Mr. Dohm moved to re-elect **Vice Chair Sproviero** as BPAC Vice Chair. Seconded by **Ms. Huff**. Carried unanimously.*

B. Review 2026 meeting schedule, Committee responsibilities under the bylaws, and consider options regarding the frequency of future BPAC meetings

Mr. Kingston explained that the project call process and occasional policy requests from the MPO Board support keeping the regular BPAC meeting schedule, though meeting bi-monthly or quarterly could still meet the Committee's needs.

After discussion, the committee agreed to keep the current BPAC meeting schedule and determine before each date if a meeting is needed.

Mr. Dohm moved to keep the current schedule and determine before each date if a meeting is needed. Seconded by Ms. Huff. Carried unanimously.

C. Review and Comment on 2026/2027 Call for Bicycle-Pedestrian Projects

Mr. Kingston said the MPO Board approved the 2025 Bicycle and Pedestrian Master Plan (BPMP) in October and the 2050 LRTP in December of 2026. The current BPMP outlines new evaluation criteria and the LRTP reduces bicycle and pedestrian funding to about \$1.5 million per year in Transportation Alternative funds. The entire application policy can be viewed in the January 20, 2026 BPAC Agenda.

A group discussion followed regarding how MPO and FDOT applications align, whether projects should be presented to BPAC for early feedback, and how funding and PD&E timing affect approvals. Members also noted potential project gaps, the value of pre-application presentations, and the need for clearer funding estimates.

This item was presented for review and comment only.

8. Reports & Presentations (May Require Committee Action)

None.

9. Member Comments

Ms. Huff reported attending Trail Town Zoom meetings with representatives from 23 Trail Towns. Areas interested in becoming Trail Towns could participate. The 2026 Trail Town Summit will be held in Venice. She is working with Tallahassee. Upcoming local events in Everglades City included the Everglades City Seafood Festival, Chokoloskee's 100-year celebration, the Miccosukee event this weekend, and the EC Airport pancake breakfast in late January.

Mr. Dohm announced that Marco Island is now a Trail Town, with QR codes around the island providing local information. He noted that the 12-mph speed limit on shared-use paths is posted and that users appear to be slowing down.

A group discussion followed, noting a recent e-bike crash and visibility or obstruction hazards affecting bicyclists and pedestrians. Members suggested options such as using cameras to see around blocked areas and coordinating with security when appropriate.

Chair Matonti asked whether members preferred to cancel the February 17, 2026 BPAC meeting, noting there was little for the agenda given the upcoming joint Collier BPAC–Lee County BPCC meeting in March.

Ms. Huff moved to cancel the February 17, 2026 BPAC meeting. Seconded by Mr. Phelan. Carried unanimously.

10. Distribution Items

A. Updated 2026 Meeting Schedule

This item was distributed.

11. Topics for Next Meeting

None.

12. Next Meeting Date

March 24, 2026 Joint Collier BPAC-Lee BPCC Meeting – 10:00 a.m. Location: Collaboratory,
2031 Jackson Street, Fort Myers, FL 33901

13. Adjournment

Chair Matonti adjourned the meeting at 10:28 a.m.



COLLIER BPAC & LEE BPCC JOINT PUBLIC WORKSHOP

Tuesday, March 24, 2026, 10:00 a.m.

Collaboratory, 2031 Jackson Street, Fort Myers, FL 33901

Agenda Item #1 - Call to Order/Roll Call

The in-person workshop was called to order at approximately 10:00 a.m. by Anthony Matonti, Chair of the Collier MPO Bicycle and Pedestrian Advisory Committee (BPAC). He introduced Mr. Randy Krise, the Chair of the Lee County MPO Bicycle Pedestrian Coordinating Committee (BPCC) and noted that the Lee County BPCC asked the Collier BPAC to chair the meeting as they were the guests.

Those in attendance introduced themselves. Both the Collier MPO BPAC and the Lee County MPO Bicycle Pedestrian Coordinating Committee (BPCC) had quorums. Those in attendance included:

From the Collier BPAC

Alan Musico	At-Large
Anthony Matonti	At-Large
Dave Costello	At-Large
David Sutton	At-Large
Dayna Fendrick	At-Large
Joe Boness	At-Large
Kevin Dohm	At-Large
Michelle Sproviero	At-Large
Patty Huff	At-Large

From the Lee County BPCC

Carl Karakos	City of Fort Myers
Chuck Parish	City of Cape Coral
Daniel Wilhelm	City of Sanibel
Dave Wheaton	At-Large
Jose Perez	LeeTran
Lee Waller	Lee County Parks and Recreation
Randy Krise	Lee County MPO's Citizen Advisory Committee (CAC)
Scott Stryker	Village of Estero
Sean Gibbons	City of Bonita Springs
Syndi Bultman	Lee Health Trauma
Terri Lewis	Member At-Large

Others in attendance included Carmen Monroy and Sean Kingston with the Collier MPO; Ron Gogoi and Don Scott with the Lee County MPO; Steve Weathers and Kaitlin Danks with the City of Fort Myers; Kathy Eastley with Collier County Transportation Planning; Michelle Avola Brown with the Naples Pathways Coalition; Ned Baier with Volkert and President of Florida Greenways and Trails Foundation; and Tanya Merkle with FDOT.

Agenda Item #2 – Pledge of Allegiance

Chair Randy Krise led the Pledge of Allegiance.

Agenda Item #3 – Election of a Chair

Ms. Michelle Sproviero made the motion to elect Collier BPAC Chair Anthony Matonti to chair the joint workshop. Mr. Randy Krise seconded the motion. There were no objections, and the motion passed.

Agenda Item #4 - Public Comments on Items on the Agenda

Ms. Michelle Avola Brown with the Naples Pathways Coalition provided a public comment regarding hands free driving legislation. A member requested the wi-fi password for the room, and it was circulated on paper amongst the members.

Agenda Item #5 - *Approval of the Agenda

Mr. Randy Krise made the motion to approve the joint workshop agenda. Mr. Scott Stryker seconded the motion. There were no objections, and the motion passed.

Agenda Item #6 – Florida Department of Transportation

Ms. Tanya Merkle with FDOT provided updates on prior SUN Trail applications, advancing projects from PD&E Study to construction, and her availability to assist local jurisdictions. She also asked local governments to inform FDOT if project development phases programmed with SUN Trail funds have funding shortfalls.

Agenda Item #7A - Marco Island Trail Town Designation Report

Because the Everglades City Trail Town Designation PowerPoint was not among the presentations loaded on the Collaboratory computer, Mr. Gogoi suggested that Ms. Patty Huff present it later during the meeting after her PowerPoint was tracked down. Mr. Kevin Dohm then reported on the Marco Island Trail Town Designation. His presentation can be viewed at the following link: [Joint Meeting Presentations](#).

Agenda Item #7B - Livingston FPL Trail Extension PD&E Study

Mr. Adam Rose with FDOT virtually attended with Ms. Linda Hess with WGI, the consultant on the project, and together they provided an update on the Livingston FPL Trail Extension PD&E Study. Their presentation can be viewed at the following link after the preceding presentations on the Marco Island and Everglades Trail Town designations: [Joint Meeting Presentations](#)

Agenda Item #7C - Bonita-Estero Rail Trail (BERT) Update

Mr. Scott Stryker introduced himself and went on to provide an update on the Bonita Estero Rail Trail (BERT) acquisition process, and upcoming tasks. Ms. Lewis suggested that the proposed trail be built on the side of the rail corridor which would allow deploying any emerging rail technology, freight or passenger, on the rail bed in the future. Mr. Wheaton asked for an explanation on railbanking. Mr. Gogoi explained that railbanking allows a railroad, in this case Seminole Gulf, to buy back the corridor at a future time if there was a demand for freight rail in the area. He also explained that railbanking can protect local governments against lawsuits from landowners. If plaintiffs win a lawsuit the federal government will compensate the landowners. Mr. Stryker's presentation can be viewed at the following link after the preceding agenda items presentations: [Joint Meeting Presentations](#)

Agenda Item #7D - Connection Pathway between Bayshore Drive and Sugden Park

Mr. Sean Kingston with the Collier MPO provided an update on the connection pathway between Bayshore Drive and Sugden Park. His presentation can be viewed at the following link after the presentations from the preceding agenda items: [Joint Meeting Presentations](#)

Agenda Item #7E - Caloosahatchee D 'Town SUN Trail Alternative Multimodal Feasibility Study

Mr. Ned Baier with Volkert provided an update on the Caloosahatchee Downtown SUN Trail Alternative Multimodal Feasibility Study. Regarding a suggestion from a BPCC member that Cleveland Avenue be considered as the preferred alternative, Mr. Baier responded by saying that there are too many driveways along that route that will pose safety hazards to trail users. Mr. Gogoi reinforced Mr. Baier's argument by saying there are big, signalized intersections along the Cleveland corridor that will make it difficult for trail users to navigate. Mr. Baier's presentation can be viewed at the following link after the presentations from the preceding agenda items: [Joint Meeting Presentations](#)

Agenda Item #7F - City of Fort Myers SPIN Shared Micromobility Program Report

Mr. Steven Weathers, City of Fort Myers Economic Development Director, provided a report on the City's SPIN Shared Micromobility Program. The program currently operates e-scooters only within Downtown Fort Myers, and up until 12 am. He mentioned that Phase 2 of the Program includes expanding the service to the full City limits. He pointed out some issues that may have to be addressed in operating in a bigger service area including how micromobility regulations would be applied when users ride on or crossing non-city owned roadways and riding within enclaves under Lee County jurisdiction. He noted that since the time of the launch of the program there has not been a single incident involving E-Scooters. But he went on to clarify that he cannot entirely rule out that a user did not fall down while operating a scooter, but that it was never reported to law enforcement. His presentation can be viewed at the following link after the presentations on the preceding agenda items: [Joint Meeting Presentations](#)

Agenda Item #7A (continued) – Everglades City Trail Town Designation Report

Ms. Patty Huff presented the Everglades City Trail Town Designation Report once her presentation was retrieved and uploaded to the Collaboratory computer. Her presentation can be found at the following link after the Marco Island presentation and prior to the Livingston presentation under item #7B: [Joint Meeting Presentations](#)

Agenda Item #7G - Local Micromobility Ordinance Updates in Lee and Collier

Mr. Gogoi and Mr. Kingston provided local micromobility updates in Lee and Collier County. Mr. Gogoi reported that he had been tracking two bills that were debated in the 2026 legislative session and that while one passed (CS/SB 382), the other one did not (CS/SB 1220). He reported that the City of Sanibel and the Town of Fort Myers Beach recently amended their micromobility ordinances by imposing new speed restrictions. Rangers provide enforcement in both municipalities. Sanibel is considering amending its micromobility ordinance again to allow operation of Class II and III e-bikes on the shared use paths by residents and businesses in Sanibel. Regarding a comment on the need for registration of such devices by Mr. Karakos, Mr. Gogoi explained that the proposed amendment Sanibel is considering would require Class II and III E-Bikes to be registered and stickers would be issued which would have to be placed on the devices. The presentation can be viewed at the following link after the Spin presentation (#7G): [Joint Meeting Presentations](#)

Agenda Item #8 – Members Comments

There were no member comments.

Agenda Item #9 – Information and Distribution Items

The information and distribution items were attached to the agenda packet and [posted to the MPO website](#) and included the Lee Collier Congestion Management Update, Safe Streets for All report, and the Heartland Regional Trail Kickoff newsletter.

Agenda Item #10 – Adjournment

Mr. Scott Stryker made the motion to adjourn the meeting. Ms. Michelle Sproviero seconded the motion. There were no objections, and the meeting was adjourned at approximately 12:47 p.m.

An audio recording of this meeting can be accessed at the following link: [BPCC March 24](#).

The supporting documents and presentations from the meeting can be accessed at the following link: <https://leempo.com/download/bicycle-pedestrian-coordinating-committee-bpcc-meeting-joint-with-coller-bpac-2026-03-24/>

***Action Items *May Require Action**

Public participation is solicited without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Calandra Barraco with the Lee County MPO at 239-330-2243 or by email at cbarraco@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. 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 they have been discriminated against because of race, color, national origin, sex, age, disability, religion, or familial status may file a complaint with the Lee County MPO Title VI Coordinator, Calandra Barraco, at 239-330-2243, or in writing at P.O. Box 150045, Cape Coral, Florida 33915-0045.

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 7A

Proposed revisions to the Bicycle and Pedestrian Committee (BPAC) Bylaws

OBJECTIVE: For Committee review of proposed revisions to the Bylaws for the BPAC.

CONSIDERATIONS: MPO staff reviews governing documents including bylaws periodically to ensure they remain up to date. The BPAC Bylaws adopted February 12, 2021 were recently reviewed with several changes recommended.

These bylaws have been revised for Committee review and endorsement at a later meeting before MPO Board approval.

STAFF RECOMMENDATION: Presented for Committee review and comment.

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

ATTACHMENT(S):

1. Bicycle and Pedestrian Advisory Committee Bylaws adopted February 12, 2021
2. Active and Micromobility Advisory Committee Bylaws ~~strike through~~ and underscore changes
3. Active and Micromobility Advisory Committee Bylaws clean copy

7A Attachment 1
BPAC 8/18/26

BYLAWS
for
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
of
COLLIER METROPOLITAN PLANNING ORGANIZATION

COLLIER COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE BYLAWS

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Advisory Committee. The intent is to provide procedures and policies to assist the Bicycle and Pedestrian Advisory committee to accomplish its purpose.

SECTION I: NAME

The name of this Committee shall be the Bicycle and Pedestrian Advisory Committee (hereinafter the "BPAC") of the Collier Metropolitan Planning Organization (hereinafter, the "MPO").

SECTION II: PURPOSE

- A. The purpose of the BPAC is to provide citizen input into the deliberation of bicycle- and pedestrian-related issues within the community, to advise the MPO on developing a Bicycle and Pedestrian Master Plan (BPMP) that is responsive to the needs of the community, to recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation, and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.
- B. The mission of the BPAC is to promote walking and bicycling as integral components of local, regional and state recreational and transportation networks.

SECTION III: MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT, AND TERMINATION OF MEMBERSHIP

A. Voting Members:

The BPAC shall be composed of twelve (12) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

B. Appointment and Term of Appointment:

1. All BPAC members are appointed by the MPO for a fixed term of two (2) years.

2. Reappointment to additional term(s) may be approved by the MPO at the written request of the BPAC member.

C. Termination of Membership:

If at any time, the MPO believes that any BPAC member is not performing his or her duties in accordance with these bylaws, the MPO may remove that member from the BPAC.

SECTION IV: OFFICERS, TERMS OF OFFICE, AND DUTIES

A. Officers and Terms of Office:

1. A Chair and a Vice-Chair of the BPAC shall be elected at the first regularly scheduled meeting of each calendar year when a quorum is attained and shall hold the offices until their successors are elected.
2. Any voting member may nominate or be nominated as an officer. All elections shall be held by the majority vote of voting members present.
3. The Chair and Vice-Chair shall serve for a period of one (1) year or until a successor is elected.
4. The Chair and Vice-Chair shall be voting members of the BPAC.

B. Chair Duties:

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.
2. The Chair and the MPO Director shall collaborate to establish the agenda for meetings. The Chair acts as a liaison with governmental bodies and other related committees.

C. Vice-Chair Duties

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

D. Absenteeism of an Officer:

If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting.

1. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members.
2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B and C, it may recommend the removal of the Officer to the MPO.

SECTION V: MEETINGS

A. Regular Meetings:

The BPAC shall meet as often as necessary in order to meet its responsibilities. A meeting schedule shall be developed annually, endorsed by the BPAC and approved by the MPO.

B. Special Meetings:

Special meetings may be called by the Chair in coordination with the MPO Director with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all member agencies.

C. Notice of Meetings:

A minimum of seven (7) calendar days notice shall be given for regular meetings. Agendas should be sent with meeting notices and, wherever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

D. Agendas:

MPO staff is responsible for preparing agendas for each BPAC meeting. Members may request to place items on the tentative agenda by notification to the MPO staff.

E. Quorum:

1. A quorum shall consist of three of the voting members being physically present at each meeting.

F. Voting:

An affirmative vote of a majority of the BPAC members present shall be necessary in order to take any action.

G. Public Meetings:

All meetings of the BPAC are open to the public and all activities of the BPAC are subject to the Florida Government in the Sunshine Law, Chapter 286, *Florida Statutes*, commonly known as the Sunshine Law.

H. Parliamentary Procedures:

Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.

I. Staff

1. The MPO shall provide the BPAC with sufficient staff support and resources to enable it to fulfill its responsibilities.
2. MPO staff shall manage and oversee the operations of the BPAC and assist in scheduling meetings, preparing agenda packets, and other necessary administrative duties as required by the BPAC within the limits of the resources available.
3. Staff shall maintain the minutes and other records of the BPAC.

J. Attendance:

1. It is the intent and strong desire of the MPO that there be full attendance of the BPAC members at all BPAC meetings; recognizing, however, that it may be necessary for BPAC members to be absent from a meeting due to unusual or emergency circumstances. Nevertheless, full attendance at BPAC meetings is encouraged and necessary for the proper operation of the BPAC, and in furtherance thereof, the following requirements are established.
2. Any BPAC member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled BPAC meetings shall be deemed to have tendered his or her resignation from the BPAC.
3. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly fill same.
4. No BPAC member shall serve at any meetings after he/she is deemed to have tendered his/her resignation.

SECTION VI: AMENDMENTS

A. Amendments:

Amendments to these Bylaws may be endorsed by an affirmative vote of the BPAC, provided a copy of the proposed amendment shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the BPAC. All proposed

amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws are subject to approval by the Collier MPO.

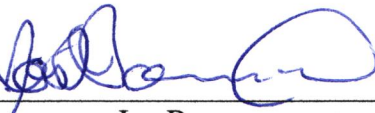
B. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously adopted by the Bicycle and Pedestrian Advisory Committee.

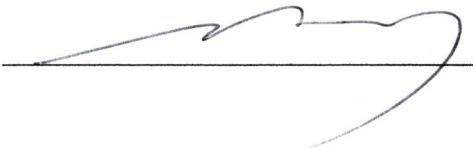
C. Effective Date:

These Bylaws for the Bicycle and Pedestrian Advisory Committee of the Collier County Metropolitan Planning Organization are hereby endorsed in an open session with a quorum present and voting on February 16, 2021 by the Bicycle and Pedestrian Advisory Committee and approved and adopted by the Collier Metropolitan Planning Organization on February 12, 2021.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

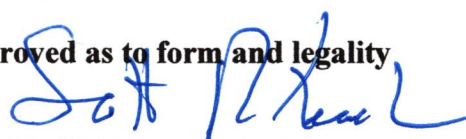
By: 
Joe Bonness
BPAC Chair

**COLLIER COUNTY
METROPOLITAN PLANNING ORGANIZATION**

By: 
MPO Chair

Attested by: 
Anne McLaughlin
MPO Executive Director

COLLIER COUNTY ATTORNEY

Approved as to form and legality
By: 
Scott R. Teach
Deputy County Attorney

BYLAWS

for

~~BICYCLE AND PEDESTRIAN~~ ACTIVE AND MICROMOBILITY ADVISORY
COMMITTEE

of

COLLIER METROPOLITAN PLANNING ORGANIZATION

COLLIER COUNTY
BICYCLE AND PEDESTRIAN ACTIVE AND MICROMOBILITY
ADVISORY COMMITTEE BYLAWS

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) ~~Bicycle and Pedestrian~~ Active and Micromobility Advisory Committee (AMAC). The intent is to provide procedures and policies to assist a citizen comprised the ~~Bicycle and Pedestrian Advisory~~ committee to accomplish its purpose.

SECTION I: NAME

The name of this Committee shall be the ~~Bicycle and Pedestrian~~ Active and Micromobility Advisory Committee (hereinafter the "~~BPAC~~AMAC") of the Collier Metropolitan Planning Organization (hereinafter, the "MPO").

SECTION II: PURPOSE

A. The purpose of the BPAC-AMAC is:

1. To provide citizen input into the deliberation of ~~bicycle~~ active transportation and ~~pedestrian~~ micromobility related issues within the community;
2. To advise the MPO on developing an ~~Bicycle and Pedestrian~~ active transportation and micromobility Master Plan (BPMP) adjunct plan or component of the Long Range Transportation Plan (LRTP) that is responsive to the needs of the community;
3. To contribute to the LRTP's vision and recommendations regarding the inclusion of the active transportation and micromobility network;
4. To advance interconnected multimodal planning efforts;
5. To participate in the examination of local land development codes and regulations to identify funding opportunities and incentives for developers to provide active transportation and micromobility facilities;
6. To ~~provide recommendations for~~ policies and regulations and advise the MPO Board of opportunities that will improve the ~~walking and bicycling~~ active transportation and micromobility environment; ~~and~~
7. ~~And to~~ To recommend priorities for ~~bicycle~~ active transportation and ~~pedestrian~~ micromobility projects and program implementation;

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~~A. and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.~~

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B. The mission of the ~~BPAC-AMAC~~ is to promote a connected system of walking-active transportation and bicyclingmicromobility as integral components of local, regional and state recreational and transportation networks.

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SECTION III: MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT, AND TERMINATION OF MEMBERSHIP

A. Voting Members:

~~A. Voting Members:~~

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The ~~BPAC-AMAC~~ shall be composed of ~~twelve-eleven~~ (121) at-large voting members representing a wide cross-section of Collier County residents, businesses, and neighborhoods, ~~bicycle-active transportation~~ and ~~pedestrian-micromobility~~ safety professionals, Safe Routes to Schools organizations, transit riders, local ~~bicycle-active transportation~~ and pedestrian and-micromobility advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

~~AMAC voting members shall be citizens and year-round residents of Collier County. BPACAMAC voting members or their immediate family members (spouse, child, parent or sibling) shall not be declared candidates or elected or appointed officials of the Collier County Board of County Commissioners, municipalities in Collier County, or the Collier County Constitutional Officers. BPACAMAC voting members shall not be employees of the State or federal departments of transportation, or technical personnel employed by the MPO, its member local governments or any agency that is represented on the MPO. Should the status of any CACAMAC member change in such a ways as to disqualify that member from membership under the terms of this paragraph, that member's membership shall automatically terminate. Those who become ineligible for BPACAMAC membership shall provide written notice to the MPO staff and the MPO Board member responsible for appointing their replacement.~~

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B. Non-Voting Members:

~~This committee will include non-voting members who provide subject matter expertise and information to support committee deliberations. There will be no minimum number of non-voting members. These will be from agencies of law enforcement and urban and regional planning of the local government parties of the Collier MPO Interlocal Agreement and the Florida Department of Health in Collier County.~~

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B.C. Appointment and Term of Appointment:

~~1. All BPAC-AMAC members are appointed by the MPO for a fixed term of two (2) years.~~
~~1.~~

~~2. 2.~~ Reappointment to additional term(s) may be approved by the MPO at the written request of the ~~BPAC-AMAC~~ member.

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C.D. Termination of Membership:

If at any time, the MPO believes that any ~~BPAC-AMAC~~ member is not performing his or her duties in accordance with these bylaws, or that a BPACAMAC member has been disqualified according to the terms of these bylaws, the MPO may remove that member from the ~~BPAC-AMAC~~ by a majority vote.

SECTION IV: OFFICERS, TERMS OF OFFICE, AND DUTIES

A. Officers and Terms of Office:

1. ~~The A-Chair and first regularly scheduled meeting of the AMAC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the AMAC present at the annual organizational meeting. Any voting member may nominate or be nominated as an officer. -a Vice-Chair of the BPAC shall be elected at the first regularly scheduled meeting of each calendar year when a quorum is attained and shall hold the offices until their successors are elected.~~
2. ~~Any voting member may nominate or be nominated as an officer. All elections shall be held by the majority vote of voting members present.~~
3. ~~The Chair and Vice-Chair shall serve for a period of one (1) year or until a successor is elected.~~
4. ~~2. The Chair and Vice-Chair shall be voting members of the BPAC.~~

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B. Chair Duties:

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.
2. ~~The Chair and the MPO Director shall collaborate to establish the agenda for meetings. The Chair acts as a liaison with governmental bodies and other related committees.~~

2.

C. Vice-Chair Duties

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

D. Absenteeism of an Officer:

If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting.

1. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members.
2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B and C, it may recommend the removal of the Officer to the MPO.

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SECTION V: MEETINGS

A. Regular Meetings:

The ~~BPAC-AMAC~~ shall meet quarterly and as often as necessary in order to meet its responsibilities. A meeting schedule shall be developed annually, endorsed by the ~~BPAC~~ AMAC and approved by the MPO.

B. Joint Meetings:

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~~-A joint meeting between the Lee MPO Bicycle Pedestrian Coordinating Committee and the AMAC shall be held annually for the purpose of regional coordination. A minimum of six voting AMAC members shall physically attend the joint meeting to meet quorum. The joint meeting can take the place of one regular meeting. Quorum requirements for the AMAC in such meetings shall be six members.~~

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~~B.C.~~ Special Meetings:

Special meetings may be called by the Chair in coordination with the MPO Director with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all member agencies.

C.D. Notice of Meetings:

A minimum of seven (7) calendar days notice shall be given for regular and joint meetings. Agendas should be sent with meeting notices and, wherever possible, except for joint meetings, minutes of the previous meeting, at least seven (7) calendar days prior to any regular or joint meeting and at least three (3) calendar days prior to any special meeting.

D.E. Agendas:

MPO staff is responsible for preparing agendas for each ~~BPAC-AMAC~~ meeting. Members may request to place items on the tentative agenda by notification to the MPO staff.

E.F. Quorum:

1. A quorum shall consist of ~~three-six~~ of the voting members being physically present at each meeting.

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F.G. Voting:

An affirmative vote of a majority of the ~~BPAC-AMAC~~ members present shall be necessary in order to take any action.

G.H. Public Meetings:

All meetings of the ~~BPAC-AMAC~~ are open to the public and all activities of the ~~BPAC-AMAC~~ are subject to the Florida Government in the Sunshine Law, Chapter 286, *Florida Statutes*, commonly known as the Sunshine Law.

H.I. Parliamentary Procedures:

Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.

I.J. Staff

1. The MPO shall provide the ~~BPAC-AMAC~~ with sufficient staff support and resources to enable it to fulfill its responsibilities.
2. MPO staff shall manage and oversee the operations of the ~~BPAC-AMAC~~ and assist in scheduling meetings, preparing agenda packets, and other necessary administrative duties as required by the ~~BPAC-AMAC~~ within the limits of the resources available.
3. Staff shall maintain the minutes and other records of the ~~BPAC-AMAC~~.

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J.K. Attendance:

1. ~~1.~~ It is the intent and strong desire of the MPO that there be full attendance of the ~~BPAC-AMAC~~ members at all ~~BPAC-AMAC~~ meetings; recognizing, however, that it may be necessary for ~~BPAC-AMAC~~ members to be absent from a meeting due to unusual or emergency circumstances. Nevertheless, full attendance at ~~BPAC-AMAC~~ meetings is encouraged and necessary for the proper operation of the ~~BPAC-AMAC~~, and in furtherance thereof, the following requirements are established.

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~~2.~~ Any ~~BPAC-AMAC~~ member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled ~~BPAC-AMAC~~ meetings shall be deemed to have tendered his or her resignation from the ~~BPACAMAC~~.

~~3.~~ The MPO shall, as soon as practical after such resignation, declare the position to be ~~vacant~~ and shall promptly fill same.

~~4.~~ No ~~BPAC-AMAC~~ member shall serve at any meetings after he/she is deemed to have ~~tendered his/her resignation~~ or has been deemed disqualified under these bylaws.

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SECTION VI: AMENDMENTS

A. Amendments:

Amendments to these Bylaws may be endorsed by an affirmative vote of the ~~BPACAMAC~~, provided a copy of the proposed amendment shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the ~~BPACAMAC~~. All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws are subject to ultimate approval by the Collier MPO.

B. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously adopted by the ~~Bicycle and Pedestrian~~ Active and Micromobility Advisory Committee.

C. Effective Date:

These Bylaws for the ~~Bicycle and Pedestrian~~ Active and Micromobility Advisory Committee of the Collier County Metropolitan Planning Organization are hereby endorsed in an open session with a quorum present and voting on ~~February-August 18, 2024~~ February-October 129, 2024 by the Bicycle and Pedestrian Advisory Committee and approved and adopted by the Collier Metropolitan Planning Organization on ~~February-October 129, 2024~~ February-October 129, 2024.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

By: _____
Anthony Matonti
BPAC Chair

COLLIER COUNTY
METROPOLITAN PLANNING ORGANIZATION

By: _____
Councilman Tony Pernas
MPO Chair

Attested by: _____
Carmen Monroy
MPO Executive Director

COLLIER COUNTY ATTORNEY

Approved as to form and legality

By: _____
~~Scott R. Teach~~ Courtney DaSilva
~~Deputy Assistant~~ County Attorney

7A Attachment 3 BPAC 8/18/26

BYLAWS
for
ACTIVE AND MICROMOBILITY ADVISORY COMMITTEE
of
COLLIER METROPOLITAN PLANNING ORGANIZATION

COLLIER COUNTY ACTIVE AND MICROMOBILITY ADVISORY COMMITTEE BYLAWS

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Active and Micromobility Advisory Committee (AMAC). The intent is to provide procedures and policies to assist a citizen comprised committee to accomplish its purpose.

SECTION I: NAME

The name of this Committee shall be the Active and Micromobility Advisory Committee (hereinafter the "AMAC") of the Collier Metropolitan Planning Organization (hereinafter, the "MPO").

SECTION II: PURPOSE

A. The purpose of the AMAC is:

1. To provide citizen input into the deliberation of active transportation and micromobility-related issues within the community;
2. To advise the MPO on developing an active transportation and micromobility adjunct plan or component of the Long Range Transportation Plan (LRTP) that is responsive to the needs of the community;
3. To contribute to the LRTP's vision and recommendations regarding the inclusion of the active transportation and micromobility network;
4. To advance interconnected multimodal planning efforts;
5. To participate in the examination of local land development codes and regulations to identify funding opportunities and incentives for developers to provide active transportation and micromobility facilities;
6. To recommend policies and regulations and advise the MPO Board of opportunities that will improve the active transportation and micromobility environment; and
7. To recommend priorities for active transportation and micromobility projects and program implementation.

- B. The mission of the AMAC is to promote a connected system of active transportation and micromobility as integral components of local, regional and state recreational and transportation networks.**

SECTION III: MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT, AND TERMINATION OF MEMBERSHIP

A. Voting Members:

The AMAC shall be composed of eleven (11) at-large voting members representing a wide cross-section of Collier County residents, businesses, and neighborhoods, active transportation and micromobility safety professionals, Safe Routes to Schools organizations, transit riders, local active transportation and pedestrian and micromobility advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

AMAC voting members shall be citizens and year-round residents of Collier County. AMAC voting members or their immediate family members (spouse, child, parent or sibling) shall not be declared candidates or elected or appointed officials of the Collier County Board of County Commissioners, municipalities in Collier County, or the Collier County Constitutional Officers. AMAC voting members shall not be employees of the State or federal departments of transportation, or technical personnel employed by the MPO, its member local governments or any agency that is represented on the MPO. Should the status of any AMAC member change in such a way as to disqualify that member from membership under the terms of this paragraph, that member's membership shall automatically terminate. Those who become ineligible for AMAC membership shall provide written notice to the MPO staff and the MPO Board member responsible for appointing their replacement.

B. Non-Voting Members:

This committee will include non-voting members who provide subject matter expertise and information to support committee deliberations. There will be no minimum number of non-voting members. These will be from agencies of law enforcement and urban and regional planning of the local government parties of the Collier MPO Interlocal Agreement and the Florida Department of Health in Collier County.

C. Appointment and Term of Appointment:

1. All AMAC members are appointed by the MPO for a fixed term of two (2) years.
2. Reappointment to additional term(s) may be approved by the MPO at the written request of the AMAC member.

D. Termination of Membership:

If at any time, the MPO believes that any AMAC member is not performing his or her duties in accordance with these bylaws, or that a AMAC member has been disqualified according to the terms of these bylaws, the MPO may remove that member from the AMAC by a majority vote.

SECTION IV: OFFICERS, TERMS OF OFFICE, AND DUTIES

A. Officers and Terms of Office:

1. The first regularly scheduled meeting of the AMAC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the AMAC present at the annual organizational meeting. Any voting member may nominate or be nominated as an officer.
2. The Chair and Vice-Chair shall serve for a period of one (1) year or until a successor is elected.

B. Chair Duties:

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.
2. The Chair and the MPO Director shall collaborate to establish the agenda for meetings. The Chair acts as a liaison with governmental bodies and other related committees.

C. Vice-Chair Duties

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
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2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.

3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B and C, it may recommend the removal of the Officer to the MPO.

SECTION V: MEETINGS

A. Regular Meetings:

The AMAC shall meet quarterly and as often as necessary in order to meet its responsibilities. A meeting schedule shall be developed annually, endorsed by the AMAC and approved by the MPO.

B. Joint Meetings:

A joint meeting between the Lee MPO Bicycle Pedestrian Coordinating Committee and the AMAC shall be held annually for the purpose of regional coordination. A minimum of six voting AMAC members shall physically attend the joint meeting to meet quorum. The joint meeting can take the place of one regular meeting.

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D. Notice of Meetings:

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E. Agendas:

MPO staff is responsible for preparing agendas for each AMAC meeting. Members may request to place items on the tentative agenda by notification to the MPO staff.

F. Quorum:

1. A quorum shall consist of six of the voting members being physically present at each meeting.

G. Voting:

An affirmative vote of a majority of the AMAC members present shall be necessary in order to take any action.

H. Public Meetings:

All meetings of the AMAC are open to the public and all activities of the AMAC are subject to the Florida Government in the Sunshine Law, Chapter 286, *Florida Statutes*, commonly known as the Sunshine Law.

I. Parliamentary Procedures:

Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.

J. Staff

1. The MPO shall provide the AMAC with sufficient staff support and resources to enable it to fulfill its responsibilities.
2. MPO staff shall manage and oversee the operations of the AMAC and assist in scheduling meetings, preparing agenda packets, and other necessary administrative duties as required by the AMAC within the limits of the resources available.
3. Staff shall maintain the minutes and other records of the AMAC.

K. Attendance:

1. It is the intent and strong desire of the MPO that there be full attendance of the AMAC members at all AMAC meetings; recognizing, however, that it may be necessary for AMAC members to be absent from a meeting due to unusual or emergency circumstances. Nevertheless, full attendance at AMAC meetings is encouraged and necessary for the proper operation of the AMAC, and in furtherance thereof, the following requirements are established.
2. Any AMAC member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled AMAC meetings shall be deemed to have tendered his or her resignation from the AMAC.
3. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly fill same.
4. No AMAC member shall serve at any meetings after he/she is deemed to have tendered his/her resignation or has been deemed disqualified under these bylaws.

SECTION VI: AMENDMENTS

A. Amendments:

Amendments to these Bylaws may be endorsed by an affirmative vote of the AMAC, provided a copy of the proposed amendment shall have been sent to every member at least

seven (7) calendar days prior to a vote for endorsement by the AMAC. All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws are subject to ultimate approval by the Collier MPO.

B. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously adopted by the Active and Micromobility Advisory Committee.

C. Effective Date:

These Bylaws for the Active and Micromobility Advisory Committee of the Collier County Metropolitan Planning Organization are hereby endorsed in an open session with a quorum present and voting on August 18, 2026 by the Bicycle and Pedestrian Advisory Committee and approved and adopted by the Collier Metropolitan Planning Organization on October 9, 2026.

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

By: _____
Anthony Matonti
BPAC Chair

COLLIER COUNTY
METROPOLITAN PLANNING ORGANIZATION

By: _____
Councilman Tony Pernas
MPO Chair

Attested by: _____
Carmen Monroy
MPO Executive Director

COLLIER COUNTY ATTORNEY

Approved as to form and legality

By: _____
Courtney DaSilva
Assistant County Attorney

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8A

Oakridge Middle School Road Safety Audit (RSA)

OBJECTIVE: For the Committee to receive a presentation from Collier County on the multi-modal RSA process from a recent road safety audit at Oakridge Middle School.

CONSIDERATIONS: In response to transportation safety concerns expressed by residents from housing communities along Collier Boulevard, Collier County, along with its consultant, Jacobs Engineering Group, recently conducted an RSA focused on multi-modal, e-bike and e-scooter ingress and egress during school arrival and dismissal times. The RSA included site visits and observations of student and driver behaviors on May 13, 2026. Collier MPO staff also participated in the RSA.

Planning staff from Collier County Transportation Engineering will provide a presentation on the RSA at the Committee meeting.

STAFF RECOMMENDATION: That the Committee be informed about the RSA and have the opportunity to ask questions about it.

Presented by: Katherine Eastley, Planner III, Collier County Transportation Engineering

ATTACHMENTS:

None

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8B

Upcoming FDOT bicycle and pedestrian projects in Collier County

OBJECTIVE: For the Committee to be apprised of by FDOT of projects currently being scoped.

CONSIDERATIONS: A representative from FDOT will present new and upcoming bicycle and pedestrian projects in Collier County.

STAFF RECOMMENDATION: For committee awareness.

Presented by: Tanya Merkle, FDOT

ATTACHMENTS:

None

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10A

Updated Collier MPO 2026/2027 Call for Bike-Ped Projects for Projected FY2034/2035 Funding

OBJECTIVE: To provide an update for the Committee on the status of the call for Bicycle and Pedestrian projects and to distribute updated forms.

CONSIDERATIONS: MPO Staff have updated the Bicycle & Pedestrian call for projects application packet for consistency with the Bicycle and Pedestrian Master Plan (BPMP) (**Attachment 1**). FDOT forms required for this Transportation Alternatives (TA) funding application cycle are included as **Attachments 2 and 3**.

The Bicycle and Pedestrian Advisory Committee (BPAC) will review projects submitted and rank them against criteria in the BPMP. Agencies submitting projects are encouraged to present to the BPAC and seek technical assistance offered by the MPO. Presentations and applications will be accepted through the January 2027 meeting with subsequent rankings to take place at the February 2027 meeting.

To date, no applications have been received by member entities for bicycle and pedestrian projects. The deadline for agencies in FDOT District 1 to submit applications for Transportation Alternatives funding is March 31st, 2027. MPO staff will coordinate with agencies to expedite applications and submittal to FDOT.

STAFF RECOMMENDATION: For Committee awareness of the status of the bicycle-pedestrian call for projects and its updated forms and increase awareness of the call for projects.

Presented by: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENTS:

1. Updated Collier MPO 2026/27 Call for Bicycle-Pedestrian Projects MPO application
2. FDOT Transportation Alternatives Set-Aside Program (TA) Funding Application
3. FDOT TA Set-Aside Engineer's Cost Estimate


Collier Metropolitan Planning Organization
2885 S Horseshoe Drive
Naples, Florida 34104
Main 239-252-5814
Email Collier.MPO@collier.gov
BPMP: <https://colliermopo.org/bp-master-plan/>

Inquiries for technical assistance are encouraged.

MPO Call for Projects Process

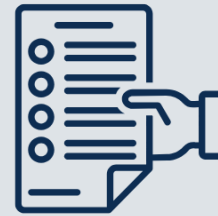
Member entities may submit projects that align with the Network Needs Analysis of the Collier MPO Bicycle and Pedestrian Master Plan (BPMP) in Section 5, relevant local plans incorporated by reference into the document, or through measures from its other sections. A maximum of 10 projects for each Call for Projects will be prioritized.

Other projects eligible for consideration may include studies, safety initiatives, education, and outreach.

Evaluation criteria for ranking infrastructure projects are categorized as either Local (BPMP pages 91-95) or Regional (BPMP pages 95-98). Regional projects are for the SUN Trail network (BPMP Exhibits 8 and 9) or other significant regional connections. Local projects are community-scale.

The Bicycle and Pedestrian Advisory Committee (BPAC) will conduct the initial rating and ranking of eligible projects. The point systems are intended to be used as a guide. Further analysis and evaluation may lead to adjustment in the point-assignment formulas, subject to MPO staff discretion. The MPO Board retains full discretion to modify policy in accordance with the MPO guiding documents and the Public Participation Plan.

Ranked projects may be programmed for this application cycle in FY 2034/2035, as funding permits. To submit a candidate project for funding consideration, complete the attached application. Additional FDOT forms may be required. Technical Assistance is available from MPO staff.


TIMELINE
MPO
CALL FOR
PROJECTS
1 ANNOUNCEMENT

MPO staff releases a call for projects as needed, based on the adopted TMA SU funding policy.


2 SUBMISSION

Eligible member entities may submit projects aligned with network needs and local plans. Each entity can submit one project per jurisdiction, with a total of 10 allowed submissions.



3 ELIGIBILITY REVIEW
MPO Staff reviews each submission to confirm eligibility, timelessness, constructability, and funding readiness. Incomplete or ineligible projects are excluded.


4 SCORING

The Bicycle and Pedestrian Advisory Committee (BPAC) evaluates and ranks eligible projects using established scoring criteria to prioritize funding.


5 BOARD DECISION

Based on rankings and available funding, the MPO Board makes the final decision on which projects will be programmed.





Application

Instructions - Complete all sections of the application form and checklist. Applicants may attach additional information in support of the project.

Briefly provide an overview of the project.

1. Project Title
2. Type of Project
3. Project Limits and Location
4. Sponsor Agency
5. Applicant Contact Information

Project Information

Check box as applicable to the project.

- ☐ Project is a Regional Project located on the SUN Trail Network
- ☐ Project is a Local Project not on the SUN Trail Network
- ☐ Project is a Local Agency Program (LAP) Project (requires FDOT application)
- ☐ The sponsor agency is LAP certified
- ☐ If the sponsor agency is not LAP certified, a letter of intent from the government agency certified to perform work on its behalf is provided.

Evaluation Criteria – Fill out and provide additional attachments where applicable

1. Project Identification and Mapped Location

- a) Project Description – Provide a detailed description of the project as proposed and specify whether this is for all phases of a project, a phase of a project, a segment of a greater project, a phase of a segment, and if for only a phase, which phase funding is being requested for.
- b) Timeliness – The submitting agency confirms the project can be designed and constructed within the period selected for funding. Provide a timeline and identify major milestones for the project.

- c) Project Location – Provide project detailed location information, maps, or other descriptive information identifying where the project is in Collier County.

2. Eligibility Documentation

- a) Project Relationship to the BPMP - Describe how the project is identified in Section 5 Assessment of Needs, Appendix C (found on the BPMP webpage), a separate section of the plan, a local plan, walkability studies, or safety audits.

3. Justification and Need

- a) Project Justification – Project addresses identified needs including safety concerns, public input, existing conditions including identification of gaps, barriers and missing connections and/or user demand indicators such as nearby schools, parks, transit, or population.
- b) Connectivity – Describe the project’s integration with other modes of transportation including Collier Area Transit (CAT). Where possible, describe how the project will connect destinations and community resources, and fills gaps.

4. Project Readiness and Feasibility

- a) Project Readiness and Feasibility — Identify major work activities, deliverables, and details to support the funding request, and project objectives and scope of services. Provide project phase, right of way needs, feasibility studies or preliminary design, estimated schedule.
- b) Identify any project constraints that may need to be addressed prior to initiating the project.



5. Cost estimates and funding request

- a) Project Budget – Provide a budget detail that support the funding request. Provide construction or planning estimates if available.
- b) Constructability – Define the project, identify right-of-way, and other major phases. If available, include a cost estimate for review.

6. Responses aligned with BPMP Scoring Criteria

- a) Design Guidelines – Describe how the project addresses the Design Guidelines in the BPMP (Section 7, p. 88). Provide supporting documentation if applicable.
- b) Address any scoring criteria the evaluation should consider as a primary benefit of the project.
- c) Traffic Analysis Zone (TAZ) – Referencing BPMP page 93, estimate the ratio of permanent residents per acre in the applicable TAZ.

7. Consistency with Local and Regional Plans

- a) Explain local support for the project and public outreach efforts or comments received.
- b) Eligibility – Project is consistent with BPMP or other relevant studies for Naples, Marco Island, Everglades City or Collier County.



8. Safety and Performance Outcomes

- a) Describe how the project will support safety goals for vulnerable road users, especially bicyclists and pedestrians.

- b) Describe how the project is expected to meet performance outcomes that prioritize safety and demonstrate a prudent use of public resources. (cost effectiveness)

- c) Economic Development – Consider and analyze the potential for the project to promote economic activity and support tourism and business opportunities. Reference BPMP page 98, identify which criteria is applicable to the project. Consider if the project is in a CRA, has a Trail Town designation, or is focused on high tourism areas.

9. Agency coordination and maintenance commitments

- a) Project Maintenance - Identify the governmental entity responsible for maintaining the facility on which the proposed project is located. If the entity is not the same as the Project Sponsor, provide a letter of commitment agreeing to provide maintenance for the proposed improvements.

10. Other (optional)

- a) Provide any other information you would like considered as this project is evaluated.



Checklist

- ✓ Contact information is provided.
- ✓ Project information, letters of support and additional information and attachments provided.
- ✓ Applicable FDOT application (LAP or Congestion Management version)
- ✓ Applicant has reviewed the Collier MPO BPMP and relevant sections.
- ✓ Confirm the ranking criteria below is addressed in the project application.

Local Project Ranking Criteria

Project criteria descriptions and the methodology for ranking and prioritization LOCAL PROJECTS is found on page 92 of the BPMP.

Criteria	Weight	Where was this addressed?
Safety	35%	
Multimodal and Regional Connections	20%	
Cost/Benefit	20%	
Education	10%	
Public Involvement and Support	5%	
Micromobility	5%	
Economic Development	5%	

Regional Project Ranking Criteria

Project criteria descriptions and the methodology for ranking and prioritization REGIONAL PROJECTS is found on page 96 of the BPMP.

Criteria	Weight	Where was this addressed?
Safety	35%	
Cost/Benefit	25%	
Connectivity	20%	
Feasibility	10%	
Economic Development	5%	
Project Phase	5%	



TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM (TA) FUNDING APPLICATION

10A
Attachment 2
BPAC 8/18/26

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

- 1. Applicant Agency Sponsor Type.** Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided.

- 2. Agency name of the applicant.**

- 3. Agency contact person’s name and title.**

- 4. Agency contact person’s telephone number and email address.**

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT’s primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities “to undertake and satisfactorily complete the work” for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: _____ and Expiration Date: _____
Responsible Charge Name: _____

LAP Project Specific Certification

Provide:

Approval Date: _____ Project FM(s) Number: _____
Responsible Charge Name: _____

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: _____ Contact Name: _____
Address: _____ Phone: _____

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: _____ Phone: _____

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:**..

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided.

Yes
No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program.

Yes
No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it.

Yes
No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED UPLOAD: PROJECT INFORMATION SUPPORTING DOCUMENTATION including 1) Scope of Work clearly describing the purpose and need for this project and the desired outcome; detailed description of the existing conditions; and detailed description of the proposed project and major work item improvements (e.g., project limits (begin / end), width of sidewalks or trails and other components, materials, drainage, lighting, signing and pavement markings, etc.). 2) Intent to enter into a cost reimbursement agreement for delivering the project. 3) Signed PROJECT CERTIFICATION from the maintaining agency confirming the applicant is authorized to submit the proposal, the information is accurate, intent to enter into a Memorandum of Understanding or Interagency Agreement for ongoing operations and maintenance of the improved facility, and compliance with all federal and state requirements.

PART 4 – PROJECT LOCATION

1. Indicate the municipality(ies) of the project location.

2. Indicate the county(ies) of the project location.

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)].

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment.

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment.

7. Indicate the total project length, in miles and linear feet.

8. Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points.

Yes No

9. Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project? If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain.

Yes No

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal. As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field.

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field.

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field.

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field.

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field.

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow FDOT Context-Based Solutions). If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field.

Recreational Trails Program (Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)). If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field.

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided.

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided.

5-B. NI ELIGIBLE ACTIVITY *** Note: For Infrastructure projects, skip this page.***



Select one box that represents the project proposal. Checkbox indicating NI eligible activity. Document allows one selection.

Vulnerable road user safety assessment as defined by Section 316.027 (b), F.S.

Workforce development, training and education activities that are eligible uses of TA funds.

SRTS projects, codified as 23 U.S.C. 208. This NI activity must be primarily based at the school and benefit students and / or their parents and have documented support from the school(s). If “yes”, list the benefiting schools; total student enrollment and students served by project; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in space provided.

NI COMPONENTS As applicable, insert the number of each type of proposed activity. Numerical field indicating total number NI program would provide.

Number of walk or bicycle audits.

Number of bicycle skills / safety classes.

Number of pedestrian skills / safety classes.

Number of community demonstration projects.

Number of community encouragement activities.

Number of community challenges.

Number of community workshops / stakeholder meetings.

Number of classroom / educational classes receiving pedestrian / bicycle safety instruction / education.

Number of school assemblies receiving pedestrian / bicycle safety instruction / education.

Number of training sessions to implement the SRTS program (e.g., training for volunteer walking school bus leaders, training for bicycle train leaders, etc.).

Number of after school programs receiving pedestrian / bicycle safety instruction / education.

Number of bicycle rodeos.

Number of pedestrian safety skills events.

Number of schools with walking school bus programs (defined as planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of schools with bicycle train programs (defined as a planned route with meeting points, a timetable, and a schedule of trained volunteers).

Number of student-led leadership initiatives (e.g., student patrols, peer-led learning, etc.).

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

Non-Urban Area with a population of 5,000 or less

Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided.

Yes

No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided.

Yes

No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided.

Yes

No

5. Indicate the United States Congressional District number(s) of the project location.

6. Will the project address transportation access by improving conditions and / or address solutions by providing mobility improvements for disadvantaged groups, underserved communities, and / or non-drivers (e.g., children, older adults, those with limited / restricted transportation options, people with health conditions or impairments, or vulnerable road users)? If not, select “no” and indicate N/A in the space provided. If so, select “yes” and briefly explain how the project improves conditions (e.g., community access point(s) and destinations the project benefits, free or reduced-priced school meals, and how SRTS projects benefit the students, etc.).

Yes

No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number.

Yes

No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes

No

*** Metropolitan / Transportation Planning Organization / Agency (MPO)**

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption.

Yes No

REQUIRED UPLOAD: AREA CONDITIONS SUPPORTING DOCUMENTATION (e.g., excerpt pages from adopted plans or studies, maps illustrating transit facilities and connectivity to the improvement, short statement of support with a signature of the school official and their contact information for SRTS projects, collision heat maps / crash data for area surrounding project limits, etc.).

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided.

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided.

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided.

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided.

Yes No

REQUIRED UPLOAD: PUBLIC INVOLVEMENT SUPPORTING DOCUMENTATION (e.g., resolution, proclamation, regularly scheduled meeting agenda and minutes, public meeting advertisement, community survey, letters of support, etc.).

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption.

Yes No

REQUIRED UPLOAD: CONCURRENCY / CONSISTENCY SUPPORTING DOCUMENTATION (e.g., supporting resolution(s), excerpt from comprehensive plan(s), transportation plan(s), capital improvement plan(s), management plan(s), prioritization list, etc.).

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. **Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?**
Yes No
2. **Does the project involve state-owned conservation lands?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity.
Yes No
3. **Does a railway facility exist within 1,000 feet of the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility.
Yes No
4. **Does the project physically cross a railway facility?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points.
Yes No
5. **Would the project provide lighting at locations with nighttime crashes?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided.
Yes No
6. **Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided.
Yes No

- 7. Is an Environmental Assessment for the project complete?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided.
- Yes No
- 8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”.
- Yes No Unknown
- 10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided.
- Yes No
- 11. Are there any navigable waterways adjacent to or within the project boundary?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways.
- Yes No
- 12. Are there any wetlands within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project.
- Yes No
- 13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown
- 15. Are there any noise-sensitive areas near the project area?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”.
- Yes No Unknown

REQUIRED UPLOAD for Infrastructure (not applicable for NI): ENVIRONMENTAL CONDITIONS SUPPORTING DOCUMENTATION (e.g., labeled photographs on maps depicting conditions, permits, copy of the entire study or environmental assessment, excerpt pages from adopted plans, etc.).

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status and briefly describe in the space provided.

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. If design is at 100 percent, indicate the date of the plans. Then, briefly describe in the space provided.

REQUIRED UPLOAD for Infrastructure (not applicable for NI): Typical Section(s) depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes

No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land.**

REQUIRED UPLOAD for Infrastructure (not applicable for NI): OWNERSHIP / ROW STATUS SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. DO NOT provide reduced copies of original plats and or maps that cannot be read at scale. If applicable, an exhibit visually depicting the new ROW anticipated for the project, together with a spreadsheet providing the tax identification number(s) of each impacted parcel and the approximate size of the new acquisition area for each impacted parcel.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete either the Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work) or the NI Cost Narrative Table. Then, upload supporting documentation.

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION.

- 1) Either provide a detailed engineer cost estimate if the project is designed or if the project has not been designed or is a NI project, provide a detailed opinion of probable costs (including all pay items and a timeline for deliverable).
- 2) As applicable, letter from local agency budget office committing local funds to the project.

*** Note: Applications for NI Projects to skip to page 15.***

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				
				Federal Funds		Non-Federal / Local Funds		Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	TA Program (\$)	Other Federal (\$)	Non-TA/ Local Funds (\$)	Other (\$)	
Planning Development (Corridor or Feasibility)								
PD&E								
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
ROW								
Construction								
CEI								
Other costs (describe)								
Total Infrastructure Project Cost Estimate								

*** Note: applications for infrastructure projects do not need to fill out this page***

NI Cost Narrative Table

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
Personnel Services (List titles and totals in first boxes below) In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or new hours and duties added to an existing position.	
Narrative:	
Narrative:	
Narrative:	
Expenses	
Materials and Supplies:	
Educational items:	
Promotional Items:	
Other Expenses:	
Operating Capital Outlay	
Equipment:	
Total NI Project Cost Estimate	

FDOT Transportation Alternatives Program:

<https://www.fdot.gov/planning/systems/systems-management/tap>

FDOT Local Programs Manual:

<https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>

FDOT Office of Environmental Management PD&E Manual:

<https://www.fdot.gov/environment/pubs/pdeman/pdeman-current>

FDOT Context-Based Solutions

<https://www.fdot.gov/roadway/context-based-solutions>

Florida Safe Routes to School Guidelines:

<https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>



TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR

PROJECT NAME:

LOCATION:

PROJECT LIMITS: (from south or west limit)

(to north or east limit)

By checking the box you agree to do the following:

Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.

Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).

Pursue or retain LAP certification and enter into a LAP agreement with FDOT.

Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

* Signature

Name (please type or print)

Title

Date

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).

Transportation Alternatives Set-Aside (TA)

ENGINEER'S COST ESTIMATE

Financial Management Number (if applicable):

Project Description:

[illegible]

A reasonable estimate of project costs is required. Projects must follow appropriate design criteria and meet Americans with Disabilities Act requirements. Projects on the State Highway System, and "on-system" (on FDOT land), and Critical Projects shall utilize FDOT pay items numbers and descriptions. FDOT'S AWARD OF FUNDING TO THE APPLICANT'S PROJECT DOES NOT CONSTITUTE ACCEPTANCE OF PARTICIPATING VS. NON-PARTICIPATING ITEMS IDENTIFIED IN THIS COST ESTIMATE. Funding pay items and eligibility will be discussed during project development.

Examples of Non-participating items:

Examples of work participating items:
Mowing, litter removal, optional services; video inspection; utility directional bore / utility agency owner directional bores;
Utility work, including but not limited to valve adjustments, utility relocations, power pole relocations,
Contingency

Other elements may be non-participating, the ones listed above are non-participating commonly used pay items.

If you have questions regarding an eligible or non-participating item, District representatives may be contacted for guidance.

References:

FDOT Design <https://www.fdot.gov/roadway>

Environmental Management <https://www.fdot.gov/environment>

FDOT Estimates <https://www.fdot.gov/construction>

Local Programs Manual <https://www.fdot.gov/programmanagement/lap/lap-toc.shtm>

TA Set-Aside Program <https://www.fdot.gov/planning/systems/systems-management/tap>

Prepared by:

PE Number: _____

Name: _____

Signature: _____

Date: _____

Reviewed by:

Name:

Signature:

Date: _____

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10B

2027 Joint BPAC – BPCC meeting

OBJECTIVE: For the Committee to be apprised of the next Joint Bicycle and Pedestrian workshop with the Lee MPO Bicycle Pedestrian Coordinating Committee (BPCC).

CONSIDERATIONS: The next Joint meeting with the Lee County MPO's Bicycle Pedestrian Coordinating Committee (BPCC) will be held on:

- Tuesday, March 23rd at 10:00 a.m. at the Collier County Government Services Center at Heritage Bay Meeting Room, 15450 Collier Boulevard, Naples, FL 34120.

STAFF RECOMMENDATION: Provided for informational purposes.

Presented by: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENTS:

1. N/A

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10C

City of Naples Ordinance Related to E-Bikes and Micromobility Devices

OBJECTIVE: To inform the Committee of the recently adopted City of Naples ordinance related to e-bikes and micromobility devices.

CONSIDERATIONS: For the Committee's appraisal, the MPO is providing notice that the City of Naples adopted Ordinance 2026-15864 at their May 2026 City Council meeting for the purpose of amending the regulations for operating bicycles, electric bicycles, and other mobility devices.

Collier County's Pedestrian Safety Ordinance 2025-22 and the City of Marco Island's Ordinance 2025-06 were previously included in the March 24, 2026 joint Collier-Lee MPO bicycle pedestrian workshop agenda.

Similar ordinances have also been adopted by counties and municipalities throughout Florida. Additional information on related ordinances statewide is available at:
<https://floridalel.info/resources/e-bike>.

STAFF RECOMMENDATION: Provided for informational purposes.

Presented by: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. Naples Ordinance 2026-15864
2. Marco Island Ordinance 25-06
3. Collier County Ordinance 2025-22

**Agenda Item 16.A
Meeting of 5/6/26**

ORDINANCE 2026-15864

AN ORDINANCE AMENDING ARTICLE I, IN GENERAL, OF CHAPTER 36, TRAFFIC AND VEHICLES, OF THE CODE OF ORDINANCES, CITY OF NAPLES FOR THE PURPOSE OF PROVIDING FOR DEFINITIONS AND PROVIDING FOR REGULATIONS RELATING TO ELECTRIC BICYCLES; AND PROVIDING FOR CODIFICATION, CONFLICTS, SEVERABILITY, CORRECTION OF SCRIVENER'S ERRORS, CONSTRUCTION, PUBLICATION, AND AN EFFECTIVE DATE.

WHEREAS, Section 316.20655, Florida Statutes, provides that an electric bicycle or an operator of an electric bicycle shall be afforded all the rights and privileges, and be subject to all of the duties of a bicycle or the operator of a bicycle; and

WHEREAS, mobility options among the travelling public have increased, including options heretofore without specific regulating provisions in the City's Code; and

WHEREAS, Section 316.20655 Florida Statutes expressly reserves local authority and jurisdiction to regulate electric bicycles within certain areas to the extent authorized by Section 316.008, Florida Statutes; and

WHEREAS, Section 316.2128, Florida Statutes, allows for local governments to adopt ordinances governing the operation of electric bicycles on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction; and

WHEREAS, City Council recommends changes to the Code of Ordinances regarding the use of bicycles as well as newer mobility options; and

WHEREAS, recent developments in the field of electric powered bicycles in the Southwest Florida region, Collier County, FL, and City of Naples, FL, have highlighted the need for improved and enhanced regulations for the purpose of pedestrian safety while improving general safety of the travelling public; and

WHEREAS, according to the Florida Highway Safety and Motor Vehicle Traffic Crash Statistics Report, 9,926 bicycles and e-bikes were involved in reported traffic accidents in the State of Florida in 2025, including 207 fatalities; and

WHEREAS, according to that same statistics report, a total of 217 bicycles and e-bikes were involved in reported traffic accidents within Collier County in 2025, including six fatalities; and

WHEREAS, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in the City of Naples and Collier County, which presents enhanced opportunities for crashes and injuries with other pedestrian

travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

WHEREAS, the City Council finds that this amendment 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 incorporated area of the City of Naples, and the City Council seeks to prevent further pedestrian fatalities or injuries within the City; and

WHEREAS, amendments incorporated herein mostly adopted from Collier County Ordinance 2025-22 include definitions, prohibitions, and more restrictive provisions intended to provide smooth regulatory transition across jurisdictional boundaries of the City of Naples and Collier County for clarity, consistency, and providing guidance to residents and visitors of the rules and regulations, including enforcement where needed; and

WHEREAS, adoption of this Ordinance is in the best interests of the health, safety, and welfare of the residents of the City of Naples;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA:

- Section 1.** That the City Council of the City of Naples hereby adopts and incorporates into this Ordinance the above "Whereas" clauses as legislative findings of the City Council, as if fully set forth in this Section.
- Section 2.** That Chapter 36, Traffic and Vehicles, Article I, In General, of the City of Naples Code of Ordinances, is hereby amended to read as follows (with underlining indicating additions and ~~striketrough~~ indicating deletions):

Chapter 36

TRAFFIC AND VEHICLES

Article I. In General

SECTION 36-1. Definitions.

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, as amended, 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), Florida Statutes, as amended.

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 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 36-2: Jurisdiction

The provisions of this section shall be in effect upon all streets, highways, and sidewalks owned and maintained by the City for which the City has traffic control jurisdiction. This Ordinance does not apply to motorized wheelchairs having three or more wheels.

SECTION 36-43. Parades and processions.

No procession or parade shall occupy, march, or proceed along any street except in accordance with a permit and/or approval issued by the Citychief of police pursuant to the procedure on file in the police department.

SECTION. 36-24. Riding bicycles, electric bicycles, skates, or skateboards on sidewalks.

- (a) No person shall ride a bicycle, electric bicycle, motorized scooter, skateboard, roller skate or in-line skate upon a public or private sidewalk within a business district, including the 5th Avenue South Special Overlay District or a shopping center.
- (b) ~~Where~~When signs are erected on any public street or sidewalk, ~~other than in a business district or shopping center,~~ which prohibit the riding of bicycles, electric bicycles, skateboards, roller skates, or in-line skates thereon by any person, no person shall disobey such signs.
- (c) Bicycles, electric bicycles, motorized scooters, and micromobility devices shall not be parked so as to leave less than (5) feet of pedestrian clear zone width along a sidewalk and may not be parked within marked vehicular parking spaces.
- (d) At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the bicyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
- (e) With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all persons riding bicycles must yield the right-of-way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of sound device before the act of passing them.
- (f) Power Assisted Bicycle Restrictions:
 - i. No electric bicycle, micromobility device, or motorized scooter may be operated on shared-use paths, within parks, or on sidewalks (subject to exemptions in Section 36-5).

- ii. Any person under the age of 16 years old is prohibited from riding a Class 3 electric bicycle.
- iii. Any person using, operating, or driving an electric bicycle in a bicycle lane must, upon approaching any school bus which displays a stop signal, bring such electric bicycle to a full stop while the bus is stopped, and the vehicle shall not pass the school bus until the signal has been withdrawn. Any person using, operating, or driving an electric bicycle that passes a school bus on the side that children enter and exit when the school bus displays a stop signal is a violation of this Ordinance. The driver of an electric bicycle upon a divided Roadway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when traveling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.
- iv. Under emergency conditions and/or during recovery from hurricanes where there may be an open intersection that may be temporarily without traffic control signs or signals, any person operating an electric bicycle or bicycle must come to a complete stop before crossing the open intersection and must yield the right-of-way if a vehicle is already in the intersection.

SECTION 36-5. Exemptions.

- (a) Electric powered mobility devices specifically designed for disabled persons are exempt from electric mobility device prohibitions, consistent with ADA requirements.
- (b) Any above exemption does not apply to operators of electric bicycles unless otherwise on a case-by-case basis for designated roadway or path with appropriate signage and with approval of City Council.

SECTION 36-36. Posting and removal of traffic signs.

The city manager is hereby authorized to direct the posting or removal of signs regulating traffic on the rights-of-way of the city. The city manager may only exercise this authority after taking into consideration the need for such regulations or restrictions in the area posted for regulation. Such signs shall be installed or removed in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the U.S. Department of Transportation.

SECTION 36-47. Fishing or casting from bridges.

- (a) It is unlawful and prohibited for any person to fish or cast a net from any bridge adjacent to or upon any public street, road or right-of-way, unless such bridge is specifically designated for fishing. This includes all areas, adjacent to or under such bridge.
- (b) It is unlawful and prohibited for any person to throw any object from any bridge adjacent to or upon any public street, road or right-of-way. This includes all areas upon, adjacent to or under such bridge.

Section 3. This Ordinance shall be codified in the Code of Ordinances of the City of Naples, Florida.

Section 4. All ordinances and parts of ordinances, in conflict herewith, are hereby repealed to the extent of any conflict with the Ordinance.

Section 5. The provisions of this Ordinance are declared to be severable, and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance as they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 6. The City Attorney may correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

Section 7. This Ordinance is to be liberally construed to accomplish its objectives.

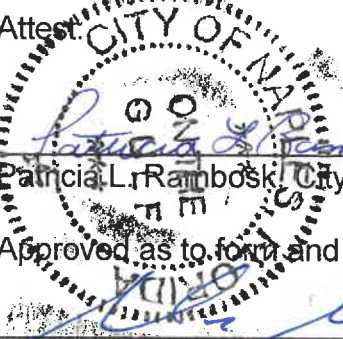
Section 8. This Ordinance shall be published in accordance with the requirements of law.

Section 9. This Ordinance shall take effect immediately upon adoption at second reading.

APPROVED AT FIRST READING THE 15TH DAY OF APRIL 2026.

ADOPTED AT SECOND READING AND PUBLIC HEARING IN OPEN AND REGULAR SESSION OF THE CITY COUNCIL OF THE CITY OF NAPLES, FLORIDA, THIS 6TH DAY OF MAY 2026.

Attest:


Patricia L. Ramboski, City Clerk

Approved as to form and legal sufficiency:


Matthew McConnell, City Attorney

Date filed with City Clerk: 5/7/26


Teresa Lee Heitmann, Mayor

ORDINANCE 25-06

AN ORDINANCE OF THE CITY OF MARCO ISLAND, AMENDING CHAPTER 50, "TRAFFIC AND VEHICLES," ARTICLE, II, "STOPPING, STANDING AND PARKING," SECTION 50-34, "DEFINITIONS," AND CHAPTER 34, "PARKS, RECREATION AND PUBLIC FACILITIES," ARTICLE I, "IN GENERAL," SECTION 34-3, "ESTABLISHMENT OF RULES AND REGULATIONS," OF THE CITY OF MARCO ISLAND CODE OF ORDINANCES TO PROVIDE FOR ADDITIONAL DEFINITIONS, RULES, AND REGULATIONS RELATED TO THE OPERATION OF BICYCLES AND ELECTRIC BICYCLES WITHIN THE CITY OF MARCO ISLAND MUNICIPAL BOUNDARIES; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Collier County, Florida, recently implemented an electric bicycle ordinance that does not include the incorporated areas, such as the City of Marco Island; and

WHEREAS, the City of Marco Island ("City") 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, the Florida Statutes expressly authorize local authorities such as the City of Marco Island 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, there has been a noticeable increase in the operation of electric bicycles on public sidewalks in Marco Island, which presents enhanced opportunities for crashes and injuries with other pedestrian travelers upon those sidewalks, due in part to the steady accelerated speed which electric bicycles can maintain as compared to manually operated bicycles; and

WHEREAS, the Marco Island City Council finds that this Amendment to the City's Code of Ordinances 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 within the municipal boundaries of Marco Island; and

WHEREAS, the Marco Island City Council seeks to reduce the likelihood of crashes between pedestrians and bicycles, and finds these regulations to be in the best interest of the City.

NOW, THEREFORE, BE IT DULY ORDAINED BY THE CITY COUNCIL OF THE CITY OF MARCO ISLAND, FLORIDA, that:

SECTION 1. Recitals. Each and all the foregoing recitals be and the same are hereby incorporated into this Ordinance as if specifically set forth herein.

SECTION 2. Amendment and Adoption. That Chapter 50, "Traffic and Vehicles," Article II, "Stopping, Standing and Parking," Section 50-34, "Definitions," of the City of Marco Island Code of Ordinances, be, and the same is hereby amended to read as follows:

Sec. 50-34. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. These definitions are supplemental to the definitions in section 1-2 of this code. The definitions in this section shall prevail in case of conflict.

~~Bicycle means any device propelled by human power, or any moped propelled by a pedal-activated helper motor with a manufacturer's certified maximum rating of one and one-half brake horsepower, upon which any person may ride, having two tandem wheels, either of which is 20 inches or more in diameter, and including any device generally recognized as a bicycle though equipped with two front or two rear wheels.~~

Bicycle, as defined in Section 316.003(4), Florida Statutes, 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. The term does not include motorized scooters, micromobility devices, or such similar devices as defined in Section 316.003(41), Florida Statutes.

Bicycle lane, as defined in Section 316.003(5), Florida Statutes, means any portion of a roadway or highway which is designated by pavement markings and signs for preferential or exclusive use by bicycles.

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.

Electric bicycle means a bicycle or tricycle equipped with 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.

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.

Pedestrian means any person a foot.

SECTION 3. Amendment and Adoption. That Chapter 34, "Parks, Recreation and Public Facilities," Article I, "In General," Section 34-3, "Establishment of Rules and Regulations," of the City of Marco Island Code of Ordinances, be, and the same is hereby amended to read as follows:

Sec. 34-3. Establishment of rules and regulations.

The following rules and regulations are established for the public's use of parks, other public facilities and where indicated, other traditional public forums:

* * * *

(m) Certain toys prohibited.

(1) Motorized models that are fuel or electric powered including: planes, cars, rockets, or boats are not permitted within a park with the following exceptions:

a. Electric powered, radio-controlled toy vehicles;

- b. Electric powered planes at Winterberry Park except during athletic events;
 - c. Electronically controlled, wind powered sail boats at the Mackle Park Lake;
- (2) Motorized scooters, motorized skateboards, and motorized bicycles are not permitted on park roads, walks, trails, or athletic courts. Electric Bicycles are permitted on park roads, walks, and trails, so long as they are manually powered.
- (3) Self-propelled scooters or skateboards are permitted in city parks, so long as they are manually powered. Skateboards and rollerblades are not permitted on park athletic courts.

* * * *

(q) Traffic regulations.

(1) Motor vehicles.

- a. Only licensed motor vehicles, including automobiles, motorcycles, trail bikes, mini-bikes, motor scooters, or mopeds may be operated and only on those roadways provided for the use of motor vehicles.
- b. Operators of said motor vehicles shall obey all applicable city, and state laws, codes, ordinances, rules, or regulations governing the use of such vehicles.
- c. No person shall operate a motor vehicle on walks or paths established as footpaths, exercise trails, nature trails, or bicycle paths, unless permitted by the director through the facility use policy.
- d. All-terrain vehicles (ATV), unlicensed trail bikes, and recreation vehicles (as defined in Section 320.001(1)(b), Florida Statutes) shall be prohibited in parks.
- e. No person shall drive upon or along any park road or drive which has been closed and posted with appropriate signs or barricades. The director shall have authority to order roads or drives closed.
- f. No person shall drive at a speed in excess of that posted for the area as established by the city.

- g. No person shall operate a vehicle along or over any road or drive within a park in a reckless manner or without due regard for the safety and the rights of pedestrians, drivers, or occupants of another vehicle.

(2) Parking.

- a. No person shall park any motor vehicle upon any roadway in the park or at any location where posted signs or symbols painted on the pavement prohibit parking.
- b. No person shall park any motor vehicle upon any lawn or grassy area unless specifically authorized by the director through the facility use policy.

(3) Operation of Bicycles on Public Sidewalks, Crosswalks, and in Intersections.

- a. Authorization: Bicycle riding is allowed upon the public sidewalks within the City of Marco Island over which the City has traffic control jurisdiction.
- b. Operators of said bicycles and electric bicycles shall obey all applicable city and state laws, codes, ordinances, rules, or regulations governing the use of such vehicles.
- c. The following applies to bicycles, electric bicycles, motorized scooters, and micromobility devices unless otherwise specified:
 - 1. Compliance with all applicable Florida Statutes, as such may be amended from time to time.
 - 2. Compliance with all applicable traffic laws in bike lanes, including traffic signals, yielding, signaling and maintaining a safe speed.
 - 3. Operators shall not weave through traffic (lane-splitting) and shall not leave the roadway to avoid traffic signals.
 - 4. Electric bicycle motors shall not be modified to allow for higher speed than the bicycle is designed to attain.
 - 5. Electric bicycles may be used in City parks as long as the Operator is manually powering the bicycle.
 - 6. Any person operating a bicycle or electric bicycle shall only have the authorized number of passengers on the electric bicycle or bicycle based upon the design of the bicycle or electric bicycle.
 - 7. When operating on sidewalks and shared-use paths, devices shall not suddenly leave a curb or other place of safety and operate it into the path of a vehicle which

is so close that it is impossible for the driver to yield the right-of-way.

8. With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of audible signal sound device.
9. The operation of all devices allowed under this ordinance on sidewalks and shared-use paths shall not exceed 12 miles per hour at designated areas.

SECTION 4. Severability/Interpretation.

(a) If any term, section, clause, sentence or phrase of this Ordinance is for any reason held to be invalid, illegal, or unconstitutional by a court of competent jurisdiction, the holding shall not affect the validity of the other or remaining terms, sections, clauses, sentences, or phrases portions of this Ordinance, and this Ordinance shall be read and/or applied as if the invalid, illegal, or unenforceable term, provision, clause, sentence, or section did not exist.

(b) In interpreting this Ordinance, underlined words indicate additions to existing text, and ~~stricken through~~ words include deletions from existing text. Asterisks (****) indicate a deletion from the Ordinance of text, which continues to exist in the Code of Ordinances. It is intended that the text in the Code of Ordinances denoted by the asterisks and not set forth in this Ordinance shall remain unchanged from the language existing prior to adoption of this Ordinance.

SECTION 5. Effective Date. This Ordinance shall be effective immediately upon adoption by the City Council on second reading.

ADOPTED BY THE CITY COUNCIL OF THE CITY OF MARCO ISLAND this 21st day of July 2025.

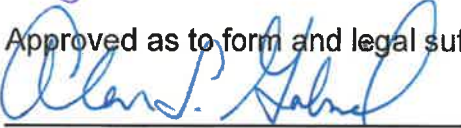
ATTEST:


Joan Taylor, City Clerk

CITY OF MARCO ISLAND, FLORIDA

By: 
Erik Brechnitz, Chairman

Approved as to form and legal sufficiency:


Alan L. Gabriel, City Attorney

ORDINANCE NO. 2025 -22

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

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

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

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

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

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

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

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

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

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

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

SECTION THREE: DEFINITIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Pedestrian means any person afoot.

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

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

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

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

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

SECTION FOUR: JURISDICTION

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

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

OPERATION OF BICYCLES ON PUBLIC SIDEWALKS, CROSSWALKS, AND IN INTERSECTIONS.

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

2. Power Assisted Bicycle Restrictions:

- a. Any person over the age of 16 years old operating a Class 3 electric bicycle must operate that electric bicycle in the bicycle lane when available. Use of the sidewalks in such cases are prohibited and is a violation of this Ordinance.
- b. If an adult is operating an electric bicycle while accompanying children under the age of 16 who are riding on a sidewalk, the adult shall lawfully be allowed to operate the electric bicycle on the sidewalk with those children, so as not to separate the children from the adult's supervision.
- c. Any person under the age of 16 years old is prohibited from riding a Class 3 electric bicycle.
- d. Any person using, operating, or driving an electric bicycle on either a sidewalk or in a bicycle lane must, upon approaching any school bus which displays a stop signal, bring such electric bicycle to a full stop while the bus is stopped, and the vehicle shall not pass the school bus until the signal has been withdrawn. Any person using, operating, or driving an electric bicycle that passes a school bus on the side that children enter and exit when the school bus displays a stop signal is a violation of this Ordinance. The driver of an electric bicycle upon a divided Roadway with an unpaved space of at least 5 feet, a raised median, or a physical barrier is not required to stop when traveling in the opposite direction of a school bus which is stopped in accordance with the provisions of this section.
- e. An open intersection is one without traffic control signs or signals. Any person operating an electric bicycle or bicycle, traveling in the opposite direction of traffic, must come to a complete stop before crossing the open intersection, and must yield the right-of-way if a vehicle is already in the intersection.
- f. At a signalized intersection, a bicyclist approaching on a sidewalk must obey the instructions of any applicable pedestrian control signal. That is, the bicyclist may start to cross a roadway in a crosswalk only during a steady "Walk" phase, if one is displayed. If no pedestrian signal is provided, the bicyclist may proceed in accordance with the signal indications for the parallel roadway traffic flow.
- g. With respect to shared pathways that are not located adjacent to roadways, including those that are located in parks and recreational areas, all bicycles and electric bicycles must yield the right of way to pedestrians on these types of pathways, and when passing a pedestrian must deliver a warning by some type of sound device before the act of passing them.
- h. The operation of an electric bicycle that produces more than 750 watts of power is prohibited on the sidewalks, bicycle paths, and shared roadways/pathways in Collier County, Florida.
- i. The operation of all devices allowed under this ordinance on any sidewalk shall not exceed 15 miles per hour.

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

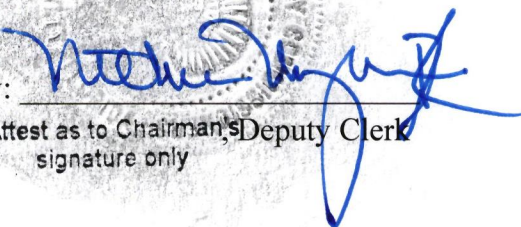
The provisions of this Ordinance shall become and be made a part of the Code of Laws and Ordinances of Collier County, Florida. The sections of the Ordinance may be renumbered or relettered to accomplish such, and the word "ordinance" may be changed to "section," "article," or any other appropriate word.

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 22nd day of April, 2025.

ATTEST:
CRYSTAL K. KINZEL
Clerk of Courts & Comptroller

By: 
Attest as to Chairman's Deputy Clerk
signature only

BOARD OF COUNTY COMMISSIONERS
COLLIER COUNTY, FLORIDA

By: 
Burt L. Saunders, Chairman

Approved as to form and legality:


Scott R. Teach
Deputy County Attorney

This ordinance filed with the
Secretary of State's Office the
25th day of April, 2025
and acknowledgement of that
filing received this 25th day
of April, 2025
By: 
Deputy Clerk



FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

April 25, 2025

Crystal K. Kinzel
Clerk of Court
Collier County
3329 Tamiami Trail E, Suite #401
Naples, FL 34112

Dear Crystal Kinzel,

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Collier County Ordinance No. 2025-22, which was filed in this office on April 25, 2025.

Sincerely,

Alexandra Leijon
Administrative Code and Register Director

AL/dp

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10D

City of Bonita Springs Bond Referendum for the Bonita Estero Rail Trail (BERT)

OBJECTIVE: To inform the Committee that the City of Bonita Springs will place the BERT bond referendum on the August 18 primary election ballot.

CONSIDERATIONS: The City of Bonita Springs will place a bond referendum on the August 18 primary election ballot regarding the BERT. The measure would ask voters to consider authorizing up to thirty-five million dollars in general obligation bonds to acquire the corridor and develop a multi-use trail for pedestrians and cyclists.

The Village of Estero approved their portion of the purchase on March 4, 2026 and the City of Bonita Springs approved their portion on March 25, 2026 but it includes having the residents of Bonita approve a referendum to borrow the money to purchase the right-of-way. Collier County approved the purchase of their portion of the right-of-way on April 14, 2026 with their proposed funding coming from Conservation Collier funding.

STAFF RECOMMENDATION: Provided for informational purposes.

Presented by: Sean Kingston, AICP, PMP, CFM, Principal Planner

ATTACHMENTS:

1. City of Bonita Springs Ordinance No. 26-05 calling for a bond referendum
2. City of Bonita Springs 2026 Local Ballot Measure for Bond Referendum



10D Attachment 1 BPAC 8/18/26

9101 Bonita Beach Road
Bonita Springs, FL 34135
Tel: (239) 949-6262
Fax: (239) 949-6239
www.cityofbonitasprings.org

Mike Gibson
Mayor

Jamie A. Bogacz
Council Member
District One

Jesse Purdon
Council Member
District Two

Laura Carr
Council Member
District Three

Chris Corrie
Council Member
District Four

Nigel P. Fullick
Council Member
District Five

Jim Fitzpatrick
Council Member
District Six

Arleen M. Hunter
City Manager
(239) 949-6267

Derek P. Rooney
City Attorney
(239) 949-6254

Michael J. Sheffield
City Clerk
(239) 949-6248

Public Works
(239) 949-6246

Neighborhood Services
(239) 949-6257

Parks & Recreation
(239) 992-2556

Community Development
(239) 444-6150

I certify that the following 5-page document titled, CITY OF BONITA SPRINGS, FLORIDA ORDINANCE NO. 26-05 constitutes a correct and true copy of an official record of the City of Bonita Springs, Florida.


Michael J. Sheffield, City Clerk
City of Bonita Springs, Florida

Date: 4/16/26



CITY OF BONITA SPRINGS, FLORIDA

ORDINANCE NO. 26-05

AN ORDINANCE ORDERING AND CALLING FOR A BOND REFERENDUM ELECTION TO BE HELD ON AUGUST 18, 2026, IN THE CITY OF BONITA SPRINGS, FLORIDA TO DETERMINE IF THE QUALIFIED ELECTORS RESIDING IN THE CITY APPROVE THE ISSUANCE BY THE CITY OF GENERAL OBLIGATION BONDS PAYABLE FROM AD VALOREM TAXES LEVIED IN AMOUNTS SUFFICIENT TO PAY DEBT SERVICE ON SUCH BONDS ON ALL TAXABLE PROPERTY WITHIN THE CITY TO FINANCE THE ACQUISITION OF INACTIVE RAILROAD CORRIDOR PROPERTY AND THE DEVELOPMENT AND CONSTRUCTION OF CAPITAL IMPROVEMENTS THERETO FOR THE BONITA ESTERO RAIL TRAIL; PROVIDING SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, it is necessary and desirable and in the best interests of the City of Bonita Springs, Florida (the "City") to acquire approximately 5.8 miles of inactive railroad corridor property and to develop and construct capital improvements thereto for a recreational trail project generally known as the "Bonita Estero Rail Trail," as more particularly described in the plans and specifications on file with the City (collectively, the "Project"); and

WHEREAS, the most efficient and fair method of financing costs of the Project is through the issuance of general obligation bonds (the "Bonds") secured by and payable from the proceeds of ad valorem taxes levied without limit on all taxable property within the City (the "Ad Valorem Taxes"); and

WHEREAS, in accordance with the Constitution of the State of Florida, the question as to whether or not such Bonds should be issued to finance costs of the Project must be submitted to the qualified electors of the City at a primary, general or special election.

THE CITY OF BONITA SPRINGS HEREBY ORDAINS:

Section 1. Recitals. The foregoing recitals are hereby ratified and confirmed as being true and correct and hereby made a part of this Ordinance and adopted as legislative findings.

Section 2. Referendum Election Called. A bond referendum election of the qualified electors in the City is hereby ordered and called to be held on August 18, 2026 (the "Referendum Election"), to determine whether or not the City shall issue the Bonds to finance costs of the Project. Such Bonds shall mature not later than thirty (30) years from their date of issuance, shall be issued in an aggregate principal amount of not exceeding \$35,000,000, shall bear interest at a rate not in excess of the maximum lawful rate and shall be secured by and payable from the Ad Valorem Taxes. If the issuance of

the Bonds is approved by the qualified electors voting at such Referendum Election, the specific provisions of the Bonds shall be set forth in a resolution or ordinance subsequently adopted by the City Council.

Section 3. Conduct of Referendum Election. The Referendum Election shall be conducted in accordance with applicable law at the same time and places as the primary election to be held on August 18, 2026, coordinated by the Supervisor of Elections of Lee County (the "Supervisor of Elections") and, to the extent required, the City Clerk.

The polling places, election officials, and hours of election for the Referendum Election will be as determined by the Supervisor of Elections in accordance with applicable Florida law.

Early voting and voting by mail will be utilized to the extent allowable by, and in accordance with, applicable law, and as determined and conducted by the Supervisor of Elections.

Section 4. Form of Ballot. The form of ballot to be used shall be in substantially the form attached hereto as Exhibit A. The ballots to be used in the Referendum Election, including any required sample ballots, shall be prepared and distributed by the Supervisor of Elections in accordance with applicable law. Electronic balloting may be utilized to the extent allowable by, and in accordance with, applicable law.

Section 5. Notice of Referendum Election. The City Clerk is directed to make this Ordinance available for inspection at the office of the City Clerk and available on the City's official website.

The City Clerk is directed to publish a notice of the Referendum Election in a newspaper of general circulation within the City at least thirty (30) days prior to the date of the election. The notice must be published at least twice, once in the fifth week and once in the third week prior to the week in which the Referendum Election is to be held, all in the manner and to the extent provided in Section 100.342, Florida Statutes. The notice shall be in substantially the form attached hereto as Exhibit B.

Section 6. Filing with Supervisor of Elections. Upon this Ordinance becoming effective, the City Clerk is directed to file a certified copy of this Ordinance with the Supervisor of Elections and is authorized and directed to coordinate with and through the Supervisor of Elections in carrying out the Referendum Election and the purposes of this Ordinance.

Section 7. Referendum Election Results. Returns of the votes cast at the Referendum Election shall be made as required by law.

If a majority of the votes cast for the referendum question is "YES – For Bonds," then the referendum question will be approved and the Bonds may be issued by the City following the certification of the Referendum Election results.

If less than a majority of the votes cast for the referendum question is "YES – For Bonds," then the referendum question will be defeated and will not be effective or operative, and the Bonds may not be issued by the City.

Section 8. General Authority. The members of the Council of the City and the officers, attorneys and other agents or employees of the City are hereby authorized to do all acts and things required of them by this Ordinance, or desirable or consistent with the requirements hereof for the full punctual and complete performance of all the terms, covenants and agreements contained herein.

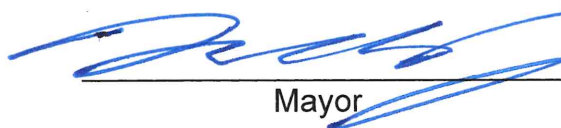
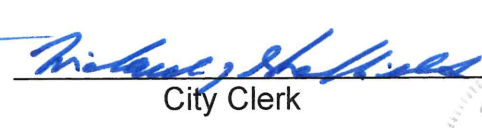
Section 9. Conflicts. In the event of any conflict between the provisions of this Ordinance and any other Ordinance, in whole or in part, the provisions of this Ordinance will prevail to the extent of the conflict.

Section 10. Severability. In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

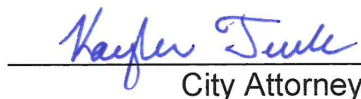
Section 11. Effective Date. This Ordinance shall become effective immediately upon its enactment.

DULY PASSED AND ENACTED by the City Council of the City of Bonita Springs, Lee County, Florida this 15th day of April, 2026.

AUTHENTICATION:

 Mayor  City Clerk

APPROVED AS TO FORM:

 City Attorney

Vote:

Gibson	<u>aye</u>	Carr	<u>not present</u>
Bogacz	<u>aye</u>	Corrie	<u>aye</u>
Purdon	<u>aye</u>	Fullick	<u>aye</u>
		Fitzpatrick	<u>aye</u>

Date filed with City Clerk:

4/16/25



EXHIBIT A

**Official Ballot
City of Bonita Springs, Florida
Bond Referendum Election
August 18, 2026**

Bonita Estero Rail Trail (BERT) General Obligation Bonds

To acquire the Bonita Estero Rail Trail (BERT), and build a multi-use trail for runners, walkers, and cyclists to improve pedestrian safety, shall Bonita Springs issue general obligation bonds not exceeding thirty-five million dollars principal amount, maturing within thirty years of issuance, with interest not exceeding the maximum legal rate, and payable from ad valorem property taxes levied in amounts sufficient to pay debt service on such Bonds?

INSTRUCTIONS TO VOTERS:

☐ **YES - FOR BONDS**

☐ **NO - AGAINST BONDS**

EXHIBIT B

Notice to Electors of the City of Bonita Springs of a Bond Referendum Election to be held on August 18, 2026 Regarding the Bonita Estero Rail Trail (BERT) Project

[Notice is hereby given that a bond referendum election will be held on August 18, 2026, to be conducted concurrently with the Lee County Primary Election, to determine whether the City of Bonita Springs may finance the acquisition and construction of the Bonita Estero Rail Trail (BERT), and build a multi-use trail for runners, walkers, and cyclists to improve pedestrian safety, by issuing general obligation bonds not exceeding thirty-five million dollars principal amount, maturing within thirty years of issuance, with interest not exceeding the maximum legal rate, and payable from ad valorem property taxes levied in amounts sufficient to pay debt service on such Bonds on all taxable property within the City?]

As required by Ordinance No. 26-05, this Notice is given by publishing said Ordinance No. 26-05 in full as follows:

[copy Ordinance]



10DAttachment 2 BPAC 8/18/26

Lee County, Florida
Primary Election, August 18, 2026

[2026 Local Ballot Measure | City of Bonita Springs](#)

City of Bonita Springs Bond Referendum

Bonita Estero Rail Trail (BERT) General Obligation Bonds

To acquire the Bonita Estero Rail Trail (BERT), and build a multi-use trail for runners, walkers, and cyclists to improve pedestrian safety, shall Bonita Springs issue general obligation bonds not exceeding thirty-five million dollars principal amount, maturing within thirty years of issuance, with interest not exceeding the maximum legal rate, and payable from ad valorem property taxes levied in amounts sufficient to pay debt service on such Bonds?

Yes - For Bonds

No - Against Bonds



Condado de Lee, Florida
Elección Primaria, 18 de agosto del 2026

[Propuesta Electoral Local 2026 | Ciudad de Bonita Springs](#)

Referéndum de Bonos de la Ciudad de Bonita Springs

Bonos de Obligación General para el Sendero Ferroviario Bonita Estero (BERT, *por sus siglas en inglés*)

Para adquirir el Sendero Ferroviario Bonita Estero (BERT, *por sus siglas en inglés*), y construir un sendero multiusos para corredores, caminantes, y ciclistas para mejorar la seguridad peatonal, ¿debería Bonita Springs emitir bonos de obligación general en una cantidad principal que no exceda los treinta y cinco millones de dólares, venciendo dentro de un plazo de treinta años a partir de su fecha de emisión, con un interés que no exceda la tasa máxima legal, y pagaderos con impuestos sobre la propiedad ad valorem gravados en cantidades suficientes para amortizar la deuda por dichos bonos?

Sí - A favor de los bonos

No - En contra de los bonos

EXECUTIVE SUMMARY
DISTRIBUTION ITEMS
ITEM 10E

BPAC membership status

OBJECTIVE: For the Committee to be informed of the membership of the BPAC.

CONSIDERATIONS: The BPAC has the below membership.

Name	Representing
Anthony Matonti, Chair	At-Large
Michelle Sproviero, Vice-Chair	At-Large
Alan Musico	At-Large
David Costello	At-Large
David Sutton	At-Large
Dayna Fendrick	At-Large
Joe Bonness	At-Large
Patty Huff	At-Large
Robert Phelan	At-Large
Robert Vigorito	At-Large
Victoria Holmes	At-Large
VACANT	At-Large

STAFF RECOMMENDATION: Provided for informational purposes.

Presented by: Sean Kingston, AICP, PMP, Principal Planner

ATTACHMENTS:

1. N/A