

PROJECT ADVISORY GROUP MEETING 2

MINUTES

Project: Pine Island Road from Stringfellow Road to Veterans Parkway, Lee County

FPID: 436926-1-22-01

Date/Time: November 9, 2021 / 10:00 AM – 11:30 AM

Location: GoToWebinar / Virtual Meeting

Team: Steven Andrews (FDOT), Oujevolk, Richard (FDOT), Lauren Peters (FDOT), Vitor Suguri (FDOT), Anthony Castellone (Pennoni), Betsie Hiatt (Pennoni), Jennifer Dorning (Atkins)

Others: Ron Gogoi (Lee County MPO),

Project Advisory Group (PAG) in attendance: Carolyn Conant-Adair, Robert Ballard, Nancy Cote, Michael Ilczyszyn, Bernard Johnson, Rob Price, Michael Swanson, Michael Sweeney

Not in attendance: Nancy Buthman, Carie Call, Nancy Cote, Matthew David, Marta Elva Gibbons, Steven Longest, Leoma Lovegrove, John Lynch, Michael Martin, Debbie Memoli, Benjamin Mickuleit, Dr. Thomas Millins, Dan Moser, Judd Payne, Michael Shevlin, William Tidball

The meeting commenced shortly after 10:00 AM. Following some general “Housekeeping” items, the points of discussion were noted:

A. Safety Moment

FDOT’s Vitor Suguri presented a “Safety Moment” on vehicle speed comparison to chance of Pedestrian Injury and Fatality. Safety will be a primary focus of this project.

B. Introductions

FDOT’s Project Manager, Steven Andrews, welcomed everyone to the Project Advisory Group (PAG) Meeting #2, and introduced both the FDOT and Consultant Team.

C. Goals of Project Advisory Group

FDOT’s Andrews outlined the primary goals of the PAG, that is to essentially:

- a. **Provide Overall Stakeholder Input into the Feasibility Study**
- b. **Leverage local knowledge and “pulse” on key issues by PAG members**
- c. **Assist Project Team in Developing Project “Core Values” and a Project Vision Statement**
- d. **Review & Comment on proposed, Feasible Concepts**

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D. Agenda

FDOT's Project Manager, Steven Andrews, outlined the PAG #2 meeting agenda and noted the following objectives:

- Review Core Values / Public Input since PAG #1 Meeting
- Introduce / Define Complete Streets Project Scope Change
- Provide Guidance / Tools for Concepts Development

E. PAG Meeting #1 RECAP

a. Project Location

The project limits extend from Stringfellow Rd on Pine Island, east thru Matlacha, and end at Veterans Memorial Parkway in Cape Coral. The project consists of incorporating an 8 to 10-foot shared use path to be used by both pedestrians and bicyclists.

b. Development Process

FDOT's Environmental Project Manager, Lauren Peters, then walked the PAG thru the FDOT Project Development Process; noting that the Feasibility Study was the "first step" in the Planning Process with the overall goal of identifying short and long-term transportation system needs within the project area and with community input. The Project Development & Environment (PD&E) Study will probe further into "feasible" alternatives utilizing the NEPA process to determine a "preferred" Alternative. This Alternative would then be recommended to be advanced thru Preliminary and Final Design, and Right-Of-Way prior to advancing to Construction.

c. Input Summary

Jennifer Dorning (Atkins) summarized the "MindMap" exercise from the first meeting, where the PAG was asked about their different perspectives, thoughts, and questions about a path in this area. These local perspectives would include: Local Users, Local Businesses, Pedestrians and Cyclists, Community Services, Environmental Considerations and County Stakeholders.

The FDOT Team noted that all of the information from the PAG Meeting #1's guided discussion, as well as presentation material, could be found at the project web site:

www.swflroads.com/pineislandroad/sharedusepath

A link to this website was provided in the meeting "chat box".

Ms. Dorning and Pennoni (Castellone) also reviewed a Questionnaire that was posed to the public and received approximately 900 responses. This questionnaire expanded on the Poll Questions posed to the PAG during the first meeting in April.

FDOT's Stevens summarized the resulting (main) Core Values, i.e., "What We Heard", from PAG Meeting #1 and the Questionnaire:

1. Safety (of All Travel Modes) is a project priority,

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2. Keep Existing Right-of-Way intact,
3. Maintain existing parking,
4. Minimize any environmental disturbance and
5. Preserve the community character.

F. Complete Street Scope Change

Following a brief Video on “What is a Complete Street”, FDOT’s Vitor Suguri briefly summarized:

- Complete Street Characteristics affecting Travel Lane Widths, On-Street Parking, Bicycle Features and Pedestrian Features;
- AASHTO Shared Use Path Design Criteria – Pine Island Path would be 8-feet to 10-feet (typical); and
- FDOT’s “Complete Street Explorer Tool” www.FLCOMPLETESTREETS.com

Mr. Suguri walked the PAG through a STREETMIX.NET demonstration as a tool for the PAG, and the Pine Island Study Team, to use in developing conceptual typical sections for the project. Pennoni (Castellone) noted that these sections should fall within 60 feet of usable Right-of-Way, and that sections should be developed for areas west and east of Matlacha as well. Jennifer Dorning (Atkins) added that a criteria sheet, defining lane widths, parking spaces, sidewalk widths, etc. will be mailed to the PAG following today’s meeting.

HOMEWORK

The Pennoni and FDOT Team requested input from the PAG by Thanksgiving for the following:

- Concept Typical Sections using Streetmix.net (email multiple versions to Steven Andrews); and
- Edits (Additions, Deletions, Re-wording, etc.) of a project Vision Statement, the following which was developed by the study team:

"Complete Street concepts will be employed to provide a "missing link" shared use path connection for pedestrians and bicyclists – and usable corridor for ALL MODES of travel - between Pine Island and Cape Coral; while enhancing access to Matlacha businesses, parks and preserves. Utilizing these flexible complete street design concepts, the Pine Island project will provide a low-stress experience for a variety of users using the network for transportation or recreation, while preserving the community character of Matlacha and Pine Island and increasing the safety of all users within the network".

G. Q&A

FDOT Project Manager, Steven Andrews, and Jennifer Dorning (Atkins) opened the panel for questions by any/all attendees. The following were noted:

Bernard Johnson

Is parking in front of our business going to be wiped out?

Response: No. One of the project goals will be to preserve and expand parking (as feasible) for visitors.

Will there be a shared path on both sides of Pine Island Rd? Or just one side?

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Response: There are no restrictions to how pedestrians and bicyclists will be accommodated. The intent of the study team is to be “flexible”; however pedestrian facilities will likely be provided on both sides of the road. That said, the width of an 8–10-foot shared path will likely be accommodated on one side only, and a 5-foot sidewalk on the other.

How wide is the road?

Response: The roadway right-of-way is approximately 60’-66’. Varies through project limits.

Carolyn Conant

6-feet is a large difference in ROW. Can we get ROW Plan layouts for various sections of the corridor?

Response: For the study, survey was not performed, and ROW information was obtained from existing roadway plans and GIS from County resources. While 66-feet is the ROW through Matlacha (e.g., near Bert’s Bar) according to this information, 60’ is the minimum and a goal to target for the entire project. The study Team may be able to post some existing plan sheets on the web site.

Will underground utilities pose a problem and how will they be addressed?

Response: Have not done extensive survey’s yet; only field inventories and desktop reviews identifying overhead and some underground facilities. The Team will always look for opportunities to suggest relocation (e.g., Overhead to Underground), but the actual design and coordination and payment for any relocations occurs later in the Project Development Process (i.e., Design).

The study team is hoping to circle-back with ideas from the PAG’s homework after Thanksgiving and values the PAG’s feedback on conceptual typical section ideas.

Robert Ballard

Is the right-of-way really 60’ @Bert’s where customers park perpendicular to the road?

Response: The ROW at Bert’s is 66-feet.

Bernard Johnson

What about drainage facilities currently on both sides of the road?

Response: Drainage will be considered and incorporated into any/all concepts developed for this project. Since underground, it does not really affect the typical sections; however, it will be incorporated into any/all designs later in the Project Development Process. For example, trench drain along the roadway could be replaced by an underground system of pipes and basins. There could be landscaping/planting area that act as “rain gardens” and drainage areas.

Thanksgiving is busy time for us. Can we submit concept ideas later?

Response: The study Team will review all ideas whenever submitted as we just wanted to try to get a responsive turnaround while this meeting is fresh in everyone’s minds.

St. Petersburg has covered, bike lanes/sidewalks in the air near 4th Street. I have photos that can be shared.

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Response: The Study Team would welcome any photos and/or ideas of ped/bike facilities that could be considered for Pine Island Road.

Carolyn Conant

Will the study team consider any bike/shared path through mangroves?

Response: The study focus will be providing a connection from the mainland to Pine Island. That said, the Team will consider and/or identify connections into preserves (e.g., nature trail) & County parks.

Bernard Johnson

Who pays the cost of moving overhead utilities and/or poles?

Response: There are multiple Local /State / Federal funding sources. During the design phase, it may be determined that utilities may share in costs as they upgrade or relocate to accommodate the preferred design, since they typically are within the roadway right-of-way via utility easement. Final designs will address these impacts and costs.

Mike Sweeney

Is there a way to place a restroom on the Streetmix.net typical section exercise?

Response: There is no “restroom” facility per se but features you can use might be the “Bike share station”.

H. Next Steps

FDOT Project Manager, *Steven Andrews*, summarized the project’s “Next Steps” and briefly reviewed the project schedule; noting that this schedule was subject to change. The next PAG meeting will occur early in 2022. Mr. Andrews ended the meeting by thanking everyone again for their input and participation in today’s PAG Meeting #2, while providing his contact information:

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The meeting ended at approximately 11:30 AM.