

2021 East of CR 951 Bridges Reevaluation Study Public Information Report

January 2021

Prepared for:
Collier County, Florida

Prepared by:
Stantec
Quest Corporation of America (Quest)

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1.0 PROJECT AND MEETING BACKGROUND

In 2008, Collier County conducted an East of CR 951 Bridges Study, which ultimately recommended 12 new bridge locations for canal crossings within the Golden Gate Estates Area. Although the Board of County Commissioners (BCC) approved the bridges, funding was not immediately available for their completion. In 2018, a 1% infrastructure surtax was approved by voter referendum, creating a revenue source for the bridges. By 2020 Bridge No. 3 had been completed as part of an FDOT project and Bridge No. 2 was in progress with funds from the infrastructure surtax. Before proceeding with construction of the remaining 10 bridges, the BCC asked staff for a reevaluation of the bridge locations to determine if they remained priorities.

A GIS analysis of each bridge location was conducted to evaluate the benefits and negative impacts a new bridge would have on the surrounding area. The project team conducted interviews with agency stakeholders and collected/analyzed transportation data. The team took the project one step beyond the 2008 study by hosting informational meetings with area property owners to solicit their feedback. A total of seven meetings were hosted to discuss the 10 remaining bridge locations. This report summarizes the outreach prior to, and basic information shared during those meetings. It then provides the notification area, data analysis, engagement statistics, and comments received for each meeting.

At the conclusion of the study, the project team conducted a final briefing with each of the stakeholder agencies. Agency support correspondence is included at the end of this report.

Additionally, the planning team reached out to the president of the Golden Gate Estates Area Civic Association (GGEACA) to discuss the study's findings and conclusions. Meeting notes that include a summary of the discussion with the GGEACA are also included at the end of this report.

2.0 AGENCY STAKEHOLDER MEETING

Prior to the bridged meetings, agency stakeholders participated in a preliminary meeting. The project team presented the basic introduction for the public meetings and invited agency stakeholders to provide their comments in advance of the public meetings. The agency stakeholders were also invited to attend and participate in the public meetings.

Meeting Organizer, Panelist, and Agency Stakeholder Invitation List

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Tabatha Butcher	Chief - EMS	Bureau of Emergency Services
Nick Casalanguida	Deputy County Manager	Collier County Government, County Manager's Office
Wendy Chaffee	Sherriff's Office Assistant	Collier County Sheriff's Office
Nicole Chesser	Office of the Fire Chief	Greater Naples Fire Rescue District
Thaddeus Cohen	Department Head	Collier County Government, Growth Management Department
Connie Deane	Community Liaison/PIO	Communication & Customer Relations
Omar DeLeon	Public Transit Manager	Collier County Government, Collier Area Transit
Tom Eastman	Director of Interagency, Real Property, etc...	Collier County Public Schools
Michelle Edwards-Arnold	Division Director - Public Transit and Neighborhood Enhancement	Collier County Government, Collier Area Transit
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Sue Filson	Executive Aide	Collier County Government
Lori Freiburg	Fire Chief's Assistant	North Collier Fire Control and Rescue District
Desiree Hart	Growth Management Dept.(GMD)	Communication & Customer Relations
John Kasten	Director of Transportation	Collier County Public Schools
Lisa Koehler	Big Cypress Basin Administrator	South Florida Water Management District
Miranda Lansdale	Public Involvement Consultant	Quest Corporation of America

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Dan Lammers	Transportation Administrative Services	Collier County Public Schools
Lorraine Lantz	Principal Planner/Project Manager	Collier County Government, Transportation Planning
Lt. Gary Martin	District 2 - Commander	Collier County Sheriff's Office
Yvonne McClellan	Public Involvement Consultant	Quest Corporation of America
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Mike Ramsey	President	Golden Gate Estates Area Civic Association
Jeff Perry	Project Consultant	Stantec
Chief Ricardo	Fire Chief	North Collier Fire Control and Rescue District
Michelle Scavone	Operations Coordinator	Collier County Government, Growth Management Department
Chief Kingman Schuldt	Fire Chief	Greater Naples Fire Rescue District
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning

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3.0 PUBLIC BRIDGESHD MEETINGS

3.1 Notification Process

The meeting dates, times and bridge locations were posted to the project webpage (<https://www.colliercounty.fl.gov/your-government/divisions-s-z/transportation-planning/planning-studies>). The technical consultant (Stantec) determined the properties within each bridgedshed. The public involvement consultant (Quest) pulled those properties from the Collier County Property Appraiser’s records to create a database, which was used to mail meeting notifications that were customized for each meeting/bridge location. As a follow-up to the mailing, Quest hand-delivered secondary notifications to the same properties.

Webpage meeting information

<u>Meeting Date and Time</u> <u>Presentation Material</u>	<u>Bridge #</u>	<u>Bridge Location</u>
9/23/20 at 5:30 p.m. 23rd St. SW Presentation Link to Presentation Recording	1	23rd. St. SW (south of Golden Gate Blvd.)
9/29/20 at 5:30 p.m. 47th Ave. NE and 62nd Ave. NE Presentation Link to Presentation Recording	4 and 12	47th Ave. NE and 62nd Ave. NE
9/30/20 at 5:30 p.m. Wilson Blvd. N. Presentation Link to Presentation Recording	5	Wilson Blvd. N.
10/1/20 at 5:30 p.m. 13th St. NW Presentation Link to Presentation Recording	8	North end of 13th St. NW
10/6/20 at 5:30 p.m. 18th Ave. NE Bridge Presentations Link to Presentation Recording	6 and 7	18th Ave. NE (Wilson Ave. and 8th St. NE) and 18th Ave. NE (8th St. NE and 16th St. NE)
10/7/20 at 5:30 p.m. 10th Ave. SE Presentation Link to Presentation Recording	11	10th Ave. SE
10/8/20 at 5:30 p.m. 16th St. SE and Wilson Blvd. S. Presentations Link to Presentation Recording	9 and 10	16th St. SE and Wilson Blvd. S

Sample notification flyer



Growth Management
Department
2685 S. Horseshoe Drive,
Suite #103
Naples, FL 34104

A map of a road network in Collier County, Florida, overlaid with a large graphic of diagonal stripes in orange and yellow. The map shows various roads, including Everglades Blvd, Okwell Rd, and Randall Blvd. The text is superimposed on the map.

YOU ARE INVITED!
COLLIER COUNTY
PUBLIC MEETING
FOR NEW BRIDGE AT 23RD ST SW
SOUTH OF GOLDEN GATE BLVD



BRIDGE REEVALUATION STUDY

PROJECT: Bridge Reevaluation Study, East of CR 951

You are invited to attend a virtual public meeting to learn about the proposed bridge at 23rd St. SW, south of Golden Gate Boulevard. This informational meeting is designed to tell you more about the project and the study reevaluating the benefits of and justification for ten (10) new bridges in Golden Gate Estates, originally approved in 2008 as part of the East of 951 Horizon Study for Bridges. Following these meetings, staff will present the findings to the County Commission for approval to move forward with engineering and design.

PROJECT IMPROVEMENTS

This project will improve traffic mobility and access to services in the area such as schools, parks, public libraries and businesses by shortening commute distances. New roadway connections will improve evacuation routes, decrease emergency response times for fire, emergency services and law enforcement so they may quickly respond to urgent situations, and will reduce overall travel times.

Contact: Lorraine Lantz,
Principal Planner
Lorraine.Lantz@CollierCountyFL.gov
239-252-5779

STAY INFORMED

By visiting <http://colliercountyfl.gov/planningstudies>

PROJECT CONSULTANT
Stantec

WHO: Collier County
WHAT: Virtual Public Meeting
WHERE: Register at
bit.ly/ggeabridge1

WHEN: Wednesday, Sept. 23
at 5:30 p.m.

WHY: Community Engagement
and Education



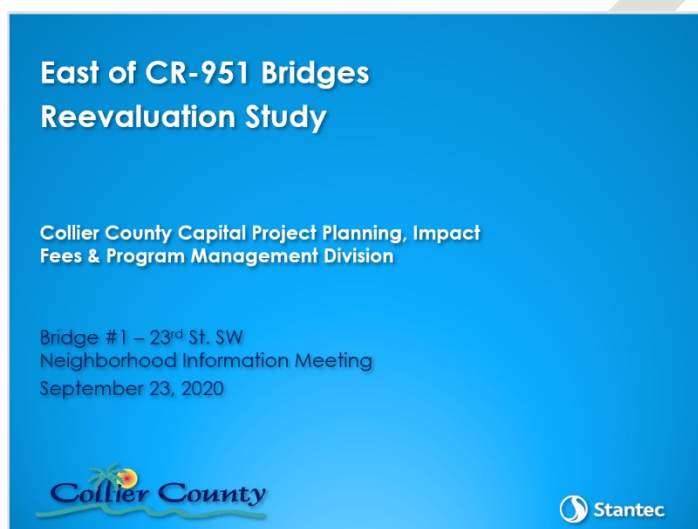
Invitees were instructed to register for the session. Confirmation emails provided the “join meeting” link to registrants, and reminder emails were sent to registrants one day prior to the meeting and one hour prior to the meeting.

3.2 Meeting details

Each virtual public meeting was hosted at 5:30 p.m. on GoToWebinar and included a project background, overview, bridged analysis, and question and answer session. Four polls were also activated during each meeting. A video recording of each public bridged meeting was posted to the project webpage.

3.3 Presentation slides



The following slides (with a modification to the title slide and Quest participants on the Introductions slide) were presented during each meeting, to provide an introduction to the presentation, the history and background of the previous 2008 study, and the purpose of the 2020 study.

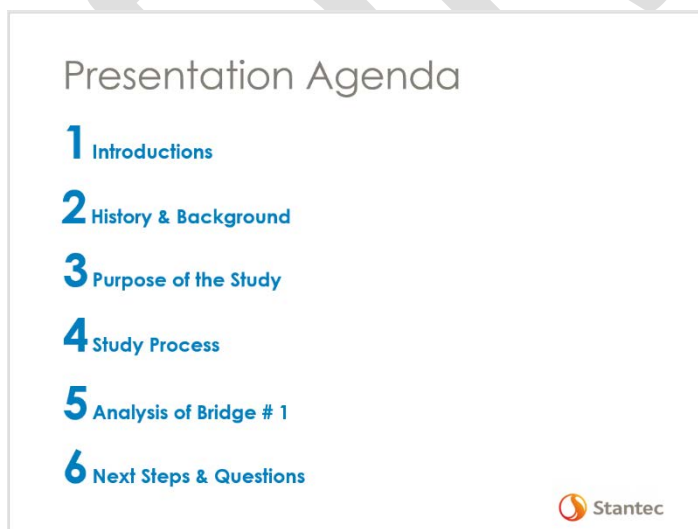


**East of CR-951 Bridges
Reevaluation Study**

Collier County Capital Project Planning, Impact
Fees & Program Management Division


Bridge #1 – 23rd St. SW
Neighborhood Information Meeting
September 23, 2020



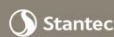
Presentation Agenda

- 1** Introductions
- 2** History & Background
- 3** Purpose of the Study
- 4** Study Process
- 5** Analysis of Bridge # 1
- 6** Next Steps & Questions



1 Introductions

- ✓ **Lorraine Lantz**, AICP, Principal Planner
Collier County Project Manager
- ✓ **Trinity Scott**, Transportation Planning Manager
Collier County
- ✓ **Yvonne McClellan**, Sr. Communications Manager
Quest Corp. of America
- ✓ **Miranda Lansdale**, Sr. Communications Manager
Quest Corp. of America
- ✓ **Jeff Perry**, AICP, Sr. Transportation Planner
Stantec Consulting Project Manager



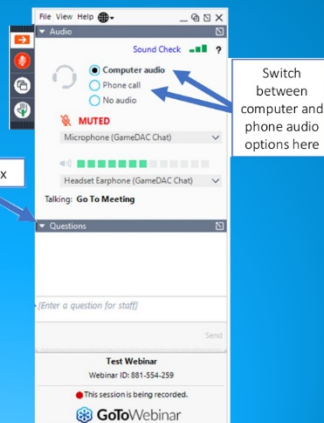
Questions Session Guidelines

- The Questions Session will follow the formal presentation.
- Attendees can submit questions via the Questions chat box at any time following the start of the presentation, and questions will be answered in the order in which they were received.
- All participants will be muted throughout the presentation, and the project team will read aloud your question prior to providing a response for the benefit of all attendees.
- If you did not have the opportunity to ask a question during the meeting today, you can submit your questions/comments to Lorraine.Lantz@colliercountyfl.gov or call 239-252-5779, and they will be included as part of the public participation process.

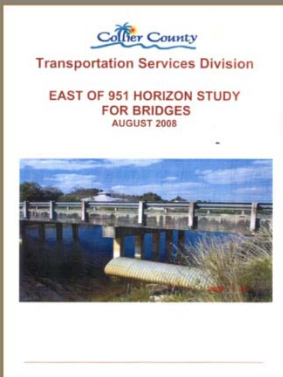


Questions Session Guidelines

- The webinar presentation will be available in PDF format with other project materials at <http://colliercountyfl.gov/planningstudies>.
- You will remain muted during the meeting.

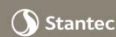


2 History & Background



In August 2008, Collier County completed the East of 951 Horizon Study for Bridges (2008 Study).

We would like to know if you are familiar with that study.



2 History & Background

The 2008 Study was conducted to evaluate opportunities to construct missing bridge connections in the Golden Gate Estates Area roadway network.

- Within the 85 square miles of eastern Golden Gate Estates there are more than 300 dead-end streets.



2 History & Background

The 2008 Study considered potential transportation circulation benefits:

- Improving connectivity to collectors and arterials
- Reducing trip length for personal travel
- Improving evacuation routes
- Reducing response times for first responders
- Improving access to schools, libraries, and parks



2 History & Background

The 2008 Study's stakeholders identified 12 preferred canal-crossing locations.

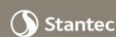
Due to limited funding, bridges were ranked based on criteria related to emergency response, service efficiency and mobility.



2 History & Background

2008 Study Bridge Ref. #	Bridge Locations
1	23rd St. SW (south of Golden Gate Blvd.)
2	16th St. NE (north of Golden Gate Blvd.)
3	8th St. NE (north of Golden Gate Blvd.)
4	47th Ave. NE (between Immokalee Rd. & Everglades Blvd.)
5	Wilson Blvd. N (south of 33 rd Ave. NE)
6	18th Ave. NE (between Wilson Ave. & 8th St. NE)
7	18th Ave. NE (between 8th St. NE & 16th St. NE)
8	North End of 13th St. NW (north of Golden Gate Blvd.)
9	16th St. SE (south of Golden Gate Blvd.)
10	Wilson Blvd. S (south of Golden Gate Blvd.)
11	10th Ave. SE (between Everglades Blvd. & Desoto Blvd.)
12	62nd Ave. NE (between Everglades Blvd. and 40 th St. NE)

Ranked order of 12 bridges from the 2008 Bridge Study



2 History & Background

2018 - Collier County voters approved a 1-cent infrastructure surtax that included funding specifically earmarked to construct the bridges within the next 7 years.

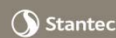
We would like to know if you are aware of the Surtax.



2 History & Background

2019 - Collier County completed construction of Bridge #3 on 8th St. NE with funding from the FDOT.

2019 - Collier County programmed construction of Bridge #2 on 16th St. NE in the 5-Year Work Program with funds from the infrastructure surtax proceeds.



2 History & Background

The remaining 10 bridges are the subject of this 2020 Reevaluation Study.

Bridge#	Bridge Locations
1	23rd St. SW (south of Golden Gate Blvd.)
4	47th Ave. NE (between Immokalee Rd. & Everglades Blvd.)
5	Wilson Blvd. N (south of 33 rd Ave. NE)
6	18th Ave. NE (between Wilson Ave. & 8th St. NE)
7	18th Ave. NE (between 8th St. NE & 16th St. NE)
8	North End of 13th St. NW (north of Golden Gate Blvd.)
9	16th St. SE (south of Golden Gate Blvd.)
10	Wilson Blvd. S (south of Golden Gate Blvd.)
11	10th Ave. SE (between Everglades Blvd. & Desoto Blvd.)
12	62nd Ave. NE (between Everglades Blvd. and 40 th St. NE)



3 Purpose of the Study

The purpose of this 2020 Reevaluation Study is to reconfirm the validity of the remaining 10 recommended bridge locations before moving the bridge projects into production (design, permitting & construction).



3 Purpose of the Study

The purpose of this 2020 Reevaluation Study is to reconfirm the validity of the remaining 10 recommended bridge locations before moving the bridge projects into production (design, permitting & construction).



3 Purpose of the Study

This 2020 Reevaluation Study focused on the same important criteria considered in the original 2008 Study.



3 Purpose of the Study

The 2008 Study Criteria Included:

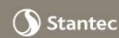
- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes
- Reduced response times for first responders
- Improved access to schools, libraries, and parks



3 Purpose of the Study

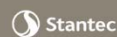
The Transportation Planning Team interviewed the same agency stakeholders from the 2008 Study:

- Collier County Sheriff's Office (CCSO)
- Emergency Services Division (EMS)
- North Collier Fire Control & Rescue District
- Greater Naples Fire & Rescue District
- Collier County Public School District



3 Purpose of the Study

All the agencies interviewed reconfirmed the importance of the bridge locations that were recommended in the original 2008 Study.



3 Purpose of the Study

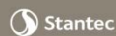
The Transportation Planning Team also recognized that over time, the ownership of some of the properties along the dead-end roads leading to the new bridges would likely have changed since the 2008 Study.



3 Purpose of the Study

A notice of this meeting was mailed to property owners along the affected roadways, supplemented by door-to-door visits.

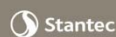
We would like to know how you heard about this meeting.



3 Purpose of the Study

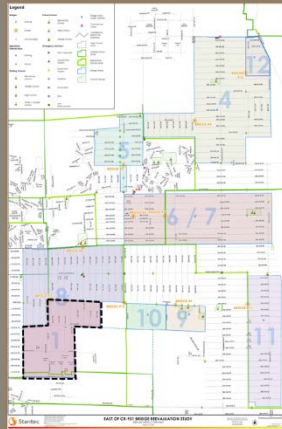
This neighborhood presentation is intended to provide the affected landowners with:

- The history & background of the bridges
- The Reevaluation Study findings
- The latest information about the bridge projects
- An opportunity to ask questions and provide comments



4 Study Process

The study process established nine “Bridge-Sheds” with boundaries that recognized those parcels likely to benefit from a new bridge.



Stantec

4 Study Process

Analysts conducted a Geographic Information System (GIS) analysis of each Bridge-Shed to:

- Quantify the number of affected parcels, and
- Measure the benefits derived from a new bridge

Stantec

4 Study Process

The GIS analysis quantified the number of existing homes (2019) and the total number of parcels (Build-Out) in each Bridge-Shed.

Stantec

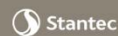
4 Study Process

Within each Bridge-Shed, the GIS analysis established and measured representative travel routes for different trip purposes (e.g., route to reach an arterial roadway), with and without a new bridge.



4 Study Process

For each trip purpose, the GIS analysis quantified the number of homes in 2019 and at Build-Out in each Bridge-Shed that would benefit from the reduced trip length because of the new bridge.



4 Study Process

The Residential Trip Purposes examined included:

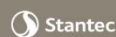
- Travel to reach the arterial network
- Travel to school(s)
- Travel to commercial/retail
- Travel to parks



4 Study Process

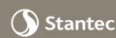
The Agency Trip Purposes examined included:

- Fire Department Response
- Sheriff's Office (CCSO) Response
- Emergency Medical Service Response
- Access to Future Schools



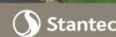
4 Study Process

The study also included a supplemental Fire District analysis to determine if any parcels currently not within the Insurance Services Office (ISO) 5-mile drive distance from a fire station (Public Protection Classification Score of 3), would be included if a new bridge was constructed.




5 Bridge Project Prototype

As mentioned previously, Bridge #3 on 8th St. NE was recently constructed and will serve as the prototypical bridge project for the remaining 10 bridges.



5 Bridge Project Prototype

The new bridge on 8th St. NW is seen as the prototypical bridge project to be constructed at the remaining 10 locations



Location of sidewalk within the right-of-way will be determined during design

Resurfacing of roadway, adding paved shoulders

Sidewalk on one side of roadway

03:00:00

Stantec

The image shows an aerial view of a bridge project prototype. A road crosses a body of water. Callout boxes highlight specific features: 'Location of sidewalk within the right-of-way will be determined during design' points to a yellow line on the right side of the road; 'Resurfacing of roadway, adding paved shoulders' points to the road surface; 'Sidewalk on one side of roadway' points to a paved area on the right side of the road. A video player interface is visible at the bottom of the image.

Slides presenting an analysis of the bridgedshed on which the meeting was focused appeared between the slides shown above and below. These analysis slides have been included for each meeting in their respective sections of this report.

6 Next Steps

- ✓ Public Outreach to Other Affected Neighborhoods
- ✓ Presentation to the BCC tentatively for December 8, 2020
- ✓ Programming & Production to Complete the Bridges by 2027

Stantec

The slide contains a list of three next steps, each preceded by a checkmark. The Stantec logo is located at the bottom right of the slide.

6 Questions?

- ✓ Send Written Comments to Lorraine Lantz, AICP:
 - Lorraine.Lantz@colliercountyfl.gov
 - Collier County Transportation Planning
2685 S. Horseshoe Drive, Suite 103
Naples, FL 34104
 - 239.252.5779



6 Questions?

- ✓ Visit the Project Website described below and in the notice for this meeting to download project materials, back-up materials, meeting presentations, etc.

<http://colliercountyfl.gov/planningstudies>



4.0 MEETING FOR BRIDGE #1 (23RD STREET SW) ON SEPTEMBER 23RD

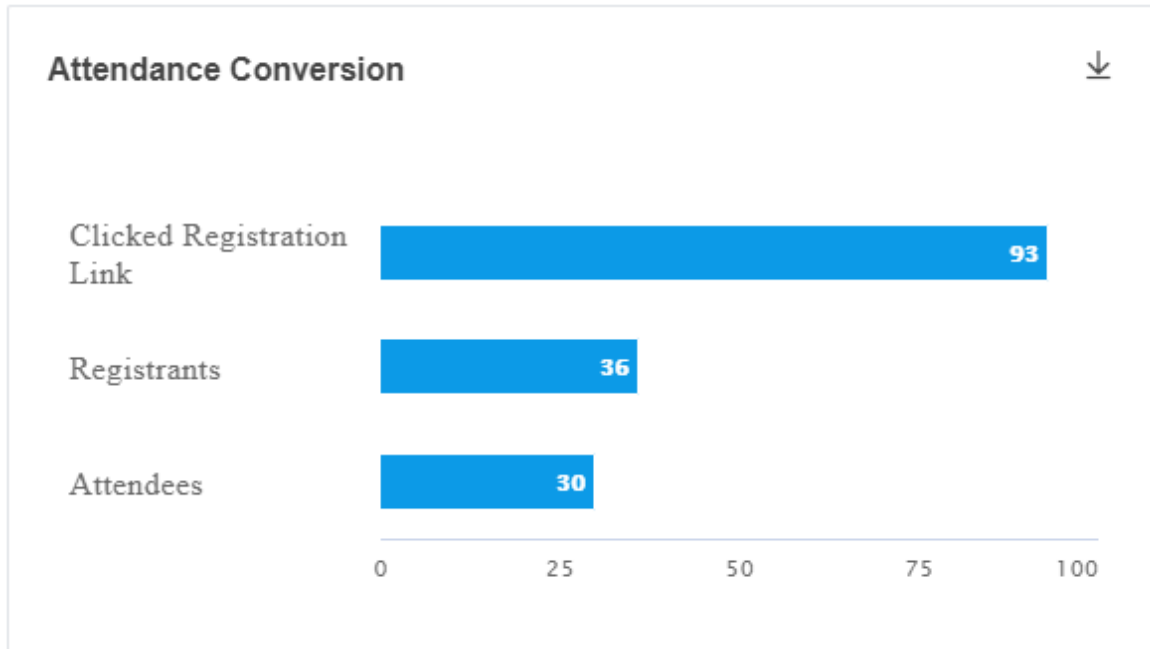
4.1 Invitees and attendees

Meeting notifications were mailed to 209 site addresses and property owner addresses within the highlighted areas.

DRAFT

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Meeting Organizers, Panelists and Agency Stakeholders in Attendance

Name	Title/Job Description	Department/Organization
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Miranda Lansdale	Public Involvement Consultant	Quest Corporation of America
Lorraine Lantz	Principal Planner/Project Manager	Collier County Government, Transportation Planning
Yvonne McClellan	Public Involvement Consultant	Quest Corporation of America
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Chief Kingman Schuldt	Fire Chief	Greater Naples Fire Rescue District
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning

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Public Attendees

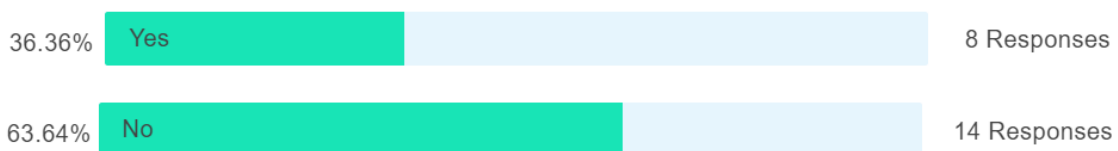
Alejandro Arreguin, arreguin23@hotmail.com
Charlotte Beneteau, hmpetset@hotmail.com
Jack Bowers, innerspacelc@earthlink.net
Sharon Brimmer, ks_rimmer@yahoo.com
Ernest Byrge, jbyrge@icloud.com
Dottie Hazell, kdkhazell@embarqmail.com
Julie Hill, kenmarkfla@aol.com
Barry Hoey, barry@swfilluxury.com
Anton Jacobson, jakes68@embarqmail.com
Irina Kislyanka, email@reoteamfl.com
Fred Landgraf, flandgraf@flandgraf.net
Fritz Lemoine, miriamlem@hotmail.com
TJ Meister, tmeister78@comcast.net
Ron Mosher, ronmosher@mac.com

M. R., littlmonstr@embarqmail.com
Cathleen Randolph, yahtzee200@aol.com
Robert Randolph, ss327chevy@aol.com
James Robinson, jimrinflorida@msn.com
Donna Sadler, pschuck@centurylink.net
Audrey Sanders, audsanders@gmail.com
Judy Schwarzwaelder, naplesjes@embarqmail.com
Doug Short, dshort631@gmail.com
Samantha Spiliadis, samanthaspiliadis@gmail.com
Aimee Trochessett, atrochessett@gmail.com
Duane Trochessett, comichazi@gmail.com
John Whetzal, smsgtjlw53@gmail.com

4.2 Poll responses

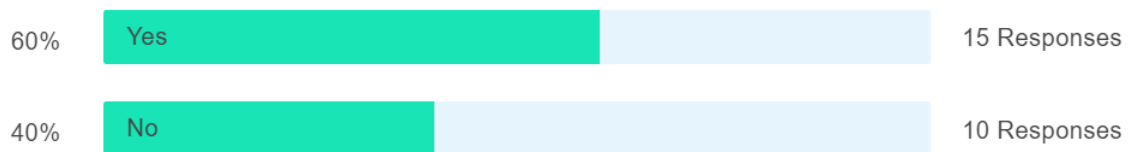
1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

Multiple choice with single answer



2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

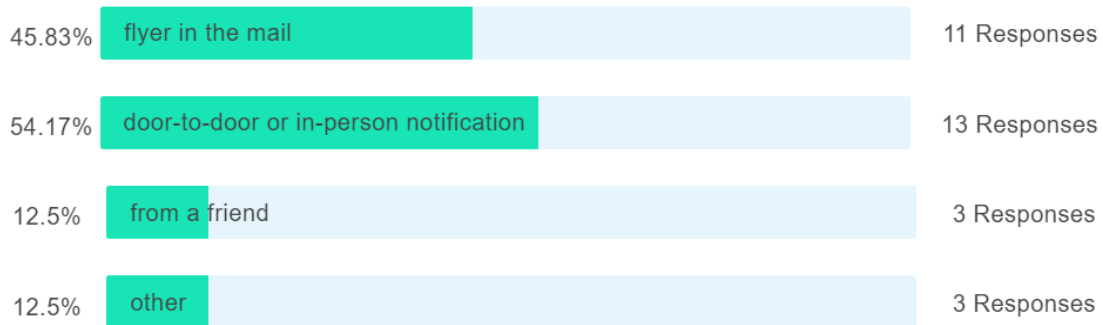
Multiple choice with single answer



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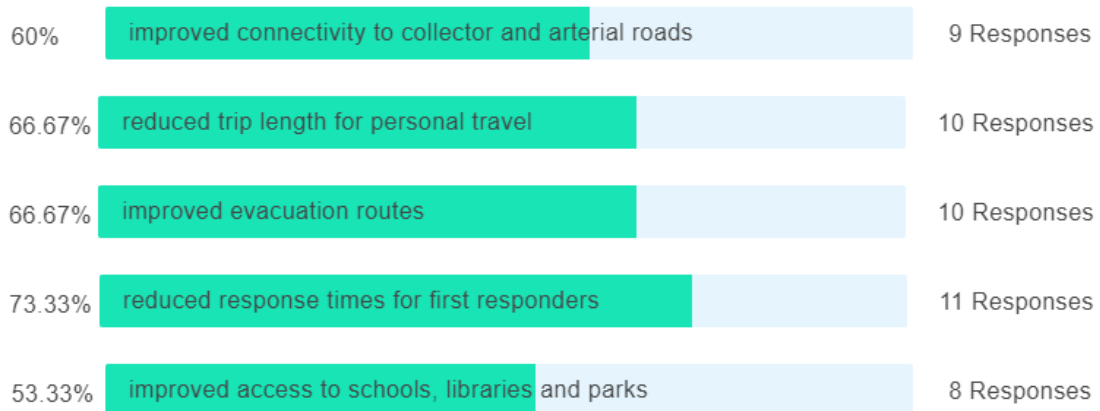
3 of 4. How did you hear about this meeting?

Multiple choice with multiple answers



4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers



4.3 Analysis slides

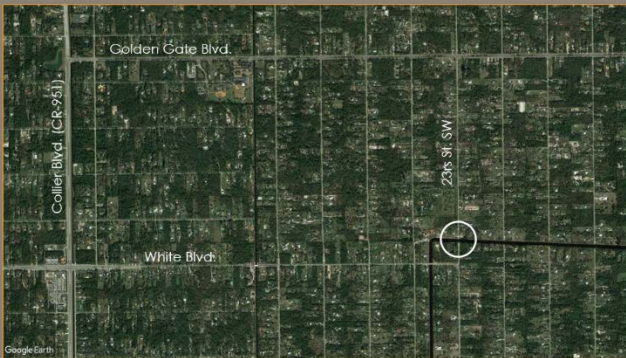
5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

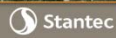
Bridge #1 is located on 23rd St. SW, north of White Blvd., one mile south of Golden Gate Blvd.

5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.



Location of Bridge #1

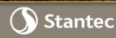


5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.



Location of Bridge #1 and White Blvd. intersection

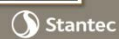


5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.



Location of Bridge #1: Existing Condition



5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.



Location of Bridge #1: Proposed Condition

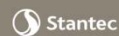


5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

The Bridge #1 Project Includes the Following Improvements:

- Resurfacing 23rd St. SW from Golden Gate Blvd. to White Blvd. (+/- 1.12 miles)
- Adding paved shoulders from Golden Gate Blvd. to White Blvd.
- Adding a Sidewalk along one side of roadway from Golden Gate Blvd. to White Blvd.



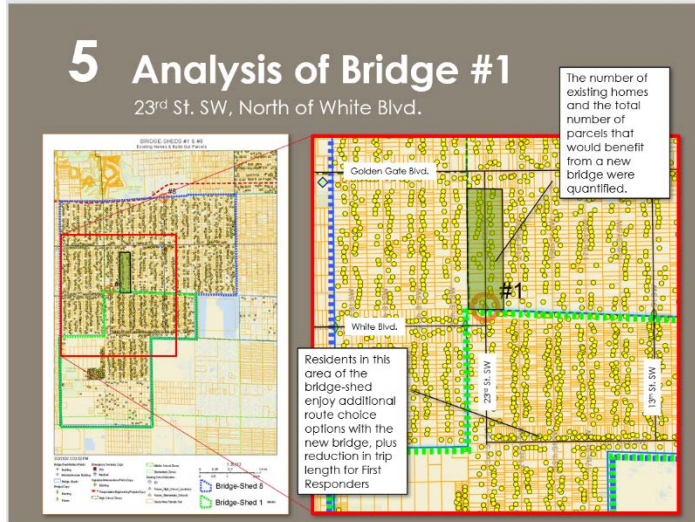
5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

The Design will Include:

- Evaluating the need for intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of Golden Gate Blvd. and 23rd St. SW
- Evaluating potential improvements to the intersection of White Blvd. and 23rd St. SW





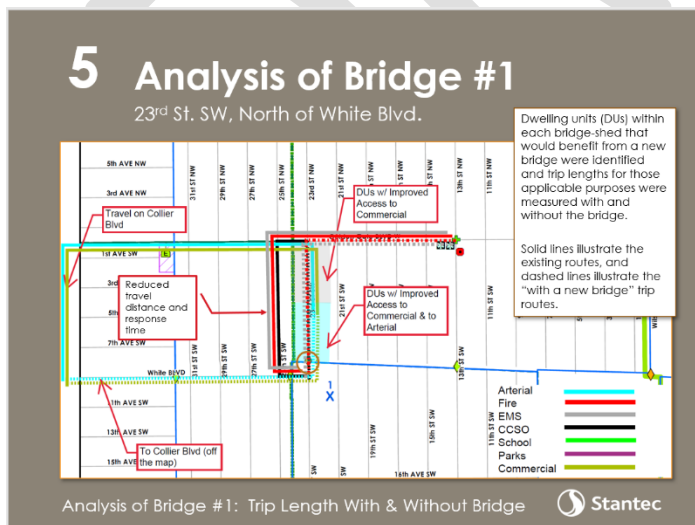
5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

Importance of study criteria

- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

2019												NOTES	
	DUs	Distance (miles)			Trips per Day	VMT ¹ saved per day @ 30 MPH	Gallons saved per day @ 30 MPH	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year	VMT ¹ saved per Home per day		
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Time to Reach Arterial Network	Yes	21	3.9	2.7	1.2	4	98	3	0.16	300	46.8	4.7	South 1/2 residents north of bridge, measured route to Collier Blvd at new bridge #1.
Reduces Travel Distance/Time to Reach Schools	No				0.0	4	0	0	-	180	-	-	
Reduces Travel Distance/Time to Commercial/Retail	Yes	41	3.9	2.7	1.2	2	96	3	0.08	90	7.0	2.3	All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Reduces Travel Distance/Time to Reach Parks	No				0.0	2	0	0	-	24	-	-	
Increases Resident's Route Choice Options, Improves Evacuation Access	Yes	1002											
2019												NOTES	
	DUs	Distance (miles)			Trips per Day	VMT ¹ saved per day @ 30 MPH	Gallons saved per day @ 30 MPH	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year	VMT ¹ saved per Home per day		
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Response Time for Fire First Responders	No	47	5.0	2.4	0.6								South 1/2 residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 30 MPH			6.1	4.8	1.2								
Reduces Travel Distance/Response Time for CCSD Fire Responders	Yes	1002	1.8	1.1	0.5								All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 45 MPH			2.2	1.5	0.7								
Reduces Travel Distance/Response Time for EMS First Responders	No	47	2.9	2.4	0.5								All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 35 MPH			4.9	4.1	0.8								
Reduces Travel Distance to Fire Station to Improve Fire Public Protection Classification Score	No												Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station.
Improves School Bus Route Operations	Yes												



5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

This bridge shed worksheet quantifies the applicable benefits for existing residents with a new bridge

2019												NOTES	
	DUs	Distance (miles)			Trips per Day	VMT ¹ saved per day @ 30 MPH	Gallons saved per day @ 30 MPH	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year	VMT ¹ saved per Home per day		
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Response Time for Fire First Responders	No	47	5.0	2.4	0.6								South 1/2 residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 30 MPH			6.1	4.8	1.2								
Reduces Travel Distance/Response Time for CCSD Fire Responders	Yes	1002	1.8	1.1	0.5								All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 45 MPH			2.2	1.5	0.7								
Reduces Travel Distance/Response Time for EMS First Responders	No	47	2.9	2.4	0.5								All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Response Time (minutes) at 35 MPH			4.9	4.1	0.8								
Reduces Travel Distance to Fire Station to Improve Fire Public Protection Classification Score	No												Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station.
Improves School Bus Route Operations	Yes												

¹ VMT = Vehicle Miles Traveled

5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

This portion of the bridge shed worksheet quantifies the potential benefits to residents

2019												NOTES	
	DUs	Distance (miles)			Trips per Day	VMT ¹ saved per day @ 30 MPH	Gallons saved per day @ 30 MPH	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year	VMT ¹ saved per Home per day		
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Time to Reach Arterial Network	Yes	21	3.9	2.7	1.2	4	98	3	0.16	300	46.8	4.7	South 1/2 residents north of bridge, measured route to Collier Blvd at new bridge #1.
Reduces Travel Distance/Time to Reach Schools	No				0.0	4	0	0	-	180	-	-	
Reduces Travel Distance/Time to Commercial/Retail	Yes	41	3.9	2.7	1.2	2	96	3	0.08	90	7.0	2.3	All residents north of bridge, measured route to Collier Blvd at new bridge #1.
Reduces Travel Distance/Time to Reach Parks	No				0.0	2	0	0	-	24	-	-	
Increases Resident's Route Choice Options, Improves Evacuation Access	Yes	1002											

The number of homes or dwelling units (DUs) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge



5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

This portion of the bridge shed worksheet quantifies the potential benefits to public agencies

		DUs	Distance (miles)			Saves per trip	Reduction in Response Time
			W/O Bridge	W/ Bridge			
Reduces Travel Distance/Response Time For Fire Responders	No	47	3.0	2.4	0.6	20%	
Response Time (minutes) at 50 MPH			6.1	4.8	1.3		
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	1002	2.8	1.1	0.5	Up to a Reduction of 30% in Response Time	
Response Time (minutes) at 45 MPH			2.2	1.5	0.7		
Reduces Travel Distance/Response Time For EMS First Responders	No	47	2.9	2.4	0.5	17% Reduction in Response Time	
Response Time (minutes) at 55 MPH			4.9	4.1	0.8		
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No		Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station				
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future school(s); may improve bus utilization, reduce fuel consumption and associated operating costs.					

* 5MPH = vehicle Miles Traveled

5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

This bridge shed worksheet quantifies the applicable benefits for all future residents with a new bridge

		DUs	Distance (miles)			Saves per trip	Reduction in Response Time
			W/O Bridge	W/ Bridge			
Reduces Travel Distance/Response Time For Fire Responders	No	58	3.0	2.4	0.6	20%	
Response Time (minutes) at 50 MPH			6.1	4.8	1.3		
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	1238	2.8	1.1	0.5	Up to a Reduction of 30% in Response Time	
Response Time (minutes) at 45 MPH			2.2	1.5	0.7		
Reduces Travel Distance/Response Time For EMS First Responders	No	58	2.9	2.4	0.5	17% Reduction in Response Time	
Response Time (minutes) at 55 MPH			4.9	4.1	0.8		
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No		Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station				
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future school(s); may improve bus utilization, reduce fuel consumption and associated operating costs.					

* 5MPH = vehicle Miles Traveled

5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

Potential Benefits Include:

- Increase in route choice options for public agencies, and 1,002 current residences (1,238 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some Fire, EMS & CCSO responses

5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

Potential Benefits Include:

- Reduction in travel distance to arterial network for 21 homes on 23rd St. SW north of the bridge (31 at build-out)
- Reduction in travel distance to commercial area for 41 homes on 23rd St. SW north of the bridge (53 at build-out)

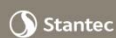


5 Analysis of Bridge #1

23rd St. SW, North of White Blvd.

Potential Benefits Include:

- Reduction in emergency response for 47 homes south of the bridge (58 at build-out)
- Residents could benefit from a decrease in response time (up to 1.2 minutes) for CCSO, Fire and EMS vehicles



4.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

First Name	Last Name	Email Address	Question Asked
Arreguin	Alejandro	arreguin23@hotmail.com	Why was the bridge No. 1 removed in 2012?
Beneteau	Charlotte	hmpetset@hotmail.com	If this bridge is constructed, how will the drainage now be directed?
Beneteau	Charlotte	hmpetset@hotmail.com	If we as residents do not want this bridge, how do we go about obtaining a petition to present to the board?


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Brimmer	Sharon	ks_brimmer@yahoo.com	What right do we have as property owners on 23rd St SW to have this stopped? It will greatly reduce the quality and safety of our neighborhood.
Brimmer	Sharon	ks_brimmer@yahoo.com	Do the commissioners have the right to vote this down?
Brimmer	Sharon	ks_brimmer@yahoo.com	Wouldn't changing White Blvd to 4 lanes make a lot more sense than this bridge?
Brimmer	Sharon	ks_brimmer@yahoo.com	What studies have been conducted as to what the effects of increased crime would be for effected residence. We have lived on 23rd St SW for 30 years and never had any crime until the temporary bridge project was underway.
Brimmer	Sharon	ks_brimmer@yahoo.com	Has there been a study conducted as to the effect on the property values of the residents of 23rd St SW.
Brimmer	Sharon	ks_brimmer@yahoo.com	Where do we get a copy of both studies?
Brimmer	Sharon	ks_brimmer@yahoo.com	Since the main choice of improvement was improved first responder times doesn't it make sense to start with bridges that improved times by 10 minutes verses the 1/2 mile improvement that your study shows for the 23rd St project?
Brimmer	Sharon	ks_brimmer@yahoo.com	Will all bridges be scrutinized before any bridges move forward with construction?
Brimmer	Sharon	ks_brimmer@yahoo.com	What was the traffic count when the temporary bridge was in during the White Blvd bridge project?

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Hill	Julie	kenmarkfla@aol.com	I know this would be figured out during the engineering, but how is this going to affect the new curve at White and 23rd? Also, would they need to install a signal at that same intersection?
Hoey	Barry	Barry@SWFLLuxury.Com	<p>Hi there, we live on 23rd St SW, address 1525, currently if we need to go to town, we need to go north to White Blvd, then south and west to get to town. If we are going north west, we can use 25th St SW, 27th St SW, 29th St SW or 31st St SW to get from White to Golden Gate Blvd. If we are going north east, we can go across 16th St, then north on 13th St SW through Golden Gate Blvd, right by the Fire Dept and library. Looking at a map, does it not make more sense for the County to instead look at connecting 16th St with Greene? Not only does it make sense from looking on a map, it shortens the distance considerably for all of us going west, or southwest towards town, or south to Marco Island. on our street already we have many issues, where many use it as a speedway, and adding this bridge will only add to the speedway, unless restrictions similar to 13th St SW are added. As a lay person, mechanical engineer by trade now working as a Realtor, connecting 16th St West would make most sense. Barry Hoey</p>
Hoey	Barry	Barry@SWFLLuxury.Com	White Blvd is already a bottleneck, especially in the mornings without adding additional traffic from the north.

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Hoey	Barry	Barry@SWFLLuxury.Com	Already on 23rd St SW speedway, we have many trucks using Jake Break / Exhaust break. Sorry, but there is no benefit for people on 23rd St SW, south of the proposed bridge. Not sure why we are not looking at the elephant in the room, a direct connection going west from 16th Ave.
Hoey	Barry	Barry@SWFLLuxury.Com	County Commissioners are not going to listen to us, been there done that with the mask mandate
Hoey	Barry	Barry@SWFLLuxury.Com	Why are we not asking about a connection between Green and 16th Ave? Thanks
Hoey	Barry	Barry@SWFLLuxury.Com	Which side of 23rd St SW is most likely to have a sidewalk? Can a sidewalk be considered on both sides if it were to improve 23rd St SW to help compensate for what will happen with traffic, etc.?
Hoey	Barry	Barry@SWFLLuxury.Com	I meant south of the bridge if a sidewalk on both sides can be considered for 23rd St SW?
Hoey	Barry	Barry@SWFLLuxury.Com	Also, is it possible to have Jake Brakes / Exhaust Brakes banned on 23rd St SW resulting from the additional traffic which will happen without having a street running east west from 16th Ave to Greene?
Hoey	Barry	Barry@SWFLLuxury.Com	White is congested.
Hoey	Barry	Barry@SWFLLuxury.Com	I have seen illegal use of roads by use of trucks to and from a quarry that is being accessed via 10th St SE
Hoey	Barry	Barry@SWFLLuxury.Com	Thanks for taking all the questions 

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Hoey	Barry	Barry@SWFLLuxury.Com	Thanks again for taking the time to do this, thanks also to the lady from the county who stopped by our home to give us a heads up about the meeting, and the proposed bridge. (my alternative is an East West connector between 16th Ave and Greene)
Jacobson	Anton	Jakes68@embarqmail.com	There is access on 25 th . We do not need a bridge. IN 2012 THE TRAFFIFF WAS HORRIBLE.
Jacobson	Anton	Jakes68@embarqmail.com	THERE IS NOT A SUBSTANTIONAL NEED. YOU SAID IT
Jacobson	Anton	Jakes68@embarqmail.com	We purchased on a dead end for a reason. traffic. No Bridge.
Jacobson	Anton	Jakes68@embarqmail.com	What about traffic from Keane avenue. Farm, semis, multiple lawn maintenance and tree companies. I have seen these come out of there in 2012. There are other ways for commercial vehicles to reach Golden Gate Blvd.
Jacobson	Anton	Jakes68@embarqmail.com	Who is going to replace our property values? I wanted quiet and peaceful and quiet on a dead-end street.
Kislyanka	Irina	email@reoteamfl.com	will it be recorded?
Lemoine	Fritz	miriamlem@hotmail.com	no
Lemoine	Fritz	miriamlem@hotmail.com	Are you aware of the severe congestion currently caused by the school?
Lemoine	Fritz	miriamlem@hotmail.com	You said previously that the response time was not significant so you can't use that as an argument. How would it be a benefit if the traffic congestion actually increased?

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Lemoine	Fritz	miriamlem@hotmail.com	Are you aware of which direction the majority of people travel who go down White Blvd, and Golden Gate Blvd?
Lemoine	Fritz	miriamlem@hotmail.com	If you take out of the equation that emergency and law enforcement (since you stated it was insignificant) how would that change the equation for the utility of using 23rd St bridge?
Lemoine	Fritz	miriamlem@hotmail.com	Is this just an FYI or do our comments actually make a difference?
Lemoine	Fritz	miriamlem@hotmail.com	Has a traffic count been done on Golden Gate? If so, when traffic reaches 951, which direction does it go?
Lemoine	Fritz	miriamlem@hotmail.com	It is 12 years since that study. If funding is an issue, isn't a new study, not basing it on the old study seem more reasonable?
Lemoine	Fritz	miriamlem@hotmail.com	Unless you have any NEW information and studies, it seems to me that all that is being done is wasting money reviewing old data and not looking at how traffic flow now is significantly different than was done in 2008. Do you have any information supporting creating a bridge on 23rd St NOW rather than a different location that wasn't looked at in 2008?
Lemoine	Fritz	miriamlem@hotmail.com	So, it seems to me unless you have data done now that you do not really know how traffic flows in the Golden Gate area. Do you have any current data showing you are aware of traffic utilization in the area?
Lemoine	Fritz	miriamlem@hotmail.com	To add to the last question most traffic goes south, NOT north

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Lemoine	Fritz	miriamlem@hotmail.com	Thank you Commissioner for clarification on the stage we are in, but the committee stated it was NOT a study to see what was needed, but rather was there any benefit to the old study concerning the bridges.
Lemoine	Fritz	miriamlem@hotmail.com	So again, my question is, since EMS, First responders, etc. would NOT benefit significantly from a bridge across 23rd St, if that is taken out of the equation and instead add the burden of traffic currently on White and Golden Gate Blvd and how improving the flow of traffic would help with evacuation is another location that would divert traffic down Vanderbilt actually improve those concerns?
Lemoine	Fritz	miriamlem@hotmail.com	Sorry hard to type... in other words wouldn't it be better to divert traffic to Vanderbilt rather than put increased traffic on Golden Gate? People don't go east
Lemoine	Fritz	miriamlem@hotmail.com	Yes, correct
Lemoine	Fritz	miriamlem@hotmail.com	Will traffic count be utilized in the upcoming studies?
Lemoine	Fritz	miriamlem@hotmail.com	If so, what areas would be looked at?
meister	tj	tmeister78@comcast.net	tj meister from 23rd wants to know what is the major factor for this bridge? fire and library are on 13. schools are all east or south of 23rd for those homes south of canal for bridge 1.
meister	tj	tmeister78@comcast.net	you are wrong. No one north wants the bridge. please don't state that.

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meister	tj	tmeister78@comcast.net	Why is there none or for us on 23rd north of canal wanting a quiet road for our kids
meister	tj	tmeister78@comcast.net	There is a pass through white to the Blvd one street over.
meister	tj	tmeister78@comcast.net	That is in accurate. That is why we bought on 23rd and not on a thru street.
meister	tj	tmeister78@comcast.net	A bridge on 23rd St SW will also increase the amount of vehicles going by an elementary school which creates more chance a child could get injured.
meister	tj	tmeister78@comcast.net	on that question, houses were not set back for a road of that size
meister	tj	tmeister78@comcast.net	How is the evacuation route for south of the canal better when the evacuation route is I75 which is on Pine Ridge/White?
meister	tj	tmeister78@comcast.net	not landfill, the quarry pit on 7th
meister	tj	tmeister78@comcast.net	Everyone on 23rd wants a quiet street and there is a cut through on White and Blvd on 25th one street over. We lived here during the temp bridge and my kids couldn't enjoy our lot and people sped excessively.
meister	tj	tmeister78@comcast.net	You will literally cause more traffic in front of Big Cypress and should include that in your study.
Mosher	Ron	ronmosher@mac.com	The 2008 study did not include bridge one in that study, what changed?
Mosher	Ron	ronmosher@mac.com	Why does the road have to run from the area of the land fill all the way north? Also, this will change the area, we will get a ton of commercial traffic.

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Mosher	Ron	ronmosher@mac.com	You will need to widen this part of the road north of the canal
Mosher	Ron	ronmosher@mac.com	This bridge is not seen as a benefit to us. We don't want to live on an busy two-way thru street
Mosher	Ron	ronmosher@mac.com	Why go south to a restricted two-lane road when I have a four lane roadway to use?
Mosher	Ron	ronmosher@mac.com	What would be the timeline for this bridge to be built?
Mosher	Ron	ronmosher@mac.com	The road only has 9-foot traffic lanes; now it needs to be widened.
Mosher	Ron	ronmosher@mac.com	The bridge was not included in the 2008 bridge study.
Mosher	Ron	ronmosher@mac.com	The original plan when you first promoted this bridge was to go from the area of the landfill to Vanderbilt Beach Road.
Mosher	Ron	ronmosher@mac.com	We needed to have a traffic signal before when we had the temporary bridge and the extra commercial vehicles on the street
Mosher	Ron	ronmosher@mac.com	How wide is a traffic lane required by traffic engineering?
Mosher	Ron	ronmosher@mac.com	I have been on 8 th St NW and the traffic lanes are wider than what we have now
R	M	littlmonstr@embarqmail.com	did I miss it, was 23 rd St NW ever considered for getting a bridge?
Randolph	Cathleen	yahtzee200@aol.com	Is part of the plan with the 23rd SW bridge to include sidewalks and street lights?
Randolph	Cathleen	yahtzee200@aol.com	Is there a plan to install a traffic light at the intersection of 23rd St SW and Golden Gate? It is already difficult to get onto Golden Gate since there is no traffic light on

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			Golden Gate from 23rd St. SW. If not, how is this going to improve the traffic flow?
Randolph	Cathleen	yahtzee200@aol.com	Is this going to improve my property value?
Randolph	Cathleen	yahtzee200@aol.com	How is this going to improve my property value, sorry.
Randolph	Cathleen	yahtzee200@aol.com	Someone needs to do a traffic study at peak work times in order to see how traffic is backed up on White Blvd & Golden Gate Blvd in order to convince me that adding a bridge is going to improve traffic flow for those traveling to and from work at peak times.
Randolph	Cathleen	yahtzee200@aol.com	What I think needs to be taken into consideration is that there is no break in the traffic flow from Wilson Blvd. onto Golden Gate, so when attempting to get onto Golden Gate now it's very difficult to get onto Golden Gate during peak times. Add a bridge and the problem will only increase.
Randolph	Cathleen	yahtzee200@aol.com	I second the comment about the speedway on 23rd St. SW.
Randolph	Cathleen	yahtzee200@aol.com	Was there ever a bridge on 23rd St. SW connecting to White Blvd?
Randolph	Cathleen	yahtzee200@aol.com	Will there be a weight restriction for the bridge?
Randolph	Cathleen	yahtzee200@aol.com	How many properties east of 23rd St. SW were taken into consideration for these bridges?
Robinson	James	jimrinflorida@msn.com	The audio is awful.
Robinson	James	jimrinflorida@msn.com	Is 23rd ST SW going to widened to Golden Gate Blvd?

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Robinson	James	jimrinflorida@msn.com	Will city water be run down 23rd St SW if road is improved?
Robinson	James	jimrinflorida@msn.com	If you are building the bridge for 23rd St SW residents, we don't want it. 2 miles extra to get to Pine Ridge is nothing.
Robinson	James	jimrinflorida@msn.com	There is not enough room between mailboxes for 2 trucks. We noticed damage to mailboxes the last time the bridge was there. What can be done?
Robinson	James	jimrinflorida@msn.com	Poll says no one on 23rd St SW wants bridge. It is completely not needed and a waste of taxpayer money! Is there a way to stop it?
Sadler	Donna	pschuck@centurylinl.net	I have put in many hours, there are more one to this bridge than pros. There are so many more bridges needed. I fought it back then and will fight it again. I need to speak to someone about my personal studies.
Sadler	Donna	pschuck@centurylinl.net	I know of so many problems with this.
Sadler	Donna	pschuck@centurylinl.net	Does Jeff realize the cost of the improvements that were made to white and 23rd to make it an easier connection?
Sadler	Donna	pschuck@centurylinl.net	First questions should say more cons than pros.
Sadler	Donna	pschuck@centurylinl.net	I can answer that question
Sadler	Donna	pschuck@centurylinl.net	It was cost and an unnecessary bridge
Sadler	Donna	pschuck@centurylinl.net	25th street is already connected with no cost and only 2/10 's of a mile west.

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Sadler	Donna	pschuck@centurylinl.net	Traffic light was determined to be needed. very important!
Sadler	Donna	pschuck@centurylinl.net	Does Jeff realize 23rd ST SW on the north side has very deep ditches?
Sadler	Donna	pschuck@centurylinl.net	Ron Mosher and I had done a lot of study on this.
Sadler	Donna	pschuck@centurylinl.net	this 23rd St bridge is an expensive Band-Aid.
Sadler	Donna	pschuck@centurylinl.net	A traffic light would hold up traffic
Sadler	Donna	pschuck@centurylinl.net	Ron Mosher and I had gone in front of the BCC and proved it was an unnecessary and costly bridge.
Sadler	Donna	pschuck@centurylinl.net	My son lives on the south side of the canal for many years and said they do not need more traffic brought down from GG Blvd.
Sadler	Donna	pschuck@centurylinl.net	Marlene Museum from the county had said it would be on the west side which would make children have to cross the street twice because of where they would have to board and onboard the bus.
Sadler	Donna	pschuck@centurylinl.net	Jeff needs to know about the deep ditches.
Sadler	Donna	pschuck@centurylinl.net	That was one of the cost factors because the county would have to install underground drainage with the sidewalk on top.
Sadler	Donna	pschuck@centurylinl.net	The north side of 23rd St SW is narrow with deep ditches.
Sadler	Donna	pschuck@centurylinl.net	Question: has Jeff been on 23rd St SW on the north side of the canal?
Sadler	Donna	pschuck@centurylinl.net	The transportation department back then thought this side of 23rd was the same width of the south side because they had not bothered to check it out ahead of time.

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Sadler	Donna	pschuck@centurylinl.net	During the detour we had many big rig trucks from the farms, would they be allowed to use 23rd St SW north of the canal?
Sadler	Donna	pschuck@centurylinl.net	The people who were on the original bridge study had no idea that the county had the ditches dug when they widened GG Blvd. That is the problem with the cost for this bridge verses having 25th St SW already a through street SW with no extra costs.
Sadler	Donna	pschuck@centurylinl.net	Sorry, not true about width of road, we had many people speeding even with the speed bumps, people trying to pass etc.
Sadler	Donna	pschuck@centurylinl.net	The study and design of 23rd St SW was already done during the White Blvd bridge replacement
Sadler	Donna	pschuck@centurylinl.net	The cost to 23rd St SW was why they did a temporary bridge during the construction of White Blvd. bridge
Sadler	Donna	pschuck@centurylinl.net	Thank you
Schuldt	Kingman	kschuldt@gnfire.org	Thank you for the information provided - Kingman Schuldt, Fire Chief - Greater Naples Fire Rescue
Schwarzwaelder	Judy	naplesjes@embarqmail.com	Is there a possible light on White Blvd?
Schwarzwaelder	Judy	naplesjes@embarqmail.com	will this bridge pose a possibility of opening up 23rd NW to VBR which was already voted on the be closed?
Schwarzwaelder	Judy	naplesjes@embarqmail.com	how much do these bridges cost
Spiliadis	Samantha	samanthaspiliadis@gmail.com	Would speed bumps be considered along with the sidewalk?

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Trochessett	Aimee	atrochessett@gmail.com	Did you say that the sidewalk would run from Golden Gate Blvd. to White Blvd.?
Trochessett	Aimee	atrochessett@gmail.com	What will be the speed limit on this street?
Trochessett	Aimee	atrochessett@gmail.com	Will there be a traffic signal at Golden Gate Blvd. and 23rd Street SW intersection?
Trochessett	Aimee	atrochessett@gmail.com	If you could predict, which side of the street would be the sidewalk?
Trochessett	Aimee	atrochessett@gmail.com	How will the speed limit be enforced?
Trochessett	Aimee	atrochessett@gmail.com	Will mailboxes be relocated at the County's expense if a mailbox is too close to the road?
Trochessett	Aimee	atrochessett@gmail.com	What is your educated guess that construction will begin?
Trochessett	Duane	comichazi@gmail.com	Driving distance will not differ coming or going for those traveling from southeast of said bridge to any area west or north. Gas savings of \$7 per year? I don't see it.
Whetzal	John	smsgtjw53@gmail.com	Comment: we moved to our home on the dead end 23rd St SW in 2019, from South Dakota. The dead-end location was a positive buying point for us. We were told by folks that there would likely never be a bridge on our street. Needless to say, we are disappointed that a bridge will be going in. We don't welcome the traffic/noise that will come with the bridge. We already have the noise from those that use White Blvd as a place to gun their loud cars and motorcycles. Thanks.

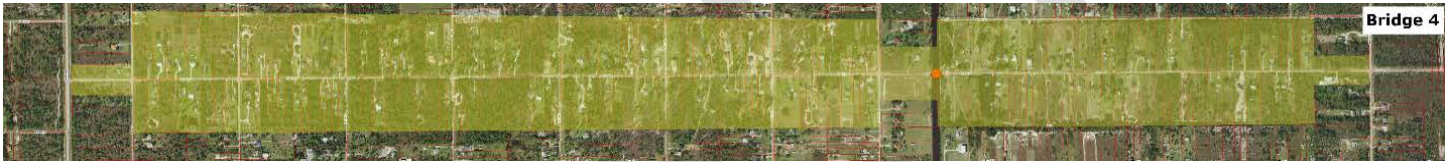
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Whetzal	John	smsgtjlw53@gmail.com	If traffic lights were to be installed on White & 23rd Street SW I would foresee a lot of congestion, traffic backup and certainly not a decreased travel time for those traveling on White.
Whetzal	John	smsgtjlw53@gmail.com	Thanks for holding and inviting us to the meeting!

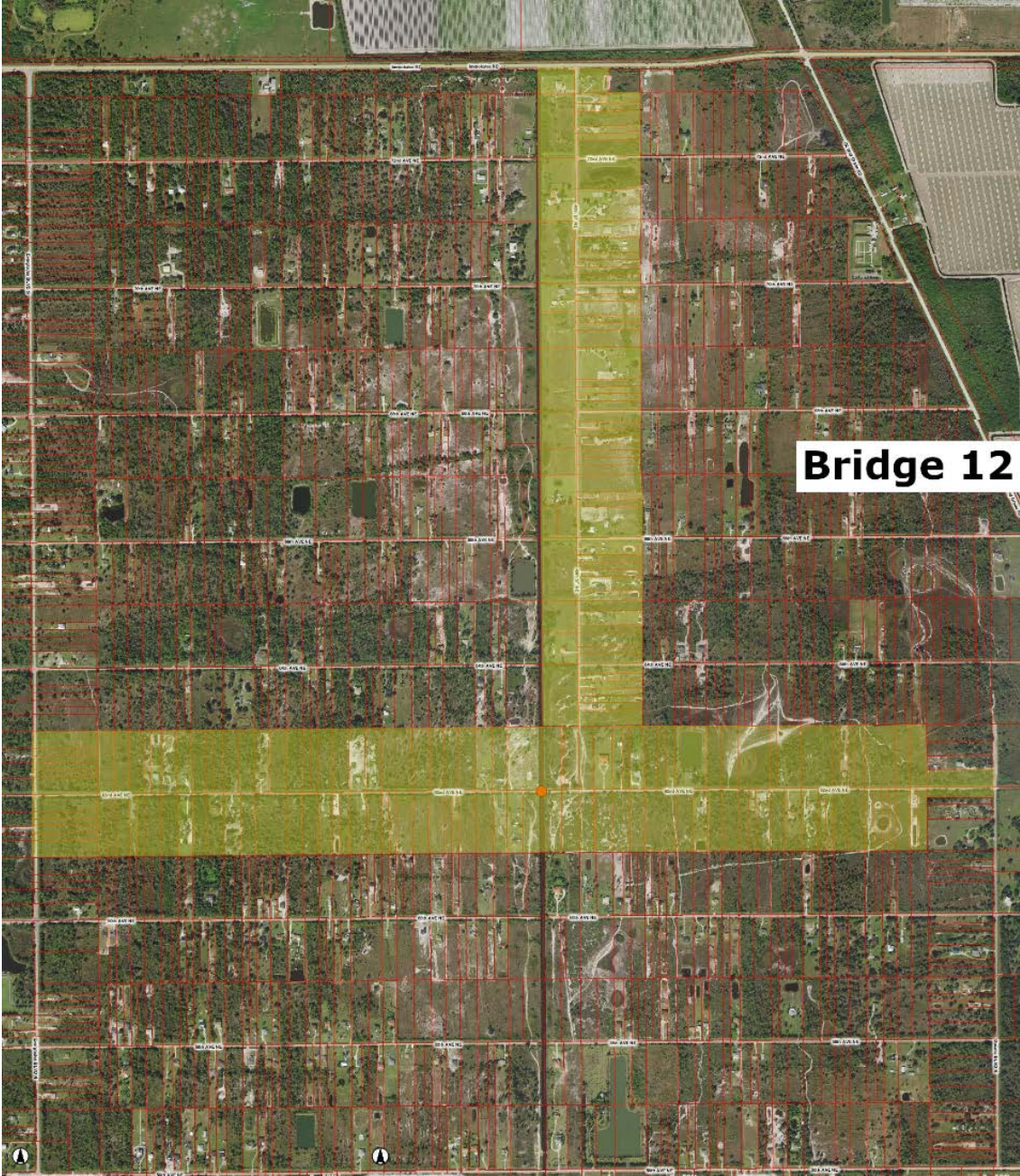
5.0 MEETING FOR BRIDGES #4 (47TH AVE NE) AND #12 (62ND AVE NE) ON SEPTEMBER 29TH

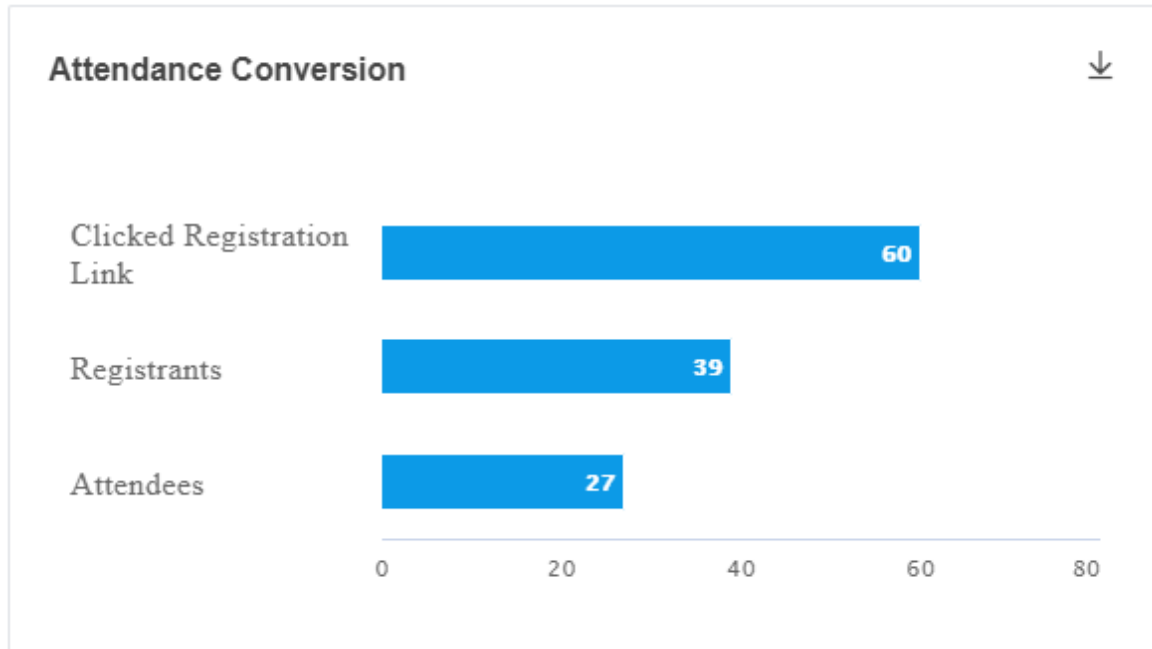
5.1 Invitees and attendees

Meeting notifications were mailed to 487 site addresses and property owner addresses within the highlighted areas.



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Meeting Organizers, Panelists and Agency Stakeholders in Attendance

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Lorraine Lantz	Principal Planner/Project Manager	Collier County Government, Transportation Planning
Yvonne McClellan	Public Involvement Consultant	Quest Corporation of America
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning
Olivia Smith	Public Involvement Consultant	Quest Corporation of America

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Public Attendees

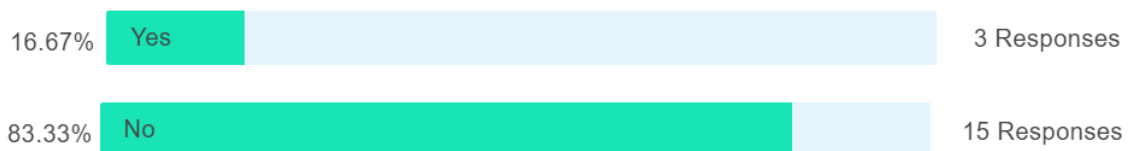
Claudia Aquilotti, clo1217@yahoo.com
Adam Benson, adamwadebenson@gmail.com
Cynthia Cassidy, cindy@duf.net
Debbie Chambers, 4applepies@att.net
Alberto Chavarria, aichavarria@icloud.com
Jarett Cotter, music.and.mayhem@earthlink.net
Barry Dietter, dietterd@yahoo.com
Glen Estes, glenestes36@gmail.com
William Ferry, williamferry5@gmail.com
George Fetzer, gf34110@comcast.net
Raymond Friend, rayfriend@hotmail.com
Kenneth Fry, kenandlia@aol.com
Carlos Garcia, firemica96@gmail.com
David Gimenez, davidgipe@gmail.com
Maira Gimenez, designbymaira@live.com
Trish Hamilton, thamilton1178@yahoo.com
Pedro Hernandez, pedrohernandez87@hotmail.com
Howard Howell, destinyinc@hotmail.com

Tomas Izdonavicius, randi_davis@yahoo.com
Maggie Kemp, mkemp@comcast.net
Liliet Lopez, liliet83@yahoo.com
Mark Markut, markutone@aol.com
Carlos Martinez, specialkitchen@yahoo.com
Excel Nelson, eximan1@yahoo.com
Debra Noble, Debbie.noble@gmx.com
Stacie Noble, snoble72@gmx.com
Johanna Pena, pena1020@aol.com
Marseau Pierre, pierreshalom@gmail.com
Jose Poli, joe.poli@xceptionalsolutions.com
Steve Ritter, mako191@embarqmail.com
Carol Ritter, critter101@embarqmail.com
Alain Therault, alain+Therault_r@hotmail.com
Johanne Vincent, Johanne_mc_vincent@hotmail.ca
Heather Wallace, naplescomputergal@gmail.com
Steve Wentzek, sewent@hotmail.com
Forrest Wittig, forrest.wittig@gmail.com

5.2 Poll responses

1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

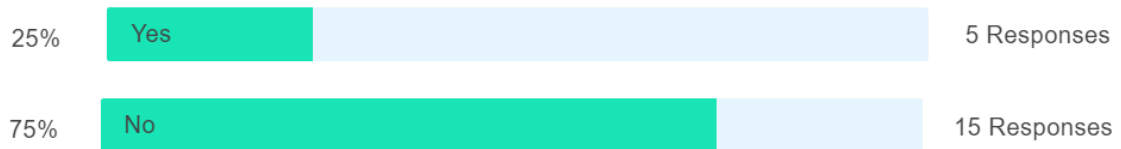
Multiple choice with single answer



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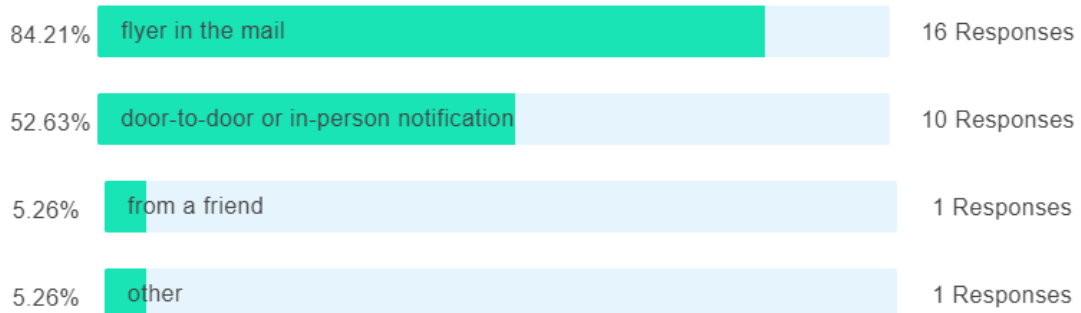
2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

Multiple choice with single answer



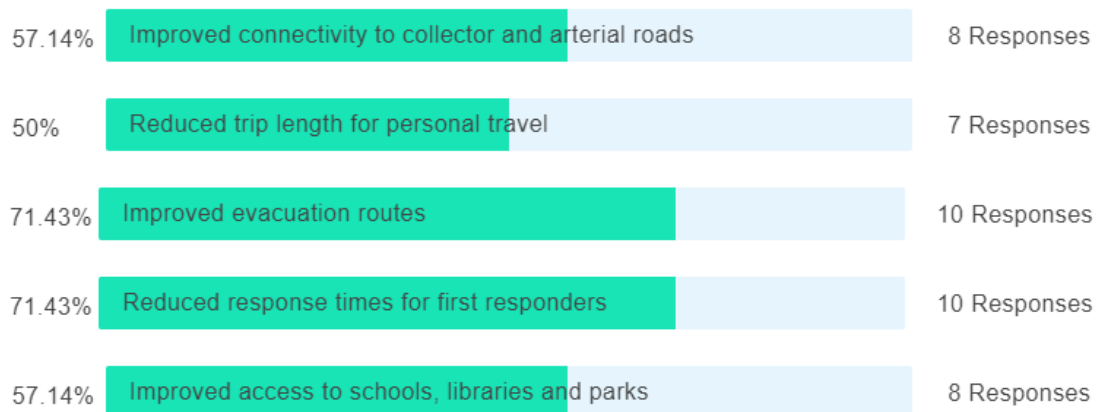
3 of 4. How did you hear about this meeting?

Multiple choice with multiple answers



4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers




5.3 Analysis slides

5 Analysis of Bridge #4

47th Ave. NE



The next set of slides will provide an overview of the analysis of Bridge #4 on 47th Ave. NE, located approximately 2 miles east of Immokalee Road.



5 Analysis of Bridge #4

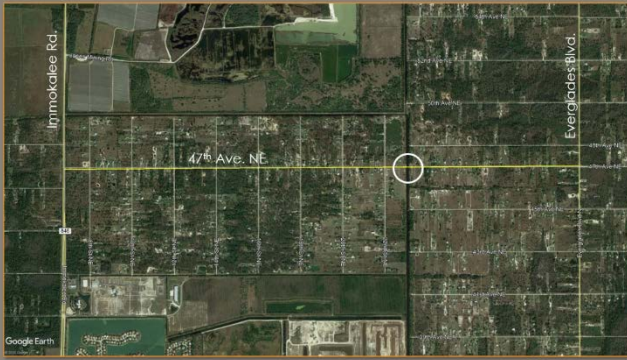
47th Ave. NE

Bridge #4 is located on 47th Ave. NE, east of Immokalee Rd. and west of Everglades Blvd.

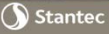


5 Analysis of Bridge #4

47th Ave. NE



Location of Bridge #4

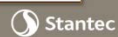


5 Analysis of Bridge #4

47th Ave. NE

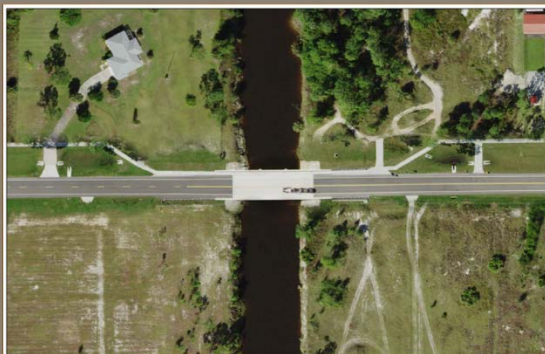


Location of Bridge #4: Existing Condition



5 Analysis of Bridge #4

47th Ave. NE



Location of Bridge #4: Proposed Condition

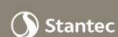


5 Analysis of Bridge #4

47th Ave. NE

The Bridge #4 Project Includes the Following Improvements:

- Resurfacing 47th Ave. NE from Immokalee Rd. to Everglades Blvd. (+/- 3.06 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway from Immokalee Rd. to Everglades Blvd.



5 Analysis of Bridge #4

47th Ave. NE

Design Considerations Include:

- Intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of Immokalee Rd. & 47th Ave. NE
- Intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of Everglades Blvd. & 47th Ave. NE



5 Analysis of Bridge #4

47th Ave. NE



The number of existing homes and the total number of parcels that would benefit from a new bridge were quantified.

Residents in this area of the bridge shed enjoy additional route choice options with the new bridge, but no reduction in trip length.



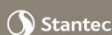
5 Analysis of Bridge #4

23rd St. SW., North of White Blvd.

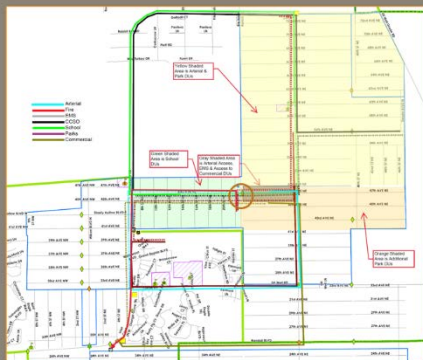
Importance of study criteria

- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



5 Analysis of Bridge #4 47th Ave. NE



Dwelling units (DUs) within each bridge-shed that would benefit from a new bridge were identified and trip lengths for those applicable purposes were measured with and without the bridge.

Solid lines illustrate the existing routes, and dashed lines illustrate the "with a new bridge" trip routes.

Analysis of Bridge #4: Trip Length With & Without Bridge

5 Analysis of Bridge #4 47th Ave. NE

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

Benefit	Yes/No	2019										
		DUs	W/O Bridge	W/ Bridge	Trips per Day	VMT per Day	Gallons Saved per Day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Year	VMT ¹ Saved per Year	
Reduces Travel Distance/Time to Reach Arterial Network	Yes	50	5.3	4.3	1.0	4	200	7	0.33	300	40.0	4.0
Reduces Travel Distance/Time to Reach Schools	Yes	57	9.0	4.0	5.0	4	1133	38	0.66	180	119.5	19.9
Reduces Travel Distance/Time to Reach Commercial/Retail	Yes	50	6.6	5.4	1.2	2	115	4	0.08	90	6.9	2.3
Reduces Travel Distance/Time to Reach Parks	Yes	1369	7.4	5.7	1.7	3	4655	155	0.11	24	2.7	8.4
Increases Resident's Route Choice Options, Improves Evacuation Access	Yes	2142										
Reduces Travel Distance/Response Time For Fire Responders	Yes	16	5.1	4.9	0.2							
Response Time (minutes) at 30 MPH			10.2	9.8	0.4							
Reduces Travel Distance/Response Time For CCSO Fire Responders	Yes	2142	10.9	8.1	4.2							
Response Time (minutes) at 45 MPH			13.7	8.1	5.6							
Reduces Travel Distance/Response Time For EMS Responders	Yes	50	4.4	2.7	1.8							
Response Time (minutes) at 35 MPH			7.6	4.5	3.0							
Reduces Travel Distance to Fire Station to Improve SO Public Protection Classification Score	Yes	16	5.2	5.0								
Improves School Bus Route Operations	Yes											

5 Analysis of Bridge #4 47th Ave. NE

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge.

Benefit	Yes/No	2019										
		DUs	W/O Bridge	W/ Bridge	Trips per Day	VMT per Day	Gallons Saved per Day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Year	VMT ¹ Saved per Year	
Reduces Travel Distance/Response Time For Fire Responders	Yes	16	5.1	4.9	0.2							
Response Time (minutes) at 30 MPH			10.2	9.8	0.4							
Reduces Travel Distance/Response Time For CCSO Fire Responders	Yes	2142	10.9	8.1	4.2							
Response Time (minutes) at 45 MPH			13.7	8.1	5.6							
Reduces Travel Distance/Response Time For EMS Responders	Yes	50	4.4	2.7	1.8							
Response Time (minutes) at 35 MPH			7.6	4.5	3.0							
Reduces Travel Distance to Fire Station to Improve SO Public Protection Classification Score	Yes	16	5.2	5.0								
Improves School Bus Route Operations	Yes											

¹ VMT = Vehicle Miles Traveled

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5 Analysis of Bridge #4 47th Ave. NE

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

	DUs	2019							NOTES				
		Distance (miles)		Trips per Day	VMT ¹ saved per day @ 30 mph	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year		VMT ¹ saved per Home per day			
		W/O Bridge	W/ Bridge								Saved per Trip		
Reduces Travel Distance/Time to Reach Arterial Network	Yes	50	5.3	4.3	1.0	4	200	7	0.13	300	40.0	4.0	Residents off 47th Ave. NE between bridge and Longlake Blvd.
Reduces Travel Distance/Time to Reach Schools	Yes	57	9.0	4.0	5.0	4	1133	38	0.66	180	119.3	19.9	Only residents with school age children off 47th Ave. NE
Reduces Travel Distance/Time to Commercial/Retail	Yes	50	6.6	5.4	1.2	2	115	4	0.08	90	6.9	2.3	Residents off 47th Ave. NE between bridge and Longlake Blvd.
Reduces Travel Distance/Time to Reach Parks	Yes	1365	7.4	5.7	1.7	2	1655	155	0.11	24	2.7	3.4	All residents east of bridge and north of 47th Ave. NE
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	2142											

The number of homes or dwelling units (DUs) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge

Stantec

5 Analysis of Bridge #4 47th Ave. NE

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

	DUs	Distance (miles)		Savings per Trip	NOTES	
		W/O Bridge	W/ Bridge			
Reduces Travel Distance/Response Time for Fire First Responders	Yes	16	5.1	4.9	0.2	4% Reduction in Response Time
Response Time (minutes) at 30 MPH			10.2	9.8	0.4	
Reduces Travel Distance/Response Time for CCSD Fire Responders	Yes	2142	10.3	6.1	4.2	Up to a Reduction of 41% in Response Time
Response Time (minutes) at 45 MPH			13.7	8.1	5.6	
Reduces Travel Distance/Response Time for EMS First Responders	Yes	50	4.4	2.7	1.8	40% Reduction in Response Time
Response Time (minutes) at 55 MPH			7.6	4.5	3.0	
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	16	5.2	5.0		Bridge makes a different station closer
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.				

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

Stantec

5 Analysis of Bridge #4 47th Ave. NE

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	DUs	Build-Out							NOTES				
		Distance (miles)		Trips per Day	VMT ¹ saved per day @ 30 mph	Gallons saved per Home per Day	Days per Year	Gallons saved per Home per Year		VMT ¹ saved per Home per day			
		W/O Bridge	W/ Bridge								Saved per Trip		
Reduces Travel Distance/Time to Reach Arterial Network	Yes	90	5.3	4.3	1.0	4	360	12	0.13	300	40.0	4.0	Residents off 47th Ave. NE between bridge and Longlake Blvd.
Reduces Travel Distance/Time to Reach Schools (2)	Yes	87	9.0	4.0	5.0	4	1750	58	0.66	180	119.3	19.9	Only residents with school age children off 47th Ave. NE
Reduces Travel Distance/Time to Commercial/Retail	Yes	90	6.6	5.4	1.2	2	207	7	0.08	90	6.9	2.3	Residents off 47th Ave. NE between bridge and Longlake Blvd.
Reduces Travel Distance/Time to Reach Parks	Yes	816	7.4	5.7	1.7	2	1162	389	0.11	24	2.7	3.4	All residents east of bridge and north of 47th Ave. NE
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	5012											
Reduces Travel Distance/Response Time for Fire First Responders	Yes	28	5.1	4.9	0.2								4% Reduction in Response Time
Response Time (minutes) at 30 MPH			10.2	9.8	0.4								
Reduces Travel Distance/Response Time for CCSD Fire Responders	Yes	5012	10.3	6.1	4.2								Up to a Reduction of 41% in Response Time
Response Time (minutes) at 45 MPH			13.7	8.1	5.6								
Reduces Travel Distance/Response Time for EMS First Responders	Yes	90	4.4	2.7	1.8								40% Reduction in Response Time
Response Time (minutes) at 55 MPH			7.6	4.5	3.0								
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	28	5.2	5.0									Bridge makes a different fire station closer to homes west of canal/bridge.
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.											

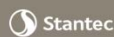
Stantec

5 Analysis of Bridge #4

47th Ave. NE

Potential Benefits Include:

- Increase in route choice options for public agencies, and 2,142 current residences (5,012 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some CCSO responses

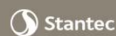


5 Analysis of Bridge #4

47th Ave. NE

Potential Benefits Include:

- Reduction in travel distance to arterial network for 50 homes on 47th Ave. NE east of the bridge (90 at build-out)
- Reduction in travel distance to commercial area for 50 homes on 47th Ave. NE east of the bridge (90 at build-out)



5 Analysis of Bridge #4

47th Ave. NE

Potential Benefits Include:

- Residents could benefit from up to a 41% decrease in response time (up to 5.6 minutes) for CCSO vehicles.
- Route choice is improved CCSO, Fire & EMS first responders.
 - 40% reduction in response time to area residences due to station locations.
 - 16 (28 at B/O) additional homes meet ISO 3 Rating



5 Analysis of Bridge #12

62nd Ave. NE

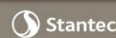
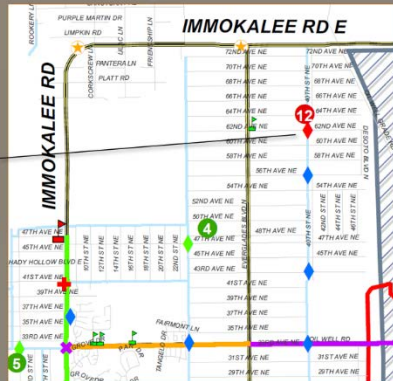
The next set of slides will provide an overview of the analysis of #12 on 62nd Ave. NE, located approximately 1 mile east Everglades Blvd.



5 Analysis of Bridge #12

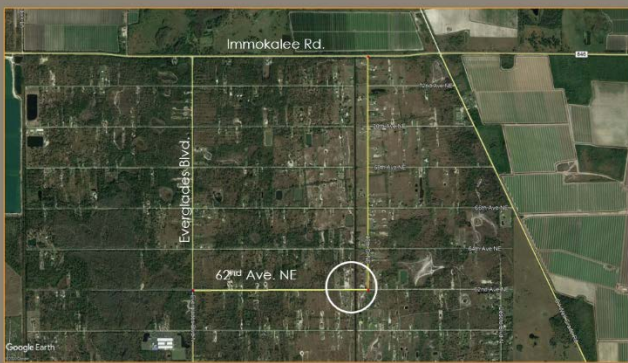
62nd Ave. NE

Bridge #12 is located on 62nd Ave. NE, 1 mile east of Everglades Blvd.

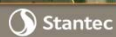


5 Analysis of Bridge #12

62nd Ave. NE



Location of Bridge #12

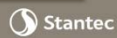


5 Analysis of Bridge #12

62nd Ave. NE



Location of Bridge #12: Existing Condition

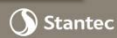


5 Analysis of Bridge #12

62nd Ave. NE



Location of Bridge #12: Proposed Condition



5 Analysis of Bridge #12

62nd Ave. NE

The Bridge #12 Project Includes the Following Improvements:

- Extending 40th St. NE southward 660 feet
- Resurfacing 62nd Ave. NE from Everglades Blvd. 40th St. NE (+/- 1.1 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway from Everglades Blvd. to 40th St. NE



5 Analysis of Bridge #12

62nd Ave. NE

Design Considerations Include:

- Intersection improvements (e.g., turn lanes, etc.) at the intersection of Everglades Blvd. and 62nd Ave. NE.



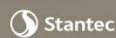
5 Analysis of Bridge #12

62nd Ave. NE



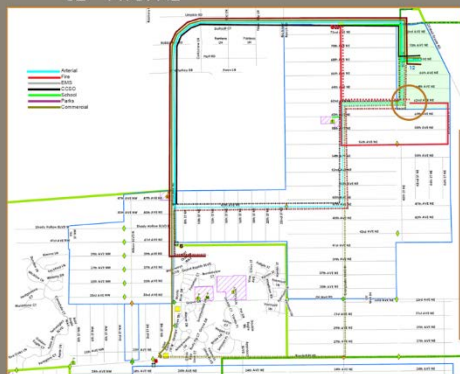
The number of existing homes and the total number of parcels that would benefit from a new bridge were quantified.

Residents in this area of the bridge-shed enjoy additional route choice options with the new bridge, but no reduction in trip length.



5 Analysis of Bridge #12

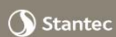
62nd Ave. NE



Dwelling units (DUs) within each bridge-shed that would benefit from a new bridge were identified and trip lengths for those applicable purposes were measured with and without the bridge.

Solid lines illustrate the existing routes, and dashed lines illustrate the "with a new bridge" trip routes.

Analysis of Bridge #12: Trip Length With & Without Bridge



5 Analysis of Bridge #12

62nd Ave. NE

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

2019												NOTES	
	DUs	W/O Bridge	W/ Bridge	Saved per Trip	Trips per Day	VMT ¹ Saved per day @ 50 mph	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day			
Reduces Travel Distance/Time to Reach Arterial Network	Yes	104	8.5	6.8	1.7	4	695	23	0.22	300	66.8	6.7	Access provided directly to templates that
Reduces Travel Distance/Time to Reach Schools (S)	Yes	104	4.2	2.3	1.9	4	104	3	0.25	180	44.6	7.4	
Reduces Travel Distance/Time to Commercial/Retail	Yes	104	11.3	9.8	1.4	2	297	10	0.10	90	8.6	2.9	
Reduces Travel Distance/Time to Reach Parks	Yes	104	9.9	8.3	1.7	2	347	12	0.11	24	2.7	3.3	
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	104											



5 Analysis of Bridge #12

62nd Ave. NE

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

2019												NOTES	
	DUs	W/O Bridge	W/ Bridge	Saved per Trip	Trips per Day	VMT ¹ Saved per day @ 50 mph	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day			
Reduces Travel Distance/Response Time For Fire First Responders	Yes	53	5.8	2.7	3.1	54%							Access provided directly to templates that
Response Time (minutes) at 30 MPH			11.6	5.8	6.3								
Reduces Travel Distance/Response Time For CPO First Responders	Yes	104	8.5	6.8	1.7								
Response Time (minutes) at 45 MPH			11.3	9.0	2.3								
Reduces Travel Distance/Response Time For EMS First Responders	No		0.0	0.0	0.0	No							



5 Analysis of Bridge #12

62nd Ave. NE

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

2019												NOTES	
	DUs	W/O Bridge	W/ Bridge	Saved per Trip	Trips per Day	VMT ¹ Saved per day @ 50 mph	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day			
Reduces Travel Distance/Time to Reach Arterial Network	Yes	104	8.5	6.8	1.7	4	695	23	0.22	300	66.8	6.7	Access provided directly to templates that
Reduces Travel Distance/Time to Reach Schools (S)	Yes	104	4.2	2.3	1.9	4	104	3	0.25	180	44.6	7.4	
Reduces Travel Distance/Time to Commercial/Retail	Yes	104	11.3	9.8	1.4	2	297	10	0.10	90	8.6	2.9	
Reduces Travel Distance/Time to Reach Parks	Yes	104	9.9	8.3	1.7	2	347	12	0.11	24	2.7	3.3	
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	104											

The number of homes or dwelling units (DUs) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge



5 Analysis of Bridge #12

62nd Ave. NE

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

	Dix	Distance (miles)			Savings per Trip	
		W/O Bridge	W/ Bridge	Saved		
Reduces Travel Distance/Response Time For Fire First Responders	Yes	53	5.8	2.7	3.1	54% Reduction in Response Time
Response Time (minutes) at 30 MPH				5.8	2.7	
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	104	8.5	6.8	1.7	Up to a Reduction of 20% in Response Time
Response Time (minutes) at 45 MPH			11.3	9.0	2.3	
Reduces Travel Distance/Response Time For EMS First Responders	No		0.0	0.0	0.0	No Reduction in Response Time
Response Time (minutes) at 35 MPH			0.0	0.0	0.0	
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	43	5.9	2.6		Bridge reduces the travel distance to less than five miles. Distance measured is the greatest reduction for new homes within 5 miles.
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.				

* VMT = Vehicle Miles Traveled



5 Analysis of Bridge #12

62nd Ave. NE

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	Dix	Build-Out										
		W/O Bridge	W/ Bridge	Savings per Trip	VMT ¹ Saved per Day	Savings per Hour per Day	Days per Year	Savings per Home per Year	VMT ¹ Saved per Day			
Reduces Travel Distance/Time to Reach School Network	Yes	391	8.5	6.8	1.7	4	2,612	87	0.22	300	66.8	6.7
Reduces Travel Distance/Time to Reach Schools (3)	Yes	58	4.2	2.3	1.9	4	394	19	0.25	100	44.6	7.4
Reduces Travel Distance/Time to Commercial/Hotel	Yes	391	11.2	9.8	1.4	2	1,118	37	0.10	90	8.6	2.9
Reduces Travel Distance/Time to Reach Parks	Yes	391	9.8	8.3	1.7	2	1,008	44	0.11	24	2.7	3.8
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	391										
Reduces Travel Distance/Response Time For Fire First Responders	Yes	177	5.8	2.7	3.1							
Response Time (minutes) at 30 MPH			11.6	5.3	6.3							
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	391	8.5	6.8	1.7							
Response Time (minutes) at 45 MPH			11.3	9.0	2.3							
Reduces Travel Distance/Response Time For EMS First Responders	No		0.0	0.0	0.0							
Response Time (minutes) at 35 MPH			0.0	0.0	0.0							
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	130	5.9	2.6								
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.										

* VMT = Vehicle Miles Traveled



5 Analysis of Bridge #12

62nd Ave. NE


Potential Benefits Include:

- Increase in route choice options for public agencies, and 104 current residences (391 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some CCSO responses

5 Analysis of Bridge #12
62nd Ave. NE

Potential Benefits Include:

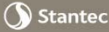
- Reduction in travel distance to arterial network for 104 homes (391 at build-out)
- Reduction in travel distance to commercial area for 104 homes (391 at build-out)



5 Analysis of Bridge #12
62nd Ave. NE

Potential Benefits Include:

- Residents could benefit from up to a 20% decrease in response time (up to 2.3 minutes) for CCSO vehicles.
- Route choice is improved CCSO, Fire & EMS first responders.
 - Reduction in response time to some residences
 - 43 (139 at B/O) additional homes meet ISO 3 Rating



5.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

First Name	Last Name	Email Address	Question/Comment
Benson	Adam	adamwadebenson@gmail.com	the #12 should be built on 60th Ave for the school access
Benson	Adam	adamwadebenson@gmail.com	how much of the property will be used as right of way?
Chavarria	Alberto	ajchavarria@icloud.com	Hello, would there be a sidewalk and lighting on 47th AVE NE? Thank you.

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Dietter	Barry	dietterd@yahoo.com	47th Ave. will become a mini-super highway. This will increase crime, traffic and lower home values for us west of the canal. We do not want or need the bridge.
Dietter	Barry	dietterd@yahoo.com	How will speeding be controlled? The area now is rife with ATV, motorcycle and cars racing around on the roads. We almost never see any police in the area.
Dietter	Barry	dietterd@yahoo.com	Will county traffic laws be enforced on regular basis???
Dietter	Barry	dietterd@yahoo.com	How many homes will benefit vs. the homes that will not see any benefit and in fact their quality-of-life decrease?
Dietter	Barry	dietterd@yahoo.com	Since new high tension electrical lines have ruined 47th Ave, why won't streetlights be installed?
Dietter	Barry	dietterd@yahoo.com	The speed data for 47th Ave. cited by the CCSO is misleading. The speed trailer is right after cars turn on to 47th so of course the speed will be lower. This does nothing to measure speeds further east on 47th. where speeds are much higher and will only increase with the new bridge in place. Speed and traffic law enforcement on 47th Ave. is almost nonexistent.
Dietter	Barry	dietterd@yahoo.com	Not just people living along 47th Ave. will be impacted -- it is the entire neighborhood! There are more homes west of the canal that will see a

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			negative impact than the homes that will see a benefit.
Dietter	Barry	dietterd@yahoo.com	Good first step!
Garcia	Carlos	firemica96@gmail.com	For bridge shed 4 which side will the sidewalk be? any streetlights?
Garcia	Carlos	firemica96@gmail.com	47th Ave is very narrow. will it be widened.
Garcia	Carlos	firemica96@gmail.com	Are there any plans for Street lights on 47 th Ave?
Garcia	Carlos	firemica96@gmail.com	How far would a sidewalk extend on bridge shed 4?
Garcia	Carlos	firemica96@gmail.com	Streetlights on 47 avenue NE? Bridge 4
Garcia	Carlos	firemica96@gmail.com	Bridge 4 barrier was damaged today due to an CCSO pursuit. the safety barrier is down and severely damaged.
Garcia	Carlos	firemica96@gmail.com	Never a CCSO here
Garcia	Carlos	firemica96@gmail.com	47 is Lawless
Garcia	Carlos	firemica96@gmail.com	its crazy out here with ATV
Garcia	Carlos	firemica96@gmail.com	How long will the sidewalk extend?
Garcia	Carlos	firemica96@gmail.com	thank you
Garcia	Carlos	firemica96@gmail.com	LOL 18 or 20 is too far
Cassidy	Cynthia	cindy@duf.net	Shoulders and a sidewalk are of great benefit to current residents
Gimenez	David	davidgipe@gmail.com	Can speed bumps be install for the bridge on 47th?

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Chambers	Debbie	4applepies@att.net	related to bridge #12, the portion of the neighborhood east of the canal is already served by 56th Ave NE. Wouldn't the section between 64th Ave NE and 72nd Ave NE benefit more from a bridge?
Chambers	Debbie	4applepies@att.net	47th Ave NE is also getting new regional power transmission lines. What other infrastructure (such as power lines) will also be added to 62nd Ave NE?
Chambers	Debbie	4applepies@att.net	if bridge #12 were added on 64th Ave NE, the additional extension of 40th could be avoided...saving taxpayer expense. Also 62nd was just paved within a few years, what a waste.
Chambers	Debbie	4applepies@att.net	I am on 62nd Ave NE. I feel that the bridge, shoulder, and sidewalk negatively impact the rural character of the street. If owners wanted an urban environment that would have sought an HOA type neighborhood instead.
Chambers	Debbie	4applepies@att.net	do you know if new power lines will be added to 62nd Ave NE?
Wallace	Heather	naplescomputergal@gmail.com	How many feet of land will be needed from the landowners and will they be compensated?
Wallace	Heather	naplescomputergal@gmail.com	Our mailboxes would benefit from the widening as 47th Ave is very narrow. The

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			sidewalks are a plus. Thank you, Jeff, for your clear slides
Wallace	Heather	naplescomputergal@gmail.com	How can a homeowner measure where the right of way is?
Wallace	Heather	naplescomputergal@gmail.com	Will all of this construction effect our foundations, cracking, or our sewer systems, wells?
Wallace	Heather	naplescomputergal@gmail.com	Since my sewer is less than 75 feet from road center that is why I am concerned about the vibrations?
Wallace	Heather	naplescomputergal@gmail.com	septic tank
Pena	Johanna	pena1020@aol.com	will 47th avenue NE be widened? also what side of 47th Avenue NE would sidewalks be on?
Pena	Johanna	pena1020@aol.com	will property be taken away from people living on 47th avenue NE
Pena	Johanna	pena1020@aol.com	do you have a time frame as to when this would start
Pena	Johanna	pena1020@aol.com	I live on 47th Ave NE and have fence and landscape on the front of my property. Is there a possibility of that having to be moved?
Poli	Jose	joe.poli@xceptionalsolutions.com	Question: When is the expect year for Bridge 12 to be completed? Comment: Looking at bridge 12; currently slated for 62nd Ave NE; considering that there is one on 56th Ave; based on Google maps it would seem to make more

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			<p>sense to open a bridge at the end of 64th Ave NE which would open access for 64th, 66th, 70th and 72nd on the east side of the canal (based on google maps over 70 current homes) allowing them to reach schools without having to access Immokalee as well as completing 40th between 62th and 64th would also be less expensive and provide quicker access to emergency vehicles. One bridge and a small paving resolves two issues at once.</p>
Fry	Kenneth	kenandlia@aol.com	<p>My wife and I own a piece of property on 62nd Avenue. It is undeveloped. We have owned this since 2003. What will be the effect of this for us? Will the property increase/decrease in value because of this?</p>
Kemp	Maggie	mkemp@comcast.net	<p>What are the calculations for increase of traffic on 47th. Our street just got trashed with the installation of high sped transmission poles so how will you widen it? Isn't that enough of a sacrifice for us? This has very little benefit for us, this is for new developments. Anyone who moves out here knows what they are getting into</p>
Kemp	Maggie	mkemp@comcast.net	<p>With all the new homes out there why don't you build emergency services out there?</p>
Kemp	Maggie	mkemp@comcast.net	<p>The more I listen the more it is clear that 47th will become</p>

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			a main road. For very little benefit to those on our street. The value of my home will drop
Kemp	Maggie	mkemp@comcast.net	You are not going to get the road widened with these 4-foot round poles. This shows that your information is obsolete
Kemp	Maggie	mkemp@comcast.net	How long will the 47th project take? Timeline start to finish?
Kemp	Maggie	mkemp@comcast.net	How long will the 47th street project take to construct?
Markut	Mark	markutone@aol.com	What are expected effect to home values?
Markut	Mark	markutone@aol.com	How many resident webinar viewers this evening?
Markut	Mark	markutone@aol.com	Will our taxes go up?
Friend	Raymond	Rayfriend@hotmail.com	I have traveled on the new 8th street and the vehicle speeds are out of control. What is included in the plans for these roads to control traffic speeds.
Noble	Stacie	snoble72@gmx.com	47th Ave NE already has multiple issues with racing and people not respecting the posted speed limits. What is going to be done to handle the obvious increase in heavy flow of speeding traffic that is now going to be going pushed upon our residential area?
Noble	Stacie	snoble72@gmx.com	If the recycling center, fairgrounds, & a new park are being built, why not construct a new road there instead of through a residential area

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			that was not constructed to handle the volumes of traffic that you are predicting? Dump trucks, and more than likely city busses will now be travelling our road.
Noble	Stacie	snoble72@gmx.com	In different residential areas throughout Naples 4-way stops are zoned to help with traffic flows & speed limits. Is there any possibility of adding 4 way stops at various intersections to help with traffic speeds? Having such a long stretch from Everglades to Immokalee is only encouraging people to speed through our residential area.
Noble	Stacie	snoble72@gmx.com	When is construction of the 47th Ave NE bridge to start?
Noble	Stacie	snoble72@gmx.com	If there's enough need to build connecting bridges to accommodate increased population, when IS the Estates going to be looked at as the rest of Naples in regards to using speed deterrents?
Noble	Stacie	snoble72@gmx.com	16th Ave would be perfect and one for each way of traffic! Thank you!
Noble	Stacie	snoble72@gmx.com	We appreciated the mailings, & door to door visit, will those continue?
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	I submitted a concern to the email listed yesterday. We live on 62nd. We only purchased 2 mo. ago and had NO idea. We have a small child and moved from a gated community and moved out

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			here to AVOID traffic. Now after only 2 mo. here we have learned our street is starting a bridge? We understand that first responders need access, but the dead-end roadways are similar to gated neighborhood infrastructure. The first responders do know this. We take our kid to private school 1 hour both directions and have plenty of time to evacuate if needed. We moved out here and knew what we signed up for...everyone out here does.
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	My kid is not going to be able to bike out her anymore.... she has asthma so now she is going to have more air pollution from the traffic. And I am sure we will hear the sirens, busses, and see the lights at all hours of the night. Due to her medical condition, we moved out here to be free from the air, light, and noise pollution. Why is our street so necessary?
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	62nd would flood without the preexisting canals...how do propose not cutting into this necessary space?
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	none of these reasons
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	you should have had "other" as a choice"
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	This percentages don't add up to 100%?
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	Their signs said 32 students returning at estates...we are

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			we accommodating 32 students.
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	So we are accommodating 32 students for estates elementary? 60th connects, why 62...
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	Or just know what you signed up for when you buy a house and recognize your school district
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	we didn't get these reasons for travel
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	so not sure what benefits you are mentioning
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	hahahahahhahahahahah #fakenews
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	I asked questions two days ago
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	So then don't change the infrastructure
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	We have no drainage problems now
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	bc we have ditches
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	It does
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	because we have to widen roads
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	cutting into the drains
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	So, you have no plan for the roadway or sidewalks, but you propose to cut into the homeowners
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	now one needs

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Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	That argument doesn't make sense
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	Our kids go to private school
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	you based it on "age"
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	there is no age for parents
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	So you are telling me the demographics based on age tell you were kids go to school...no school choice
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	all I hear is Ummmm
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	there are no sidewalks on62nd
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	and ditches are helping with flooding
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	all i hear is ummmm
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	good give it to the ems
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	it DOES make a difference...
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	hopefully never
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	tell them 62nd street is last on the list
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	so little compassion
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	stop blaming homeowners and saying ummm
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	Of course you guys have no real answers for any of we stakeholders
Izdonavicius	Tomas	Randi_Davis@Yahoo.Com	Is this meeting almost over, the presidential debate is starting soon LOL. this guy

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			needs to run for president for all his deflection
Hamilton	Trish	thamilton1178@yahoo.com	how did you calculate the number of homes with school age children that would benefit by this? Looking at age demographics and assuming they would have children or looking at how many are already in schools out here?
Hamilton	Trish	thamilton1178@yahoo.com	Was it considered putting a bridge and road north of 47th where there are not nearly as many homes and no massive concrete poles installed?
Hamilton	Trish	thamilton1178@yahoo.com	I live on 47th and would like to know approx. how much of my front yard will be taken when you expand
Hamilton	Trish	thamilton1178@yahoo.com	On slide 5- analysis of bridge 4, you have 2142 homes but expected 5012 at buildout, where are these approx. 3000 homes supposed to be built??
Ferry	William	williamferry5@gmail.com	Were traffic increases on 47th Ave taken into consideration?
Ferry	William	williamferry5@gmail.com	How much increase in traffic is forecasted on 47th Ave NE
Ferry	William	williamferry5@gmail.com	Will adding a sidewalk on 47th Ave fit? will more property have to be taken from residents? the 8th street has much more right of way
Ferry	William	williamferry5@gmail.com	When will it be determined if a turn lane from 47th Ave to Immokalee road and a light at 47th Ave NE and Immokalee road be needed.

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Ferry	William	williamferry5@gmail.com	When is commencement planned?
Ferry	William	williamferry5@gmail.com	If people specifically purchased their homes due to the dead-end street, and far out distance who are you to say it is a benefit to give more people access to their homes
Ferry	William	williamferry5@gmail.com	Why does 47th Ave NE get crapped on? First a water treatment plant that does not serve the residents that live there, then giant concrete poles for power for Ave Maria (not 47th Ave) now a road that will increase traffic for us but benefit others.
Ferry	William	williamferry5@gmail.com	Which commissioners are for these bridges? So we can know when we vote!
Ferry	William	williamferry5@gmail.com	Can the bridge be arched so at least people must slow down when they cross and not have a straight shot at 70MPH
Ferry	William	williamferry5@gmail.com	Will the sidewalk be on the north or south side of 47th AVE, let me guess it will be decided after they start construction so we don't get a say or can't know.
Ferry	William	williamferry5@gmail.com	Will the sidewalk location questions be decided before the commissioners vote on the proposal?
Ferry	William	williamferry5@gmail.com	the large power poles are now in the middle of the swale and a new road will not fit.

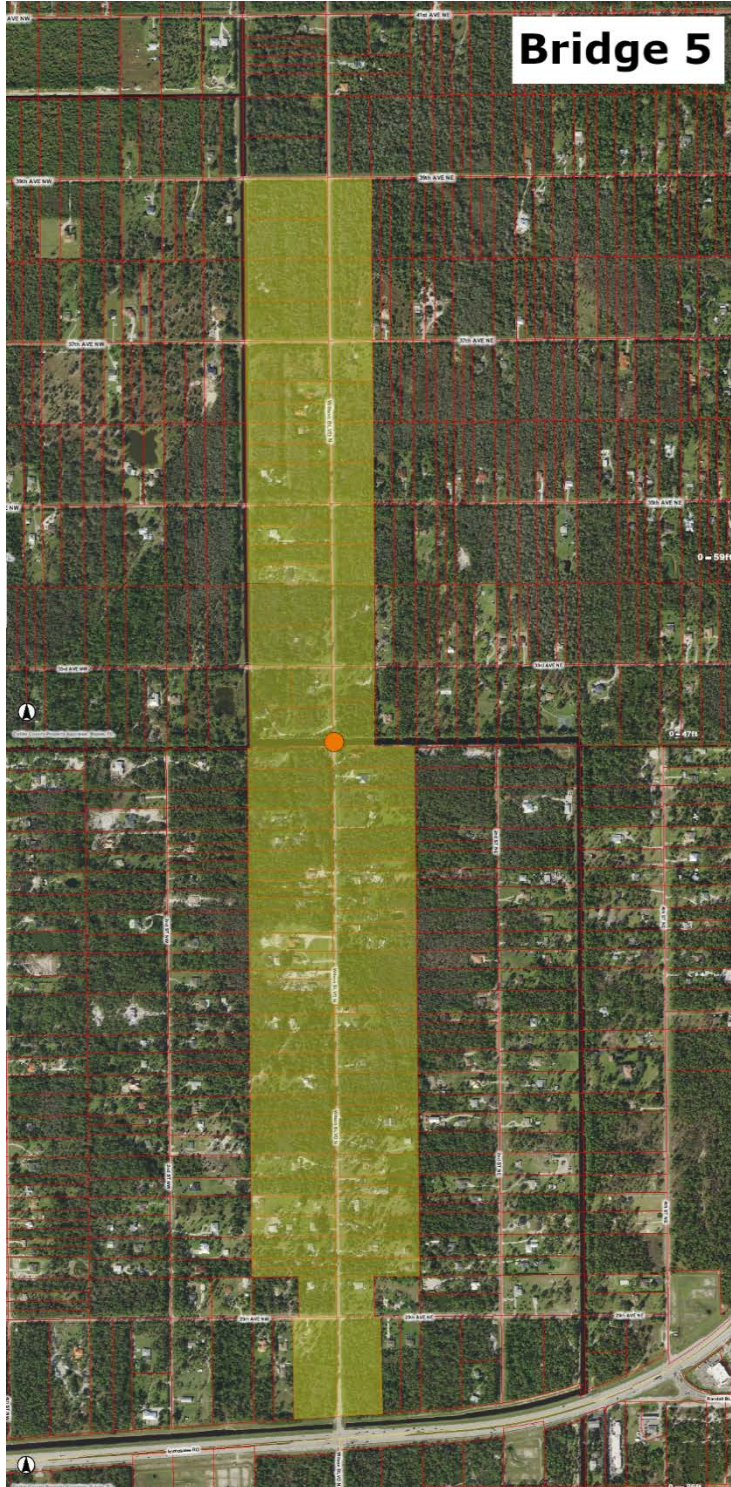
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Public Information Report

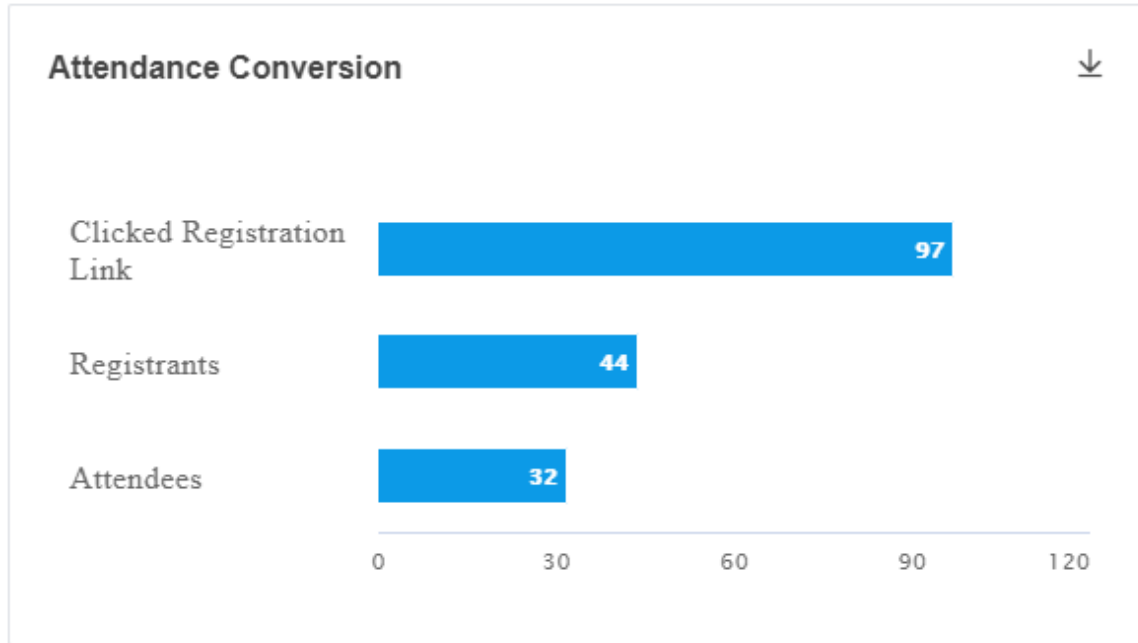
Ferry	William	williamferry5@gmail.com	So, if this was Cost/benefit analysis you just did half...?
Ferry	William	williamferry5@gmail.com	So many non-answers, I did not think I was watching the debate.
Ferry	William	williamferry5@gmail.com	Since 47th is so much narrower than 8th St NW, would the sidewalk be right next to the road? would there be a curb?
Ferry	William	williamferry5@gmail.com	How do we stay updated on future informational meetings?
Ferry	William	williamferry5@gmail.com	AND WHAT IS THAT WEBSITE?
Ferry	William	williamferry5@gmail.com	they love the design/build at the same time, so no one knows what they are getting until it is too late
Ferry	William	williamferry5@gmail.com	He says this right before the election, lol...we will see

6.0 MEETING FOR BRIDGE #5 (WILSON BLVD N) ON SEPTEMBER 30TH

6.1 Invitees and Attendees

Meeting notifications were mailed to 105 site addresses and property owner addresses within the highlighted areas.





Meeting Organizers, Panelists and Agency Stakeholders

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Lori Buck	Public Involvement Consultant	Quest Corporation of America
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Miranda Lansdale	Public Involvement Consultant	Quest Corporation of America
Lorraine Lantz	Principal Planner/Project Manager	Collier County Government, Transportation Planning
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning

Public Attendees

Damir Akhoundov, damir@erai.com
Tim Aten, timaten@gmail.com
Jason Brinson, Jason.brinson1@gmail.com
Linda Brugger, controller@nhgcc.com

Renee Buongiorno, renee51367@hotmail.com
Becky Craig, bcraig@gatesinc.com
James Dornan, j.dornan@me.com

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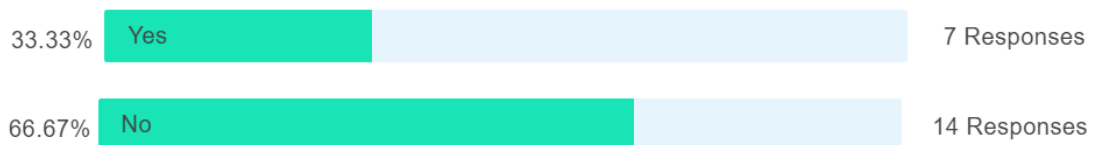
Christopher Dupuis, cdupuis88@gmail.com
Kelsey Dupuis, k.ann1229@icloud.com
Richard Hoffman, taxclinic@yahoo.com
Ronald Hollander, nuthing187@gmail.com
Mike Johnson, sirmj@icloud.com
Barbara Johnson, barb1johnson2@gmail.com
Jeff Lackner, jeffl.benchmark@gmail.com
Lance Merchant, mahimahi11@hotmail.com
Diane Montstream, dmonstream@gmail.com
Chris Nightingale, nighingaleregroupp@gmail.com
Katherine Patterson, katkatbiker@embarqmail.com
Kirenia Paz, kireniap@gmail.com

Elaine Pearce, elainek72@live.com
Victor Ramirez, vmrami2003@yahoo.com
Michael Ramsey, Michael.r.ramsey@embarqmail.com
Mike REisig, mreisig628@gmail.com
Isselle Robinson, imrobinson777@hotmail.com
Timothy Ross, rossdesinc@aol.com
Charles Scholten, charliescholten@gmail.com
Luanne Skoglund, mispiggilu@gmail.com
Donald Skogland, skogolf1@gmail.com
William Szczepkowski, williams4746@comcast.net
Karen Szczepkowski, karen.szczepkowski@gmail.com

6.2 Poll responses

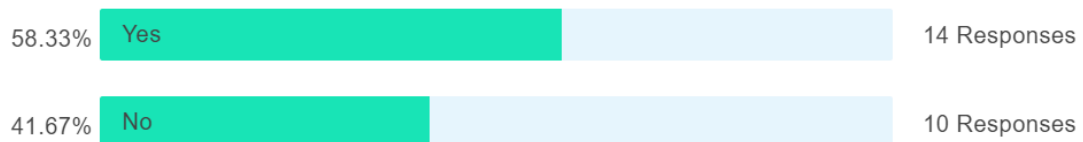
1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

Multiple choice with single answer



2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

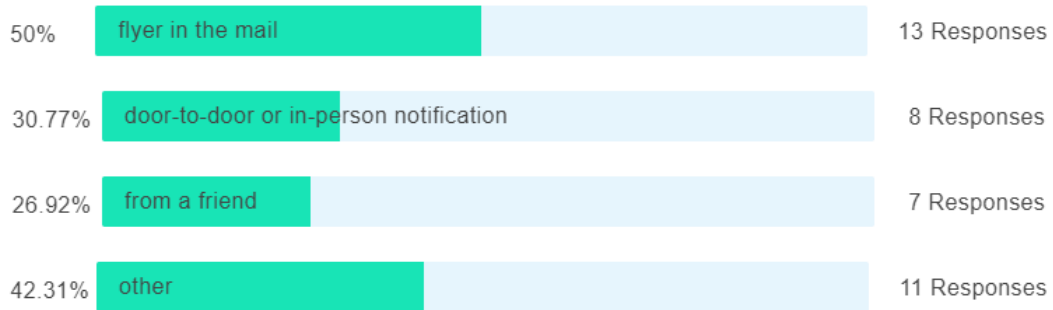
Multiple choice with single answer



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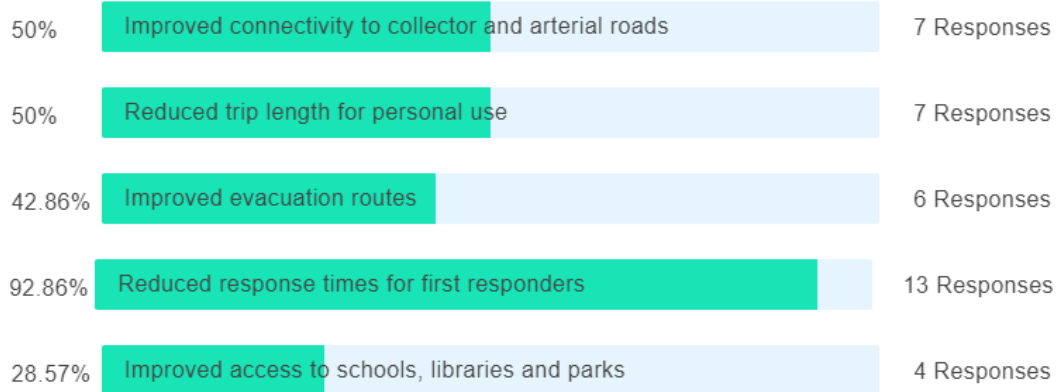
3 of 4. How did you hear about this meeting?

Multiple choice with multiple answers

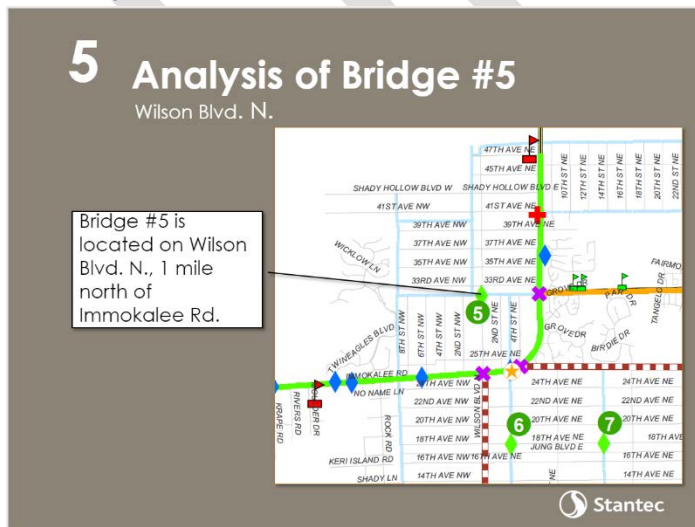


4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers

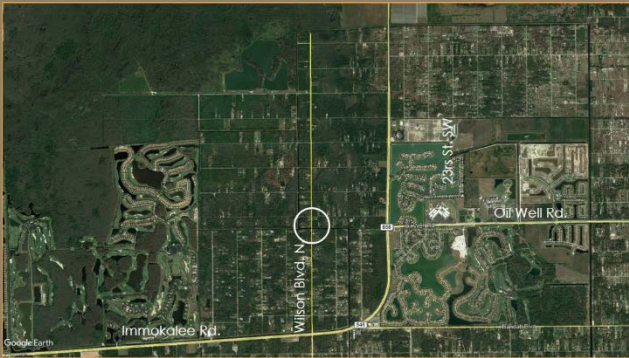


6.3 Analysis slides



5 Analysis of Bridge #5

Wilson Blvd. N.

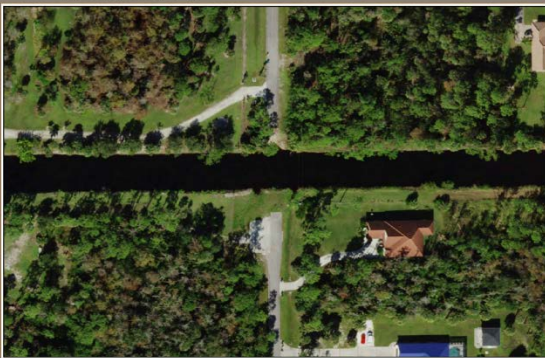


Location of Bridge #5



5 Analysis of Bridge #5

Wilson Blvd. N.

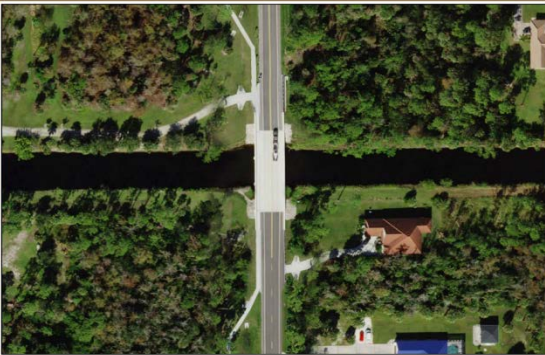


Location of Bridge #5: Existing Condition

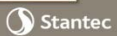


5 Analysis of Bridge #5

Wilson Blvd. N.



Location of Bridge #5: Proposed Condition



5 Analysis of Bridge #5

Wilson Blvd. N.

The Bridge #5 Project Includes the Following Improvements:

- Resurfacing Wilson Blvd. N. from Immokalee Rd to 47th Ave. NW (+/- 2.9 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway from Immokalee Rd to 33rd Ave. NW (+/- 1.2 miles)



5 Analysis of Bridge #5

Wilson Blvd. N.

Additional Considerations Include:

- Evaluating the need for intersection improvements at the intersection of Wilson Blvd. N. and Immokalee Rd.



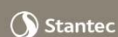
5 Analysis of Bridge #5

Wilson Blvd. N.



Residents in this area of the bridge-shed enjoy additional route choice options with the new bridge, with a reduction in trip length

The number of existing homes and the total number of parcels that would benefit from a new bridge were quantified.



5 Analysis of Bridge #5

23rd St. SW, North of White Blvd.

Importance of study criteria

- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



5 Analysis of Bridge #5

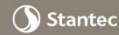
Wilson Blvd. N.



Dwelling units (DUs) within each bridge-shed that would benefit from a new bridge were identified and trip lengths for those applicable purposes were measured with and without the bridge.

Solid lines illustrate the existing routes, and dashed lines illustrate the "with a new bridge" trip routes.

Analysis of Bridge #5: Trip Length With & Without Bridge

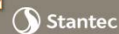


5 Analysis of Bridge #5

Wilson Blvd. N.

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

Description	Type	Miles										Notes			
		Dist	Area	Pop	Area	Pop	Area	Pop	Area	Pop	Area		Pop		
Reduce Travel Distance from Home to Road to Arterial	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Fire	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to EMS	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to School	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Commercial	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Fire Station	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to School	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Commercial	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Fire Station	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to School	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Commercial	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Fire Station	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to School	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Reduce Travel Distance from Home to Road to Commercial	Res	100	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5



5 Analysis of Bridge #5

Wilson Blvd. N.

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

	DU's	2019 Distance (miles)			Trips per Day	VMT ¹ Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES		
		W/O Bridge	W/ Bridge	Saved per Trip									
		2.8	2.4	0.5									
Reduces Travel Distance/Time to Reach Aerial Network	Yes	219	3.3	1.9	3.3	4	1,145	38	0.17	300	52.4	5.2	Residents north of bridge Only Residents with school-age children north of bridge
Reduces Travel Distance/Time to Reach Schools	Yes	10	2.7	2.0	0.7	4	27	1	0.09	180	16.1	2.7	
Reduces Travel Distance/Time to Commercial/Retail	No				0.0	2	0	0	-	90	-	-	
Reduces Travel Distance/Time to Reach Parks	Yes	46	3.7	2.8	0.9	2	80	3	0.06	24	1.4	1.7	
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	265											
	DU's	2019 Distance (miles)			Trips per Day	VMT ¹ Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES		
		W/O Bridge	W/ Bridge	Saved per Trip									
		2.8	2.4	0.5									
Reduces Travel Distance/Response Time for Fire Responders	Yes	219	2.8	2.4	0.5	17%					Reduction in Response Time		
Response Time (minutes) at 30 MPH			5.7	4.7	1.0								
Reduces Travel Distance/Response Time for CSO Fire Responders	Yes	265	3.8	1.4	2.5						Up to a Reduction of 64% in Response Time		
Response Time (minutes) at 45 MPH			5.1	1.8	3.3								
Reduces Travel Distance/Response Time for EMS Fire Responders	No				0.0						No Reduction in Response Time		
Response Time (minutes) at 35 MPH			0.0	0.0	0.0								
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No										Although the new bridge reduces the drive distance, all residents within the bridge-shed are currently within 5 miles of the nearest fire station		
Improves School Bus Route Operations	Yes										May improve circulation options for bus routes to existing and future schools; may increase bus utilization, reduce fuel consumption and associated operating costs.		

¹ VMT = Vehicle Miles Traveled

5 Analysis of Bridge #5

Wilson Blvd. N.

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

	DU's	2019 Distance (miles)			Trips per Day	VMT ¹ Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES		
		W/O Bridge	W/ Bridge	Saved per Trip									
		2.8	2.4	0.5									
Reduces Travel Distance/Time to Reach Aerial Network	Yes	219	3.3	1.9	3.3	4	1,145	38	0.17	300	52.4	5.2	Residents north of bridge Only Residents with school-age children north of bridge
Reduces Travel Distance/Time to Reach Schools	Yes	10	2.7	2.0	0.7	4	27	1	0.09	180	16.1	2.7	
Reduces Travel Distance/Time to Commercial/Retail	No				0.0	2	0	0	-	90	-	-	
Reduces Travel Distance/Time to Reach Parks	Yes	46	3.7	2.8	0.9	2	80	3	0.06	24	1.4	1.7	
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	265											

The number of homes or dwelling units (DU's) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge

5 Analysis of Bridge #5

Wilson Blvd. N.

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

	DU's	2019 Distance (miles)			Trips per Day	VMT ¹ Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES
		W/O Bridge	W/ Bridge	Saved per Trip							
		2.8	2.4	0.5							
Reduces Travel Distance/Response Time for Fire First Responders	Yes	219	2.8	2.4	0.5	17%					Reduction in Response Time
Response Time (minutes) at 30 MPH			5.7	4.7	1.0						
Reduces Travel Distance/Response Time for CSO Fire Responders	Yes	265	3.8	1.4	2.5						Up to a Reduction of 64% in Response Time
Response Time (minutes) at 45 MPH			5.1	1.8	3.3						
Reduces Travel Distance/Response Time for EMS Fire Responders	No				0.0						No Reduction in Response Time
Response Time (minutes) at 35 MPH			0.0	0.0	0.0						
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No										Although the new bridge reduces the drive distance, all residents within the bridge-shed are currently within 5 miles of the nearest fire station
Improves School Bus Route Operations	Yes										May improve circulation options for bus routes to existing and future schools; may increase bus utilization, reduce fuel consumption and associated operating costs.

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

5 Analysis of Bridge #5

Wilson Blvd. N.

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge.

	DUs	Build-Out										
		Distance (miles)			Trip	UMT1	Gallons	Savings	Days	Savings	UMT1	
		W/O Bridge	W/ Bridge	Saved per Trip	per Day	Saved per Day @ 35 mph	Saved per Day	per Year	per House	per Year	Saved per House	
Reduces Travel Distance/Time to Reach Arterial Network	Yes	933	3.3	1.9	1.3	4	4,889	165	0.17	300	52.4	5.2
Reduces Travel Distance/Time to Reach Schools (B&M)	Yes	71	2.7	2.0	0.7	4	40	1	0.09	180	16.1	2.7
Reduces Travel Distance/Time to Commercial/Park	No		0.0	0.0	0.0	2	0	0	-	90	-	-
Reduces Travel Distance/Time to Beach Parks	Yes	71	3.7	2.8	0.9	2	124	4	0.08	24	1.4	1.7
Increases Resident's Route Choice Options, Improves Evacuation Access	Yes	1004										
	DUs	Distance (miles)										
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Response Time For Fire Responders	Yes	933	2.8	2.4	0.5	17% Reduction in Response Time						
Response Time (minutes) at 30 MPH			5.7	4.7	1.0							
Reduces Travel Distance/Response Time For CCSO Fire Responders	Yes	1004	3.8	1.4	2.5	Up to a Reduction of 64% in Response Time						
Response Time (minutes) at 45 MPH			5.1	1.8	3.3							
Reduces Travel Distance/Response Time For EMS Responders	No		0.0	0.0	0.0	No Reduction in Response Time						
Response Time (minutes) at 35 MPH			0.0	0.0	0.0							
Reduces Travel Distance to Fire Station to Improve Fire Public Protection Classification Score	No		0.0	0.0	0.0	Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station.						
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.										


* UMT1 = Vehicle Miles Traveled

5 Analysis of Bridge #5

Wilson Blvd. N.

Potential Benefits Include:

- Increase in route choice options for public agencies, and 265 current residences (1,004 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some CCSO responses




5 Analysis of Bridge #5

Wilson Blvd. N.

Potential Benefits Include:

- Reduction in travel distance to arterial network for 219 homes north of the bridge (933 at build-out)
- Reduction in travel distance to parks for 46 homes south of the bridge (71 at build-out)

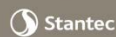


5 Analysis of Bridge #5

Wilson Blvd. N.

Potential Benefits Include:

- Residents could benefit from up to a 64% decrease in response time (up to 3.3 minutes) for CCSO vehicles.
- Route choice is improved CCSO, Fire & EMS first responders.
 - 17% reduction in fire response time to area residences due to station locations.
 - No additional homes meet ISO 3 Rating



6.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

Last Name	First Name	Email Address	Question/comment
Akhoundov	Damir	damir@erai.com	Area north of the suggested bridge already has easy access to the Immokalee road as well as the schools and Publix etc. The new park they are building will be easier accessed that way too. First responders will not be doubling back to the Wilson Blvd when they can easier access it elsewhere.
Akhoundov	Damir	damir@erai.com	Very insignificant reduction in travel does not justify changing a quiet, dead-end street into the throughfare

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Akhoundov	Damir	damir@erai.com	I don't understand how a benefit of less than one mile on average saved for residents justifies a multimillion project while then adding further dangers to the residents including speeding vehicles, increase in traffic and the introduction of speeding emergency services which you listed at a 45 MPH average when the current residential speed limit is 30 mph. All of these "quantitative" measures are purely subjective!
Akhoundov	Damir	damir@erai.com	Especially given the amount of calls that likely go in, which was not mentioned. Yes, we are facilitating EMS services travel times; however, the amount of EMS calls needed in the "benefitting" area I would imagine are nominal!
Akhoundov	Damir	damir@erai.com	Question: What is the specific estimated cost for this project? Has there been an estimated savings value of 'increased' access for EMS services compared to the actual cost of the bridge?
Akhoundov	Damir	damir@erai.com	How can we get a copy of the study numbers that you presented today?
Akhoundov	Damir	damir@erai.com	There is NO benefit for residents south of the bridge!
Akhoundov	Damir	damir@erai.com	Estimates of cut-through traffic should be a part of the project estimation! As a resident, no one asked me about my drive times and usage!

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Akhoundov	Damir	damir@erai.com	they cannot go that way they have to go up and u turn!!!
Akhoundov	Damir	damir@erai.com	that is incorrect
Akhoundov	Damir	damir@erai.com	How often do they need to get there so fast????
Brugger	Linda	Controller@nhgcc.com	A great number of residents would prefer to not have increased traffic and not have their children be endangered BY the increased traffic. Will the residents be able to vote on this? And shouldn't their votes weigh in more heavily?
Brugger	Linda	Controller@nhgcc.com	The Collier County Board of Commissioners have proven repeatedly to NOT care about the wishes of the residents, and ONLY to care about their pocketbooks. The residential neighborhood should be MORE heavily consulted in the decision, and the effect on their families. Is there any way to return the approval or rather the DISAPPROVAL to the voter/resident?
Brugger	Linda	Controller@nhgcc.com	WE DO NOT WANT THE BRIDGE!!! #5
Brugger	Linda	Controller@nhgcc.com	NO TRUE BENEFIT TO THIS BRIDGE #5
Brugger	Linda	Controller@nhgcc.com	WE PURPOSELY PURCHASE MORE THAN ONE LOT TO DECREASE DESITY AND INCREASE PRIVACY & SAFETY. CAN YOU GUARANTEE THAT IF YOU SHOVE THIS DOWN OUR THROAT THAT WE WILL HAVE A SIGNIFICANT INCREASE IN PROPERTY VALUE FOR RESALE?

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Brugger	Linda	Controller@nhgcc.com	After Hurricane IRMA it took nearly 3 years to get our speed limit sign "30 MPH" back. Even with the sign finally returned, we often have people fly by our home at OVER 50 MPH!!! How does the Sheriff's department intend to control the already excessive speeds and speeders on our street?
Brugger	Linda	Controller@nhgcc.com	You inquired as to what we viewed as the greatest benefit to bridge #5, but you did NOT offer us the opportunity to state what we felt were the greatest detriments? Will you give us that opportunity?
Brugger	Linda	Controller@nhgcc.com	Is there a website where I can visit and see where all the bridges are proposed? I need to figure out where to move to be less affected by the bad decisions of the CC Board of Commissioners...
Brugger	Linda	Controller@nhgcc.com	The residents on the North and East of bridge #5 will be in danger!!!
Brugger	Linda	Controller@nhgcc.com	If you do not improve the bridge at Wilson and Immokalee road you will definitely have multiple accidents ON THAT BRIDGE... that bridge is VERY NARROW!!! Come sit at the end of my driveway to see what traffic already doing!!! Give me a cop 2-3 times per week. Additionally, the drug dealer just down the street will have a better evacuation route.

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Brugger	Linda	Controller@nhgcc.com	When is the next vote for the commissioner for this ill affected area?
Brugger	Linda	Controller@nhgcc.com	Has anyone considered what this CUT THROUGH will do to traffic flow at the time of the Collier County Fair?
Brugger	Linda	Controller@nhgcc.com	There are no sidewalks on 33rd, so children are not permitted to walk to school.
Brugger	Linda	Controller@nhgcc.com	Many residents have purchased here to have peace and quiet. NOT Convenience. Why is there no mention of the fire station coming on Immokalee road near the county extension office. Additionally, we often have an officer sitting in the median North of Oilwell. Always a cop close by.
Brugger	Linda	Controller@nhgcc.com	Where do you live? and would you like your street to become a cut-thru?
Dornan	James	j.dornan@me.com	Any data on traffic density increase?
Dornan	James	j.dornan@me.com	The Junction at Wilson N and Immokalee road is already dangerous due to blocking of vision by West travelling traffic wishing to turn left. There has been a high number of accidents - the Traffic lighting logistics needs improving - I'm concerned that these accidents will greatly increase, Opinion?
Dornan	James	j.dornan@me.com	Third question - Animal activity quite high - Deer, cougar and bear - the increase in traffic

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			could endanger the wildlife - Opinion?
Dornan	James	j.dornan@me.com	Traffic north of the bridge obviously effects south of the bridge - almost to the same degree - agree?
Dornan	James	j.dornan@me.com	Good to hear
Dornan	James	j.dornan@me.com	Opinion - the Dead-End Canal giving only one exit provides extra security - changing to a thoroughfare increase security threat. Recommend houseowners fence their properties. Average \$14,000 per home. I can't see any benefit in time saving - but would be a temptation to increase speed - humps down Wilson would disincentivize the use of the roadway.
Dornan	James	j.dornan@me.com	Is Wilson planned to be connected to City water and sewage services?
Dornan	James	j.dornan@me.com	I'm just about to have a fence and pillar system installed - how do I know if the fence will need be removed?
Dornan	James	j.dornan@me.com	Is planning aware of the changes that may/will affect the road width and/or owner's properties?
dupuis	christopher	cdupuis88@gmail.com	how are you going to control the speed on Wilson when people speed and blow through stop signs already? we want a quiet community we bought out here to avoid lots of cars up and down the roads that's what Immokalee

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			Rd is for and there is no trouble to continue doing so. The most important thing is a safe place for my family to grow, not a highway
dupuis	christopher	cdupuis88@gmail.com	The other parts of Wilson are already a raceway
dupuis	christopher	cdupuis88@gmail.com	and please don't tell me speed bumps because there goes you reduced drive times and the silly things you put in on 13th Ave SW are pointless waste of money
dupuis	christopher	cdupuis88@gmail.com	then we don't need the bridge is what I'm hearing
dupuis	christopher	cdupuis88@gmail.com	wrong we want a quiet street
dupuis	christopher	cdupuis88@gmail.com	great they already don't pay any attention to the signs
dupuis	christopher	cdupuis88@gmail.com	the section of Wilson between Golden Gate Blvd and Immokalee Rd is 45mph what's to stop you from changing the rest of the road to match
dupuis	christopher	cdupuis88@gmail.com	.and which side of Wilson
dupuis	christopher	cdupuis88@gmail.com	but you already said it was a bad intersection at Immokalee and Wilson the bridge would only add to it over load
dupuis	christopher	cdupuis88@gmail.com	have you taken into account that we bought out here for quiet and no traffic this bridge takes that from us
dupuis	christopher	cdupuis88@gmail.com	please consider the negative parts as well

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Dupuis	Kelsey	k.ann1229@icloud.com	As a Mom who is homeschooling her children, I'm very concerned about this proposal. The safety of my son is number One. We originally moved to our home because of the dead end. Currently, there is a HUGE lack in monitoring traffic. Stop signs, speeding through the neighborhood, etc. How will this bridge on Wilson and 33rd improve this situation? I feel as though it will only worsen with the added traffic.
Dupuis	Kelsey	k.ann1229@icloud.com	Please don't build this bridge! Keep our community quiet!
Lackner	Jeff	Jeffl.benchmark@gmail.com	How will overflow traffic from the coming Immokalee Rd- Oil Well Rd backup be restricted from using Wilson Blvd as a Bi-pass route once the bridge is put in?
Lackner	Jeff	Jeffl.benchmark@gmail.com	The "cut through" question seems to have been purposely avoided. If Jeff possibly imagines this bridge won't inspire this, have they really done an objective analysis or is his objective to push this bridge construction regardless of public/local resident opinion?
Lackner	Jeff	Jeffl.benchmark@gmail.com	This route will be a "no traffic light" route verses the 5 lights to get through on Immokalee...these speed humps he keeps referring to don't accomplish this. Does Jeff, and the review team, seriously imagine this won't become a bypass to Immokalee Rd?

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Lackner	Jeff	Jeffl.benchmark@gmail.com	How can we assure the "cut through" issue is considered or addressed?
Lackner	Jeff	Jeffl.benchmark@gmail.com	How will the existing "Wetlands" that abut Wilson be maintained, as the county hasn't seemed to consider them in the drainage ditch modifications in the past hammerhead construction that they have installed?
Lackner	Jeff	Jeffl.benchmark@gmail.com	How can we assure the Cut Through issue is considered?
Lackner	Jeff	Jeffl.benchmark@gmail.com	Who do we address that concern to?
Merchant	Lance	mahimahi11@hotmail.com	You are assuming that any of these choices are valid. I am not interested in having a bridge as none of these represent improvements to our neighborhood.
Montstream	Diane	dmontstream@gmail.com	The ISO Fire rating is not only the distance to the fire department but also a source of water i.e. fire hydrant within 1,000 ft so how would the ISO fire rating be improved since we have no fire hydrants as we are on wells?
Montstream	Diane	dmontstream@gmail.com	it seems benefits are for those south of the bridge and residents north of the bridge may actually have decreased benefits due to additional traffic. Can you explain what the benefits for us are?
Montstream	Diane	dmontstream@gmail.com	did you say sidewalks will be added to Wilson and if so, what does that do to existing driveways, culverts, etc.?

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Montstream	Diane	dmontstream@gmail.com	what about all utility poles, will they be moved??
Montstream	Diane	dmontstream@gmail.com	have you thought about a traffic light at the bridge so traffic doesn't back up?
Nightingale	Chris	nightingaleregrou@gmail.com	Would there be an opportunity to add speed bumps on Wilson going to the bridge to reduce speed and or speeding?
Nightingale	Chris	nightingaleregrou@gmail.com	Honestly speeding happens in Wilson consistently right now
Nightingale	Chris	nightingaleregrou@gmail.com	how wide would the sidewalk be and on what side of the road
Patterson	Katherine	katkatbiker@embarqmail.com	I have lived on Shady Hollow for the last 17 years and have seen the traffic increase exponentially over those years especially after the crow nature area opened, I see people constantly speeding and even drag racing up and down my street. I cannot express how strongly opposed I am to this bridge! How are you going to keep people from using this as a cut through and keep them from speeding and drag racing even more than they do now?
Ramirez	Victor	vmrami2003@yahoo.com	Is Oil Well be connected to Wilson Blvd.
Ramirez	Victor	vmrami2003@yahoo.com	Thank you for the answer!
Ramirez	Victor	vmrami2003@yahoo.com	Thank you very much for all of you presenters!
Ramsey	Michael	Michael.R.Ramsey@embarqmail.com	Miranda, how many registered for this
Ramsey	Michael	Michael.R.Ramsey@embarqmail.com	for this location-there should have been an option that none

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			of these are important at this location
Ramsey	Michael	Michael.R.Ramsey@embarqmail.com	this bridge does not appear to be as necessary as the other bridges
Robinson	Isselle	imrobinson777@hotmail.com	Is traffic predicted to be heavier for Wilson Blvd N? Thank you!
Robinson	Isselle	imrobinson777@hotmail.com	How long will all of this construction take (the road and sidewalks with the bridge)?
Robinson	Isselle	imrobinson777@hotmail.com	Are there streetlights included along Wilson Blvd N>
Robinson	Isselle	imrobinson777@hotmail.com	?
Ross	Timothy	rossdesinc@aol.com	What is the ultimate future plan for Wilson boulevard through Collier county, both to the north and to the south.
Ross	Timothy	rossdesinc@aol.com	Sounds as though Wilson boulevard will become a heavily traveled north south thoroughfare, heavily impacting those north of Immokalee road, particularly the roads off 25th. This bridge does not positively impact those of us in this area enough to allow this traffic infusion.
Scholten	Charles	charliescholten@gmail.com	Why were the homes along 25th not included? The only way into or out of the area is the corner on Immokalee Rd.
Scholten	Charles	charliescholten@gmail.com	Isn't the right of way on the west side? All the power poles are on the east side.
Scholten	Charles	charliescholten@gmail.com	Thank You. Nice to have this information. We need the bridge as a second way out of the area.

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Skoglund	Luanne	mspiggilu@gmail.com	I would like to thank you for this amazing information. I live on 37thnw and am looking forward to the bridge being built. All of us on this street are looking forward to another way in or out thank you LuanneSkoglund
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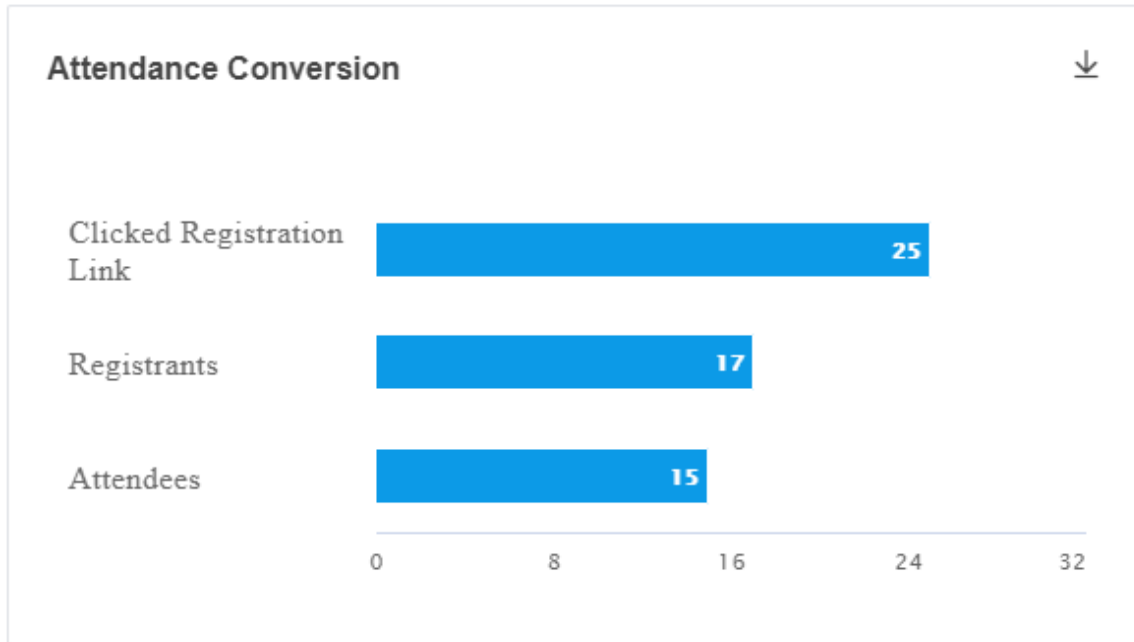
DRAFT

7.0 MEETING FOR BRIDGE #8 (NORTH END OF 13TH ST NW) ON OCTOBER 1ST

7.1 Invitees and attendees

Meeting notifications were mailed to 69 site addresses and property owner addresses within the highlighted areas.





Meeting Organizers, Panelists, and Agency Stakeholders in Attendance

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Sgt. Christopher Bence		Collier County Sheriff's Office
Tabatha Butcher	EMS Chief	Bureau of Emergency Services
Lorraine Lantz	Project Planner	Collier County Government, Transportation Planning
Yvonne McClellan	Public Involvement Consultant	Quest Corporation of America
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning
Olivia Smith	Public Involvement Consultant	Quest Corporation of America

Public Attendees

Rita Caskey, ritanaples619@gmail.com
Gregg Caspio, gcaspio@yahoo.com
Daryll Davis, brokenturtle@hotmail.com

Mark Hall, mbhall2004@comcast.net
Brenna Marzucco, bmabbott@me.com
Todd Neiart, todd.neiert@asg.com

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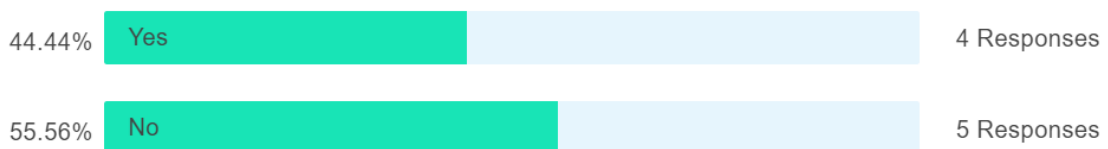
Lauren Pardee, laurenkpardee@gmail.com
Skip Pardee, hpardee@me.com
Melissa Taylor, taylor_gnc@yahoo.com

Connie Thomas, cthorn233@yahoo.com
Teresa Tooley, tm2ley83@gmail.com
Mike Zion, mikezion76@gmail.com

7.2 Poll responses

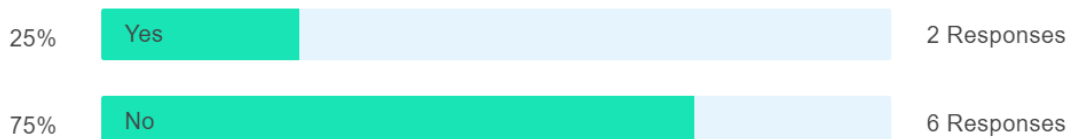
1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges

Multiple choice with single answer



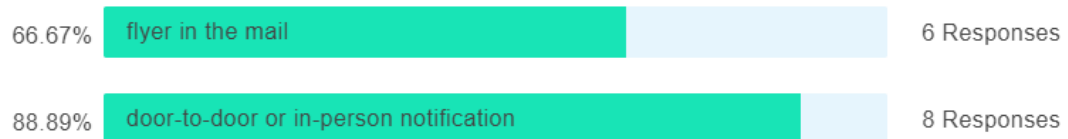
2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

Multiple choice with single answer



3 of 4. How did you hear about this meeting?

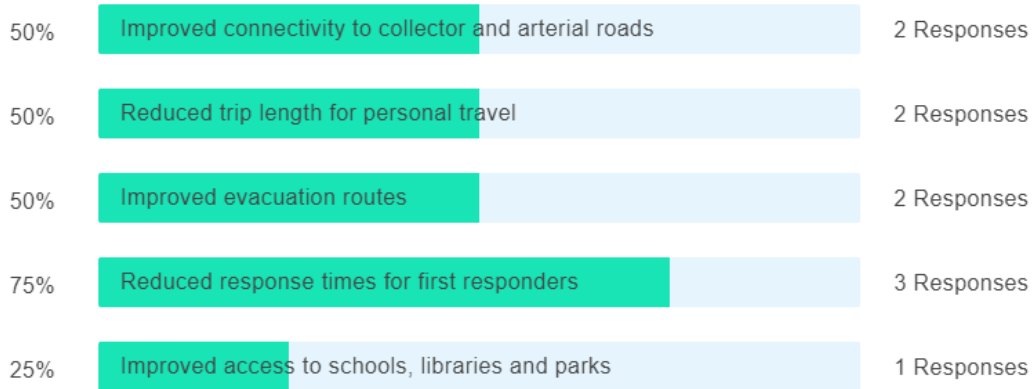
Multiple choice with multiple answers



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4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers



7.3 Analysis slides

5 Analysis of Bridge #8

13th St. NW North of Golden Gate Blvd.

Bridge #8 is located on 13th St. NW, north of Golden Gate Blvd.

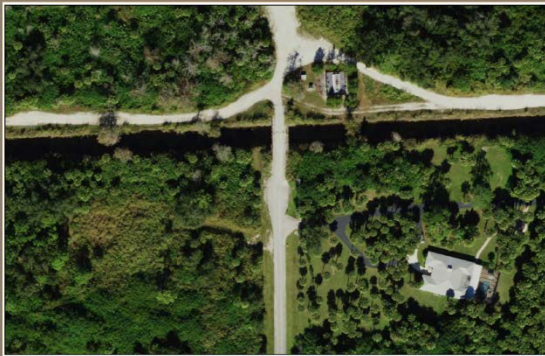
5 Analysis of Bridge #8

13th St. NW North of Golden Gate Blvd.

Location of Bridge #8

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

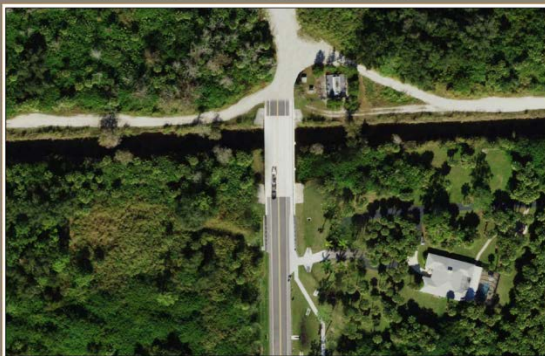


Location of Bridge #8: Existing Condition

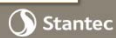


5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.



Location of Bridge #8: Proposed Condition

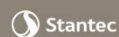


5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

The Bridge #8 Project Includes the Following Improvements:

- Resurfacing 13th St. NW from Golden Gate Blvd. to the Bridge (+/- 1.08 miles)
- Adding bike lanes from Golden Gate Blvd. to the Bridge
- Adding a Sidewalk along both sides of roadway from Golden Gate Blvd. to the Bridge

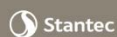


5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

Design Considerations Include:

- Evaluating the need for intersection improvements (e.g., turn lanes, etc.) at the intersection of Golden Gate Blvd. and 13th St. NW

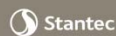


5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.



The number of existing homes and the total number of parcels that would benefit from a new bridge were quantified.



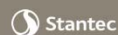
5 Analysis of Bridge #8

23rd St. SW, North of White Blvd.

Importance of study criteria

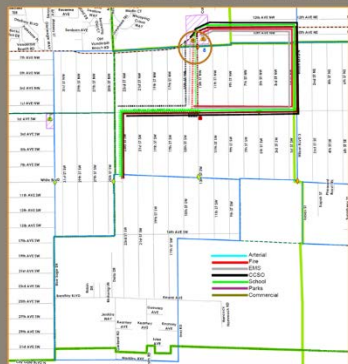
- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.



Dwelling units (DUs) within each bridge-shed that would benefit from a new bridge were identified and trip lengths for those applicable purposes were measured with and without the bridge.

Solid lines illustrate the existing routes, and dashed lines illustrate the "with a new bridge" trip routes.

Analysis of Bridge #8: Trip Length With & Without Bridge

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

2019												
	DUs	Distance (miles)			Trips per Day	VMT ¹ per Day	Gallons Saved per day @ 30 mpg	Gallons Saved per Year	Days per Year	Gallons Saved per Route per Year	VMT ¹ Saved per Route per Day	
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Time to Reach Arterial Network	No	0.0	0.0	0.0	4	0	0	-	300	-	-	
Reduces Travel Distance/Time to Reach Schools (K)	Yes	273	9.9	3.5	8.4	6978	233	0.85	180	153.4	25.6	
Reduces Travel Distance/Time to Reach Commercial/Retail	No	0.0	0.0	0.0	2	0	0	-	90	-	-	
Reduces Travel Distance/Time to Reach Parks	Yes	2827	7.1	0.5	0.8	20524	684	0.24	24	5.8	7.3	
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	2827	Bridge will provide improved access to Vanderbilt Beach Road Extension when built									
Reduces Travel Distance/Response Time For Fire First Responders	Yes	To School & Park	4.8	1.2	3.6	75%	Reduction in Response Time					
Response Time (minutes) at 30 MPH			9.5	2.4	7.1							
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	To School & Park	8.0	2.5	5.8	Up to a Reduction of 50% in Response Time						
Response Time (minutes) at 45 MPH			8.0	3.3	4.8							
Reduces Travel Distance/Response Time For EMS First Responders	Yes	To School & Park	4.8	1.2	3.6	75%	Reduction in Response Time					
Response Time (minutes) at 35 MPH			8.2	2.1	6.1							
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No	Although the new bridge reduces the drive distance, all residents within the bridge-shed are currently within 5 miles of the nearest fire station										
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.										

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

¹ VMT = Vehicle Miles Traveled

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

	DUs	2019						Notes						
		Distance (miles)		Trips per Day	VMT ¹ Saved per day @ 30 mph	Gallons Saved per Home per Day	Days per Year		Gallons Saved per Home per Year	VMT ¹ Saved per Home per day				
		W/O Bridge	W/ Bridge											
Reduces Travel Distance/Time to Reach Arterial Network	No		0.0	0	0	0	-	300	-	-	Distance to 15			
Reduces Travel Distance/Time to Reach Schools (M)	Yes	2017	278	9.9	3.5	4.4	4	6078	233	0.85		180	153.4	25.6
Reduces Travel Distance/Time to Commercial/Retail	No			0.0	0.0	0	0	0	-	90		-	-	
Reduces Travel Distance/Time to Reach Parks	Yes	2827		7.1	3.5	3.6	2	2024	684	0.24		24	5.8	7.3
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	2827		Bridge will provide improved access to Vanderbilt Beach Road Extension when built										

The number of homes or dwelling units (DUs) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

	DUs	Distance (miles)			Response Time (minutes)	Reduction in Response Time
		To School	To School & Park	To School & Park		
Reduces Travel Distance/Response Time for Fire Responders	Yes	4.8	1.2	3.6	75%	Reduction in Response Time
Response Time (minutes) at 30 MPH		8.4	2.4	6.0		
Reduces Travel Distance/Response Time for CCSD Fire Responders	Yes	6.0	2.5	3.6	Up to a Reduction of 50% in Response Time	
Response Time (minutes) at 45 MPH		8.0	3.3	4.8		
Reduces Travel Distance/Response Time for EMS Fire Responders	Yes	4.8	1.2	3.6	75%	Reduction in Response Time
Response Time (minutes) at 35 MPH		8.2	2.1	6.1		
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No					Although the new bridge reduces the drive distance, all residents within the bridge-shed are currently within 5 miles of the nearest fire station
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.				

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	DUs	Build-Out						Notes						
		Distance (miles)		Trips per Day	VMT ¹ Saved per day @ 30 mph	Gallons Saved per Home per Day	Days per Year		Gallons Saved per Home per Year	VMT ¹ Saved per Home per day				
		W/O Bridge	W/ Bridge											
Reduces Travel Distance/Time to Reach Arterial Network	No		0.0	0.0	0	0	-	300	-	-	Distance to 15			
Reduces Travel Distance/Time to Reach Schools (M)	Yes	339	9.9	3.5	4.4	4	8665	289	0.85	180		153.4	25.6	
Reduces Travel Distance/Time to Commercial/Retail	No		0.0	0.0	0	0	0	-	90	-		-		
Reduces Travel Distance/Time to Reach Parks	Yes	3509		7.1	3.5	3.6	2	25475	849	0.24		24	5.8	7.3
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	3509		Bridge will provide improved access to Vanderbilt Beach Road Extension when built										

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

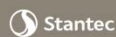
The potential benefit to the Fire ISO rating

5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

Potential Benefits Include:

- Increase in route choice options for public agencies, and 2,827 current residences (3,509 at buildout)
- Shorter trip lengths to parks & schools for some residents
- Shorter trip lengths for some CCSO responses

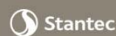


5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

Potential Benefits Include:

- Reduction in travel distance to parks for 2,827 homes (3,509 at build-out)
- Reduction in travel distance to school for 273 homes (339 at build-out)



5 Analysis of Bridge #8

13rd St. NW North of Golden Gate Blvd.

Potential Benefits Include:

- School & Park could benefit from up to a 59% decrease in response time (up to 7.1 minutes) for CCSO vehicles.
- School & Park could benefit from up to a 75% decrease in response time (up to 7.1 minutes) for EMS and Fire vehicles.
 - No additional homes meet ISO 3 Rating



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7.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

Last Name	First Name	Email Address	Question/comment
Caspio	Gregg	gcaspio@yahoo.com	None of the choices
Caspio	Gregg	gcaspio@yahoo.com	Please tell us again how far from center of road will you come out into “our property”? Also does that include drainage ditch?
Caspio	Gregg	gcaspio@yahoo.com	And sidewalk
Davis	Daryll	brokenturtle@hotmail.com	Widening of 13th St included?
Davis	Daryll	brokenturtle@hotmail.com	Timeframe of lengthening of Vanderbilt Beach Rd which would accommodate bridge replacement?
Hall	Mark	mbhall2004@comcast.net	i would also like to add that none of the last questions applied to me
Hall	Mark	mbhall2004@comcast.net	I'm sorry what parks and schools on the north side are you referring to?
Hall	Mark	mbhall2004@comcast.net	who pays and is responsible for the widened rode/sidewalk, loss of trees, landscape and mailboxes
Hall	Mark	mbhall2004@comcast.net	why is the bridge important before any road to Vanderbilt
Hall	Mark	mbhall2004@comcast.net	so a bridge to nowhere for at least 5 years
Hall	Mark	mbhall2004@comcast.net	does the county already own the land north of the bridge?
Hall	Mark	mbhall2004@comcast.net	just to clarify the county has 60ft wide. I'm having a hard time imagining as I walk the street nightly and 2 cars can barely fit wide and everyone's mailboxes, electrical poles, fences and landscape would be destroyed widening the road. Is it possible that 60 is wrong?
Hall	Mark	mbhall2004@comcast.net	with sidewalks that is

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Marzucco	Brenna	bmabbott@me.com	Will the bridge cause our road the need to be widened? Will there be deterrents put on the street to curtail speeding? Like the radar speed signs and/or physical police presence.
Marzucco	Brenna	bmabbott@me.com	Where is 13th's prototype?
Marzucco	Brenna	bmabbott@me.com	Because he was showing 8th street. Thank you for clarifying
Marzucco	Brenna	bmabbott@me.com	How does the construction affect how we get to and from our homes? What is the duration?
Marzucco	Brenna	bmabbott@me.com	Thank you
Marzucco	Brenna	bmabbott@me.com	Thank you for the information!
Neiert	Todd	todd.neiert@asg.com	What will happen to property lines, culvert locations and private fences and such?
Neiert	Todd	todd.neiert@asg.com	How far does Vandy extension go East?
Pardee	Lauren	laurenkpardee@gmail.com	What is the plan to reduce speeding on 13th Street? At current, the excessive speeds on our road is extremely concerning. My fear is increased access to our street will only exacerbate this problem. What was done on 13th street SW does not work as cars simply drive through the middle of the road as opposed to following the curves.
Pardee	Skip	hpardee@me.com	The speed for drivers on 13th has always been an issue. What factors would be in place to address driving speeds on the road with the widening project?

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Tooley	Teresa	tm2ley83@gmail.com	<p>1. What roadways will the bridge connect with?</p> <p>2. Will sidewalks be added along our street?</p> <p>3. Will any of the homeowners be reimbursed for how this will negatively impact their quality of life in their homes? This will bring loud traffic noises at night and during the day along with other undesirable consequences like having to deal with road-side trash, smelling exhaust, increased driving / roadway hazards, decreased property values, etc.</p> <p>4. What kind of traffic calming devices will be installed? Loud speed bumps?</p> <p>5. When will the construction begin and end?</p> <p>6. When will the school be built?</p>
Tooley	Teresa	tm2ley83@gmail.com	Has this matter already been decided upon or are objections to this bridge construction being considered?
Tooley	Teresa	tm2ley83@gmail.com	What will be done for the property owners that are close to the road? Will their property be bought by the county. If so what happens when a property owner doesn't want to sell?
Tooley	Teresa	tm2ley83@gmail.com	none of the options were important enough because the travel time is fine now
Tooley	Teresa	tm2ley83@gmail.com	Can you please clarify for those of us that are housed very closely to the road if we will have property loss?
Tooley	Teresa	tm2ley83@gmail.com	What is the best place to get up dates on this project?
Tooley	Teresa	tm2ley83@gmail.com	Thank you, commissioner!

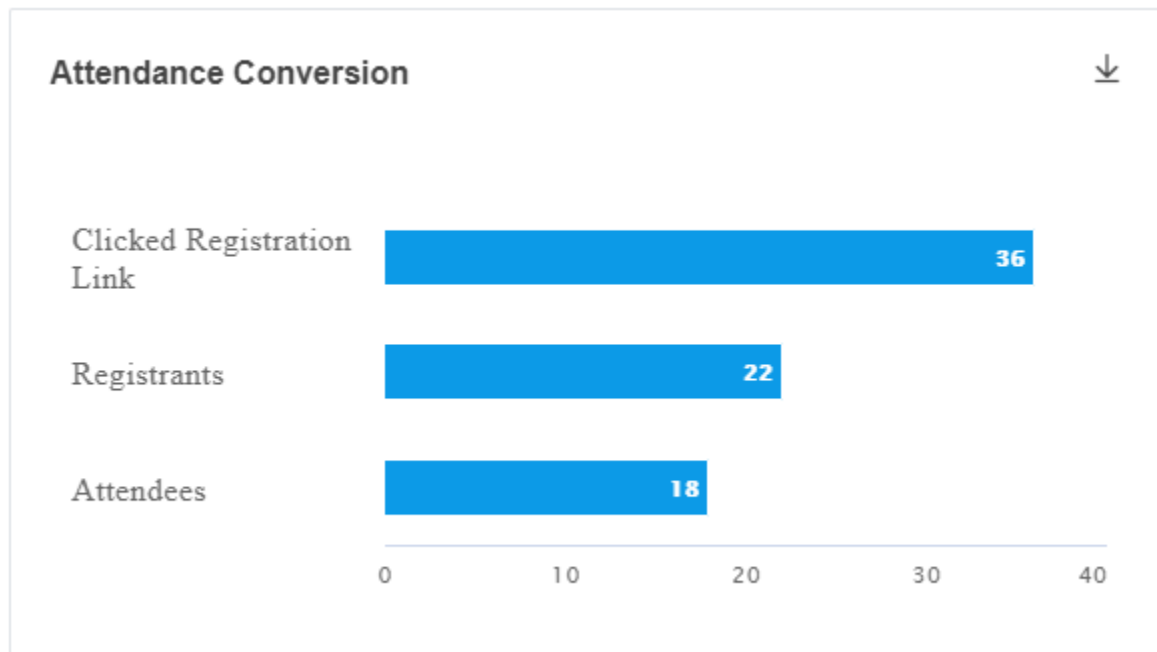
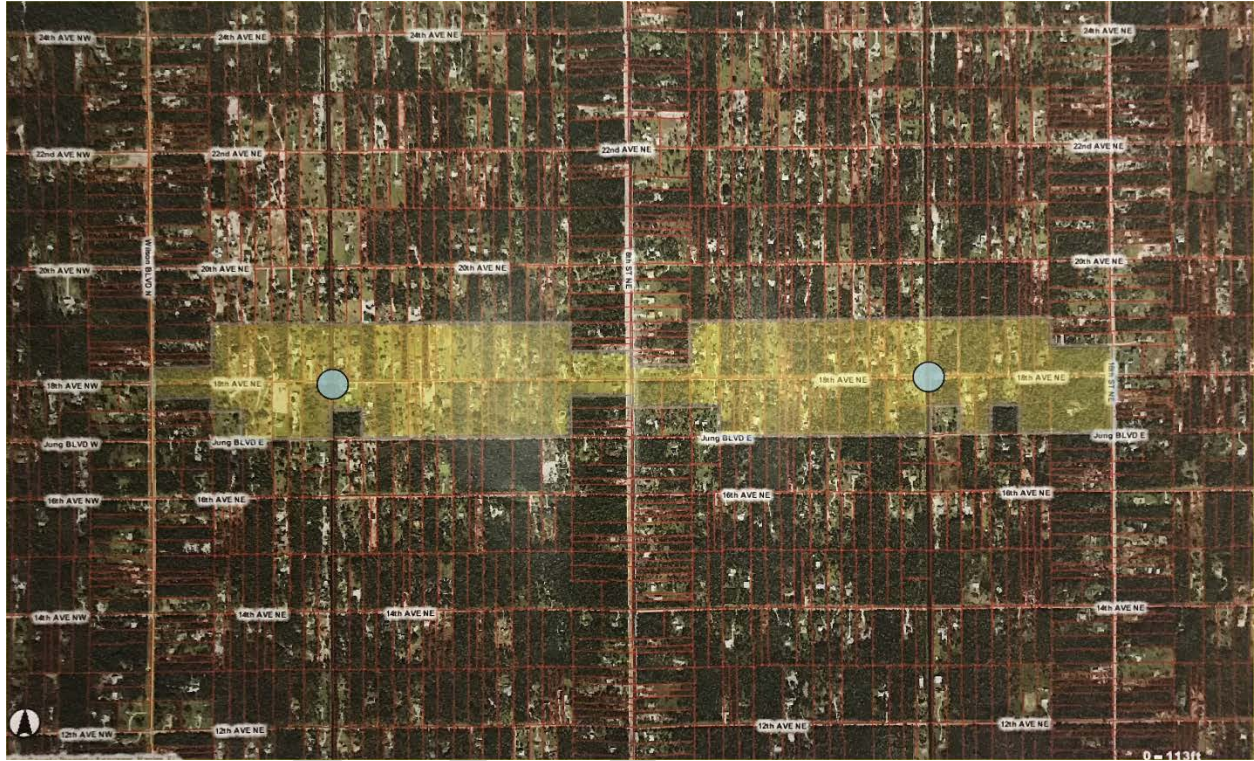
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Public Information Report

Tooley	Teresa	tm2ley83@gmail.com	when will the next update be available?
Tooley	Teresa	tm2ley83@gmail.com	I heard that a bridge might be added near 15th St NW with the Vanderbilt Bch RD extension. Is this true?
Tooley	Teresa	tm2ley83@gmail.com	Is there a potential that the entire ROW / easement would be made into paved/ sidewalk area? Meaning a sidewalk right against people's fences?
Tooley	Teresa	tm2ley83@gmail.com	what is the minimum distance that is allowed between someone's house and the widened road?
Tooley	Teresa	tm2ley83@gmail.com	how wide will the sidewalk be?
Tooley	Teresa	tm2ley83@gmail.com	The setback is 75 feet from the edge of the row? Is that correct?
Zion	Mike	Mikezion76@gmail.com	None of the last choices I am interested in. I want to know:
Zion	Mike	Mikezion76@gmail.com	How will speed of cares be addressed
Zion	Mike	Mikezion76@gmail.com	cars
Zion	Mike	Mikezion76@gmail.com	How will landscaping, speed mitigation, and property loss, swales be addressed. Will it look like 13th av SW?
Zion	Mike	Mikezion76@gmail.com	It has to look good and finished off like 13th St SW. Speed bumps and rotaries perhaps. Landscaped
Zion	Mike	Mikezion76@gmail.com	The project has to be similar or better as 13 th St SW
Zion	Mike	Mikezion76@gmail.com	Most important is to address the speed mitigation by speed bumps AND rotaries
Zion	Mike	Mikezion76@gmail.com	I AM AGAINST THIS PROJECT IF THERE IS NO SPEED MITIGATION AT THE BEGINNING!!!!

8.0 MEETING FOR BRIDGES #6 AND #7 (18TH AVE NE LOCATIONS) ON OCTOBER 6TH

8.1 Invitees and attendees

Meeting notifications were mailed to 487 site addresses and property owner addresses within the highlighted areas.



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Public Information Report

Meeting Organizers, Panelists and Agency Stakeholders in Attendance

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Tabatha Butcher	EMS Chief	Bureau of Emergency Services
Lori Buck	Public Involvement Consultant	Quest Corporation of America
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Miranda Lansdale	Public Involvement Consultant	Quest Corporation of America
Lorraine Lantz	Project Planner	Collier County Government, Transportation Planning
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning

Public Attendees

Robert Clarke, rbr200@gmail.com
Chris Crossan, chriscrossan@northcollierfire.com
Emron Cunningham, cunninghamins29@aol.com
Daniel Davila, Daniel-davila@hotmail.com
Joel Duggan, joeldug@me.com
Beth Freshwater, bwrzesinsky@yahoo.com
Annette Kniola, annetekniola@aol.com
Mark Mabee, mmabee@tmcfla.com

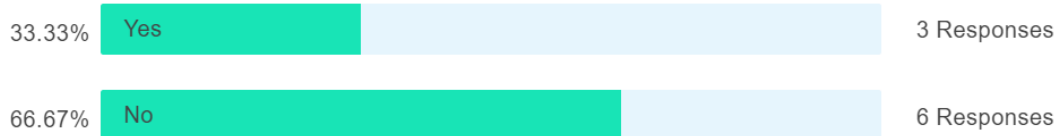
Tim Mugavero, mugz189@gmail.com
Christine Mugavero, cmugavero33@gmail.com
Steve Napi, snappi@hardestyhanover.com
Jill Schoellner, jillschoellner@yahoo.com
Courtney Shrewsberry, Courtney.meaney@gmail.com
Amber Stocker, ambermstocker@gmail.com
Matthew Thomas, mthomas@hardestyhanover.com

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8.2 Poll responses

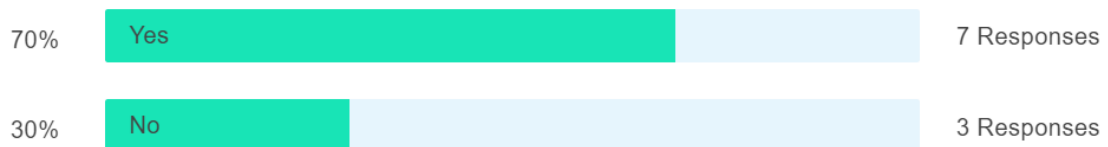
1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

Multiple choice with single answer



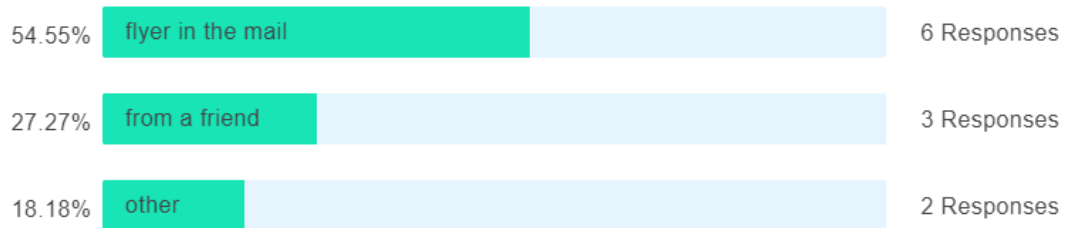
2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

Multiple choice with single answer



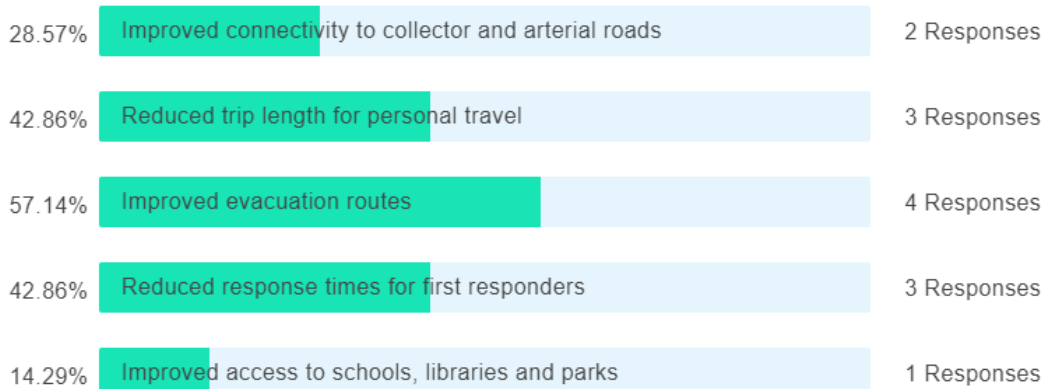
3 of 4. How did you hear about this meeting?

Multiple choice with multiple answers

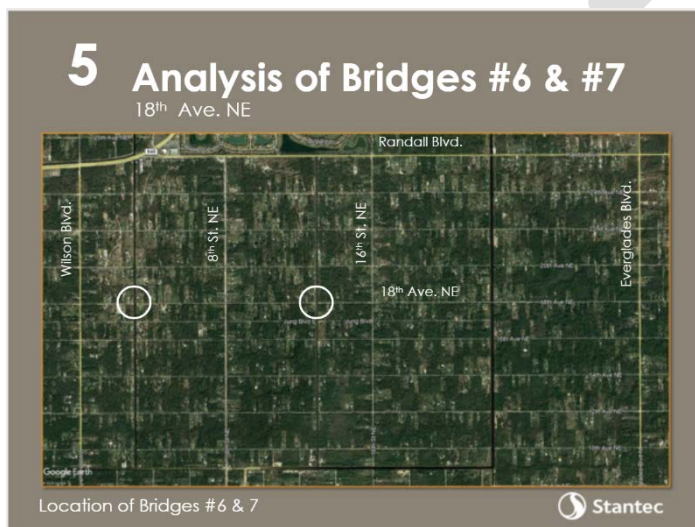
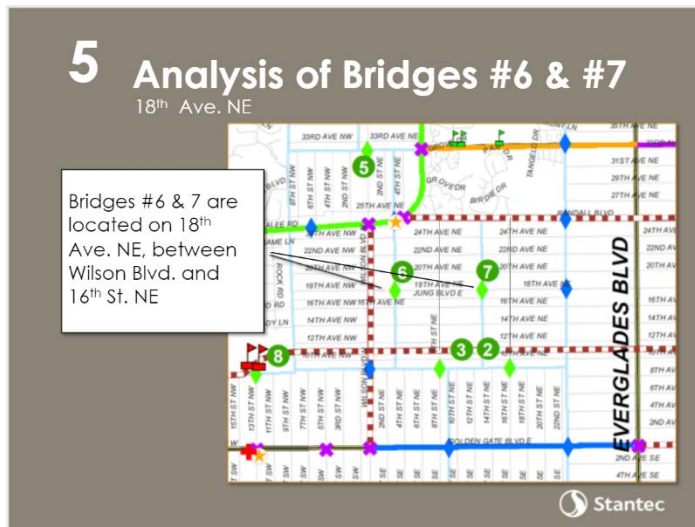


4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers



8.3 Analysis slides

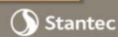


5 Analysis of Bridge #6

18th Ave. NE between Wilson Blvd and 8th St. NE

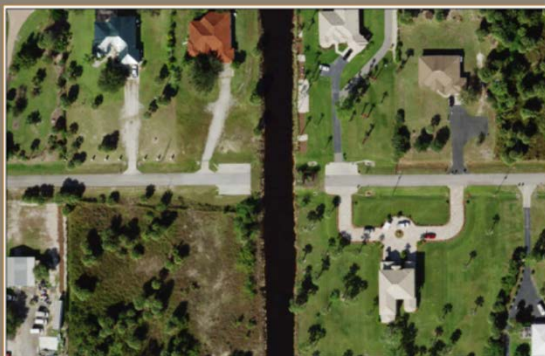


Location of Bridge #6: Proposed Condition

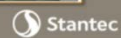


5 Analysis of Bridge #7

18th Ave. NE between 8th St. NE and 16th St. NE



Location of Bridges #7: Existing Condition

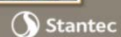


5 Analysis of Bridge #7

18th Ave. NE between 8th St. NE and 16th St. NE



Location of Bridge #7: Proposed Condition

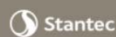


5 Analysis of Bridges #6 & #7

18th Ave. NE

The Bridges #6-7 Project Includes the Following Improvements:

- Resurfacing 18th Ave. NE from Wilson Blvd. to 16th St. NE (+/- 2.1 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway from Wilson Blvd. to 16th St. NE.

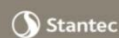


5 Analysis of Bridges #6 & #7

18th Ave. NE

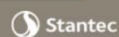
Design Considerations Include:

- Evaluating the need for intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of 18th Ave. NE at Wilson Blvd., 8th St. NE and at 16th St. NE.



5 Analysis of Bridges #6 & #7

18th Ave. NE



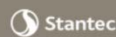
5 Analysis of Bridge #6 & #7

23rd St. SW, North of White Blvd.

Importance of study criteria

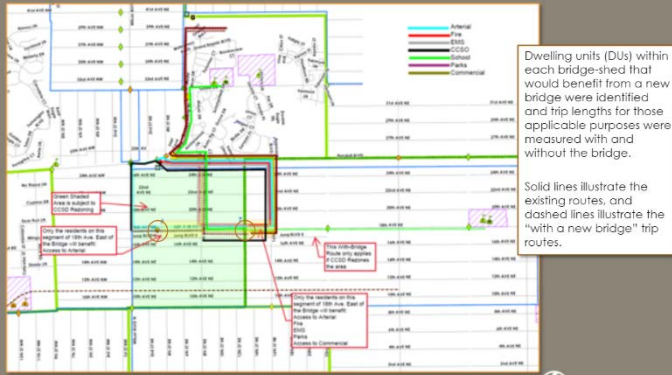
- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.

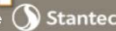


5 Analysis of Bridges #6 & #7

18th Ave. NE



Analysis of Bridges #6 & 7: Trip Length With & Without Bridge

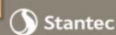


5 Analysis of Bridges #6 & #7

18th Ave. NE

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

Category	Sub-Category	With Bridge		Without Bridge		Difference	Notes
		Count	Value	Count	Value		
Dwelling Units (DUs)	Residential Single-Family	100	100	100	100	0	
	Residential Medium-Density	50	50	50	50	0	
	Residential High-Density	20	20	20	20	0	
	Other Residential	10	10	10	10	0	
Fire	Fire Station	1	1	1	1	0	
	Fire Substation	1	1	1	1	0	
	Fire Station	1	1	1	1	0	
	Fire Substation	1	1	1	1	0	
EMS	EMS Station	1	1	1	1	0	
	EMS Substation	1	1	1	1	0	
	EMS Station	1	1	1	1	0	
	EMS Substation	1	1	1	1	0	
CSO	CSO Station	1	1	1	1	0	
	CSO Substation	1	1	1	1	0	
	CSO Station	1	1	1	1	0	
	CSO Substation	1	1	1	1	0	
Industrial	Industrial	1	1	1	1	0	
	Industrial	1	1	1	1	0	
	Industrial	1	1	1	1	0	
	Industrial	1	1	1	1	0	
Parks	Park	1	1	1	1	0	
	Park	1	1	1	1	0	
	Park	1	1	1	1	0	
	Park	1	1	1	1	0	
Commercial	Commercial	1	1	1	1	0	
	Commercial	1	1	1	1	0	
	Commercial	1	1	1	1	0	
	Commercial	1	1	1	1	0	



5 Analysis of Bridges #6 & #7

18th Ave. NE

	DU's	Distance (miles)			Trips per Day	VMT ¹ Saved per Day @ 30 Avg	Gallons Saved per Day @ 30 Avg	Gallons Saved per Year	DU's per Year	Gallons Saved per House per Year	VMT ¹ Saved per House per Day	NOTES
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Time to Reach Arterial Network	Yes	36	3.4	2.6	0.8	4	133	4	0.11	300	33.2	Only residents on 18th Ave. east of the east bridge to 18th St. and 18th St.
Reduces Travel Distance/Time to Reach Schools	Yes ²	138	3.8	3.5	0.3	4	137	5	0.04	180	7.0	Residents within age children 180 miles to nearest school @ 30 MPH. No bridge benefits to residents @ 18th St.
Reduces Travel Distance/Time to Commercial/Retail	Yes	7	2.8	2.3	0.5	2	13	0	0.05	60	4.5	Only residents on 18th Ave. east of the east bridge to 18th St.
Reduces Travel Distance/Time to Reach Parks	Yes	7	5.5	4.7	0.7	2	10	0	0.05	24	2.2	Only residents on 18th Ave. east of the east bridge to 18th St.
Increases Resident's Route Choice Options (Improves Evacuation Access)	Yes	1907										
* E-1 & without Drive is dependent on road												
			Distance (miles)									
			W/O Bridge	W/ Bridge	Saved per Trip							
Reduces Travel Distance/Response Time for Fire First Responders	Yes	7	3.0	2.3	0.7						25% Reduction in Response Time	
Response Time (minutes) at 30 MPH			6.0	4.6	1.5							
Reduces Travel Distance/Response Time for CSO First Responders	Yes	1907	4.4	3.6	0.7						Up to a Reduction of 62% in Response Time	
Response Time (minutes) at 35 MPH			5.8	2.2	3.7							
Reduces Travel Distance/Response Time for EMS First Responders	Yes	7	3.0	2.3	0.7						25% Reduction in Response Time	
Response Time (minutes) at 35 MPH			5.2	3.9	1.3							
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No					Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station						
Improves School Bus Route Operations	Yes		May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.									

¹ VMT = Vehicle Miles Traveled

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

5 Analysis of Bridges #6 & #7

18th Ave. NE

	DU's	Distance (miles)			Trips per Day	VMT ¹ Saved per Day @ 30 Avg	Gallons Saved per Day @ 30 Avg	Gallons Saved per Year	DU's per Year	Gallons Saved per House per Year	VMT ¹ Saved per House per Day	NOTES
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Time to Reach Arterial Network	Yes	36	3.4	2.6	0.8	4	133	4	0.11	300	33.2	Only residents on 18th Ave. east of the east bridge to 18th St. and 18th St.
Reduces Travel Distance/Time to Reach Schools	Yes ²	138	3.8	3.5	0.3	4	137	5	0.04	180	7.0	Residents within age children 180 miles to nearest school @ 30 MPH. No bridge benefits to residents @ 18th St.
Reduces Travel Distance/Time to Commercial/Retail	Yes	7	2.8	2.3	0.5	2	13	0	0.05	60	4.5	Only residents on 18th Ave. east of the east bridge to 18th St.
Reduces Travel Distance/Time to Reach Parks	Yes	7	5.5	4.7	0.7	2	10	0	0.05	24	2.2	Only residents on 18th Ave. east of the east bridge to 18th St.
Increases Resident's Route Choice Options (Improves Evacuation Access)	Yes	1907										

The number of homes or dwelling units (DU's) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

5 Analysis of Bridges #6 & #7

18th Ave. NE

	DU's	Distance (miles)			Trips per Day	VMT ¹ Saved per Day @ 30 Avg	Gallons Saved per Day @ 30 Avg	Gallons Saved per Year	DU's per Year	Gallons Saved per House per Year	VMT ¹ Saved per House per Day	NOTES
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Response Time for Fire First Responders	Yes	7	3.0	2.3	0.7						25% Reduction in Response Time	
Response Time (minutes) at 30 MPH			6.0	4.6	1.5							
Reduces Travel Distance/Response Time for CSO First Responders	Yes	1907	4.4	3.6	0.7						Up to a Reduction of 62% in Response Time	
Response Time (minutes) at 35 MPH			5.8	2.2	3.7							
Reduces Travel Distance/Response Time for EMS First Responders	Yes	7	3.0	2.3	0.7						25% Reduction in Response Time	
Response Time (minutes) at 35 MPH			5.2	3.9	1.3							
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No		Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station									
Improves School Bus Route Operations	Yes		May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.									

¹ VMT = Vehicle Miles Traveled

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

5 Analysis of Bridges #6 & #7

18th Ave. NE

Build-Out										Notes			
	DU	Distance (miles)			Time per Trip	VMT ¹ Saved per Day	Gallons Saved per Day @ 30 mpg	Savings per Home per Day	Savings per Home per Year		VMT ¹ Saved per Home per Day		
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Time to Reach Arterial Network	Yes	48	3.4	2.6	0.8	4	159	5	0.11	300	33.2	3.3	Only residents on 18th Ave. east of the 2 bridges to 18th St. and 18th St.
Reduces Travel Distance/Time to Reach Schools (K-8M)	Yes ²	178	3.8	3.5	0.3	4	206	7	0.04	180	7.0	1.2	Residences or school age children (K-8) bridge travels to zoning school in 18th St. bridge travels to regional schools
Reduces Travel Distance/Time to Reach Commercial/Retail	Yes	11	2.9	2.1	0.8	2	17	1	0.05	90	4.5	1.5	Only residents on 18th Ave. east of the east bridge to 18th St.
Reduces Travel Distance/Time to Reach Parks	Yes	11	5.5	4.7	0.7	2	18	1	0.05	24	1.2	1.5	Only residents on 18th Ave. east of the east bridge to 18th St.
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	3289											
¹ VMT = Visitor Miles Traveled													
² K-8 M school zone is zoned westward													
	DU	Distance (miles)			Time per Trip	VMT ¹ Saved per Day	Gallons Saved per Day @ 30 mpg	Savings per Home per Day	Savings per Home per Year	VMT ¹ Saved per Home per Day			
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Response Time For Fire First Responders	Yes	11	5.9	3.7	2.2						57% Reduction in Response Time		
Response Time (minutes) at 30 MPH			11.7	7.4	4.4								
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	3289	4.4	1.6	2.7						Up to a Reduction of 63% in Response Time		
Response Time (minutes) at 45 MPH			5.8	2.2	3.7								
Reduces Travel Distance/Response Time For EMS First Responders	Yes	11	3.0	2.3	0.7						25% Reduction in Response Time		
Response Time (minutes) at 35 MPH			5.2	3.9	1.3								
Reduces Travel Distance to Fire Station to Improve HD Public Protection Classification Score	No		0.0	0.0							Although the new bridge reduces the drive distance, all residents within the bridge shed are currently within 5 miles of the nearest fire station		
Improves School Bus Route Operations	Yes										May improve circulation options for bus routes to existing and future school(s); may improve bus utilization, reduce fuel consumption and associated operating costs.		

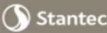
This bridge shed worksheet quantifies the applicable benefits for all future residents with a new bridge

5 Analysis of Bridges #6 & #7

18th Ave. NE

Potential Benefits Include:

- Increase in route choice options for public agencies, and 1,907 current residences (3,289 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for a substantial number of CCSO responses

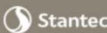


5 Analysis of Bridges #6 & #7

18th Ave. NE

Potential Benefits Include:

- Reduction in travel distance to arterial network for 34 homes on 18th Ave. NE east of the bridges (48 at build-out)
- Potential reduction in travel distance to school for 118 homes west of the bridges (178 at build-out) subject to rezoning

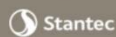


5 Analysis of Bridges #6 & #7

18th Ave. NE

Potential Benefits Include:

- Residents could benefit from up to a 63% decrease in response time (up to 3.7 minutes) for CCSO vehicles.
- Route choice is improved CCSO, Fire & EMS first responders.
 - 25% reduction in response time to area residences due to station locations.
 - No additional homes meet ISO 3 Rating



8.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

Last Name	First Name	Email Address	Question/comment
Clarke	Robert	rbrc200@gmail.com	From the mailing
Clarke	Robert	rbrc200@gmail.com	I appreciate the information. What is the plan to control the speed on 18th St NE.? 8th St is still a high-speed area despite the police presence
Clarke	Robert	rbrc200@gmail.com	I disagree. it WILL increase speed on these roads, not just traffic.
Clarke	Robert	rbrc200@gmail.com	When will the decision be made on which side of 18th St the sidewalk will be? Why is a sidewalk necessary? It will take much more land. And how will property owners be reimbursed for not just land taken but also existing driveways, fences, etc.

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Clarke	Robert	rbrc200@gmail.com	That is not acceptable just having law enforcement watch for speeding. There needs to be other ways to control speed -- speed bumps, stop signs etc.
Clarke	Robert	rbrc200@gmail.com	Why do the people who live on 18th St not get to vote on this? We are the ones being most effected.
Clarke	Robert	rbrc200@gmail.com	Can you define what you mean by the Right of Way
Clarke	Robert	rbrc200@gmail.com	Can someone look at putting a light at corner of 8th St and Randall. I've seen several near misses.
Clarke	Robert	rbrc200@gmail.com	Thank you for this. Much appreciated
Crossan	Chris	chriscrossan@northcollierfire.com	thanks
Crossan	Chris	chriscrossan@northcollierfire.com	Fire Commissioner Chris Crossan here:
Crossan	Chris	chriscrossan@northcollierfire.com	First of all let me thanks CCSO for patrolling 8th St so vigilantly. Appreciate the help but with Randal and 8th street being a nightmare why would we want to funnel any additional traffic to Randal and 8th st when I have already scene CCSO writing so many tickets on 8th
Crossan	Chris	chriscrossan@northcollierfire.com	Correct you would never bypass 8th and you would actually just as fast because of residential
Crossan	Chris	chriscrossan@northcollierfire.com	10th and Wilson they would take the new Vanderbilt?
Crossan	Chris	chriscrossan@northcollierfire.com	Commercial instead of residential response area
Crossan	Chris	chriscrossan@northcollierfire.com	no way 25% on ems and fire
Crossan	Chris	chriscrossan@northcollierfire.com	not from their static location

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Crossan	Chris	chriscrossan@northcollierfire.com	what is the projected completion date for Vanderbilt
Crossan	Chris	chriscrossan@northcollierfire.com	oh, they are still out there almost every day and got passed at 60mph on 8th two day ago
Crossan	Chris	chriscrossan@northcollierfire.com	Thanks for Vanderbilt Info
Crossan	Chris	chriscrossan@northcollierfire.com	woooooo
Crossan	Chris	chriscrossan@northcollierfire.com	Before they widened 8th there was very little water retention, now during rain there is significantly more water retention due you see this as an issue on 18th
Duggan	Joel	joeldug@me.com	If. as stated in the presentation, the benefit is to such a small number of homes (7) why go forward?
Duggan	Joel	joeldug@me.com	Is there any data on how often the CCSO is called to this area that would justify a 3-minute faster response as being needed?
Duggan	Joel	joeldug@me.com	I thought tonight was focused on the bridges on 18th Ave NE. Why are we answering questions about other bridges?!?!
Duggan	Joel	joeldug@me.com	CCSO data seems an important factor in this. If we are trending up in calls then saving 3mins might be justified. But if the trend isn't going up, then this seems to be an expense that is not needed at this time.
Kniola	Annette	annettekniola@aol.com	I cannot hear. Tested, and shows running smoothly.
Kniola	Annette	annettekniola@aol.com	I cannot hear. Tested, and shows running smoothly.
Kniola	Annette	annettekniola@aol.com	I got it, thank you!

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Kniola	Annette	annettekniola@aol.com	Thank you!
Mugavero	Christine	cmugavero33@gmail.com	Is this 100% sure to happen? How do we stop it?
Mugavero	Christine	cmugavero33@gmail.com	We chose our forever home to be away from traffic. We liked the limited outlets. No bridge allows my children to play outside without me having to worry about them getting hit by cars! the proposed sidewalk goes through my driveway, taking away my oak trees and even more room for my kids to play.
Mugavero	Christine	cmugavero33@gmail.com	we moved to GGE because we are not a gated community. no sidewalks
Schoellner	Jill	jillschoellner@yahoo.com	Why aren't they starting expanding Randall?
Schoellner	Jill	jillschoellner@yahoo.com	If your worried about timing, why not zig zag to eliminate opportunities to speed?
Shrewsberry	Courtney	courtney.meaney@gmail.com	Have you considered other streets that are more densely populated?
Shrewsberry	Courtney	courtney.meaney@gmail.com	We have small children when we purchased. 8TH street is already an issue with speeding and now we will potentially have speeding down our road which puts my children in harm's way. When I look at our street, we only have 2 vacant lots. Why not Jung where our lots butt up to.
Shrewsberry	Courtney	courtney.meaney@gmail.com	if we don't see any benefit than why do we have to deal with the traffic? is the plan to add more bridges to alleviate us?

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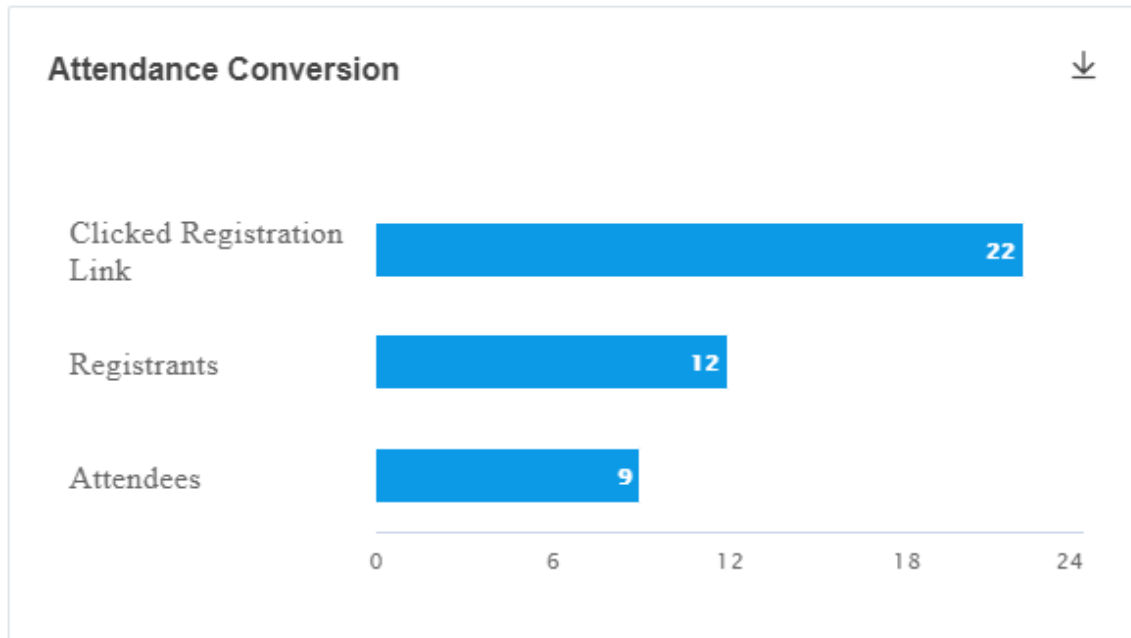
Shrewsberry	Courtney	courtney.meaney@gmail.com	I understand that this helps response time but I am against this because when we purchased this lot and built in 2017 we were NEVER told this was going to happen. If we knew we had the opportunity to face our home either on 18th or Jung and we would have chosen differently.
Shrewsberry	Courtney	courtney.meaney@gmail.com	If you are putting in a sidewalk does that mean some residents would now lose part of their lot to this?
Shrewsberry	Courtney	courtney.meaney@gmail.com	How long would these bridges take to complete?

DRAFT

9.0 MEETING FOR BRIDGE #11 (10TH AVE SE) ON OCTOBER 7TH

9.1 Invitees and attendees

Meeting notifications were mailed to 131 site addresses and property owner addresses within the highlighted areas.



Meeting Organizers, Panelists and Agency Stakeholders in Attendance

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Lt. Joe Ellis	District 4 - Commander	Collier County Sheriff's Office
Lorraine Lantz	Project Planner	Collier County Government, Transportation Planning
Yvonne McClellan	Public Involvement Consultant	Quest Corporation of America
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning
Olivia Smith	Public Involvement Consultant	Quest Corporation of America

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Public Attendees

Lori Davidson, sldavidson97@gmail.com
Scott Davidson, sldavidson97@comcast.net
Josue Espinosa, josh.espinosa@me.com

Steve Gafford, steve@setpointautomation.com
Robin Gafford, rhgafford@gmail.com
Christi Guerrero, cguerrero1982@gmail.com

9.2 Poll responses

1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

Multiple choice with single answer



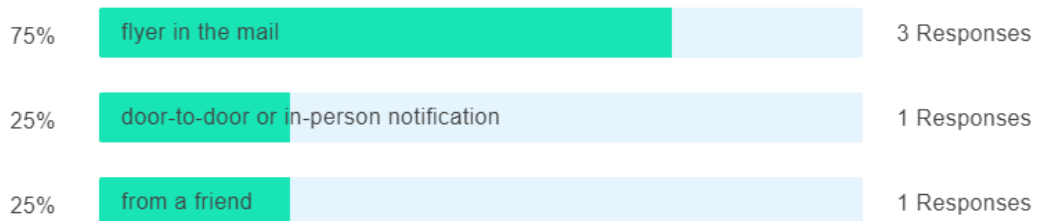
2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

Multiple choice with single answer



3 of 4. How did you hear about this meeting?

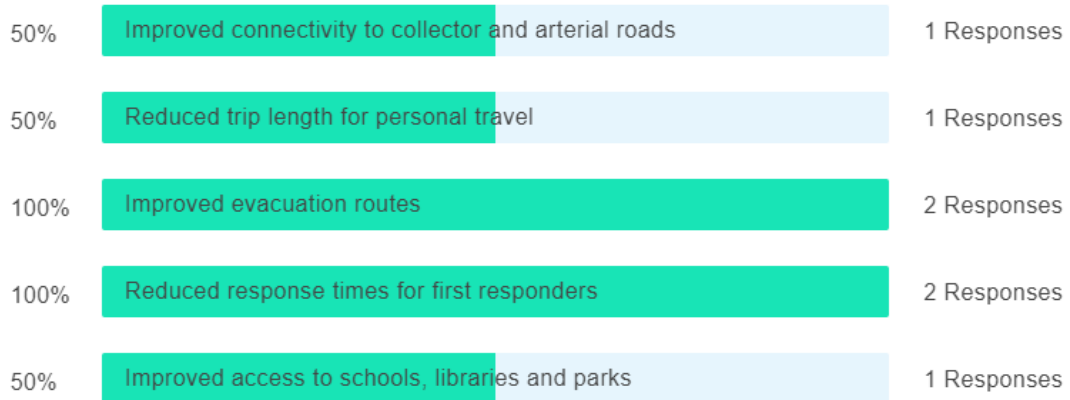
Multiple choice with multiple answers



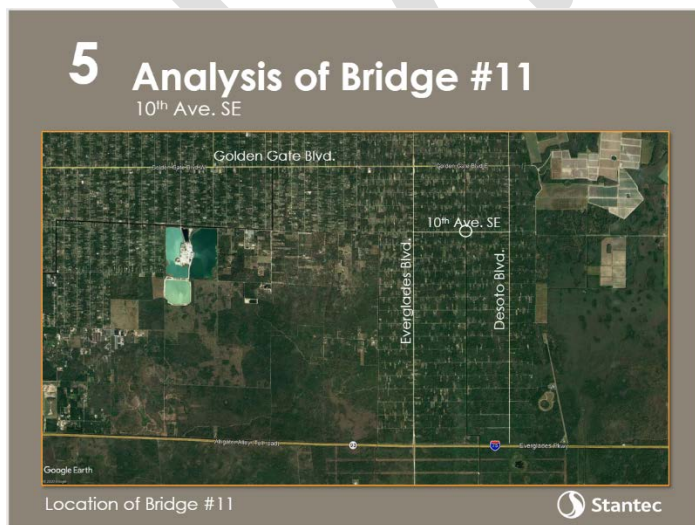
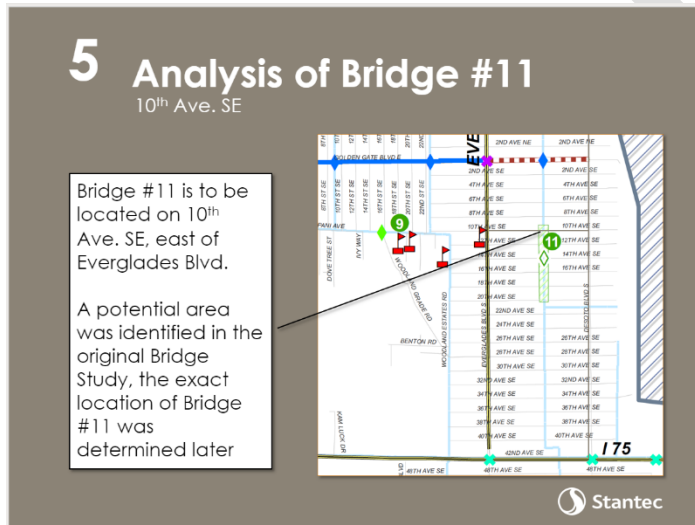
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4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers



9.3 Analysis slides

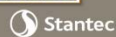


5 Analysis of Bridge #11

10th Ave. SE



Location of Bridge #11: Existing Condition



5 Analysis of Bridge #11

10th Ave. SE



Location of Bridge #11: Proposed Condition

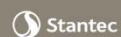


5 Analysis of Bridge #11

10th Ave. SE

The Bridge #11 Project Includes the Following Improvements:

- Resurfacing 10th Ave. SE from Everglades Blvd. to Desoto Blvd. (+/- 1.83 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway from Everglades Blvd. to Desoto Blvd.



5 Analysis of Bridge #11

10th Ave. SE

Design Considerations Include:

- Evaluating the need for intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of Everglades Blvd. and 10th Ave. SE
- Evaluating potential improvements to the intersection of 10th Ave. SE and Desoto Blvd.



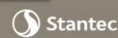
5 Analysis of Bridge #11

10th Ave. SE



The number of existing homes and the total number of parcels that would benefit from a new bridge were quantified.

Residents south of 10th Ave. SE enjoy additional route choice options with the new bridge, and a reduction in trip length to school.



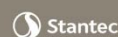
5 Analysis of Bridge #11

23rd St. SW, North of White Blvd.

Importance of study criteria

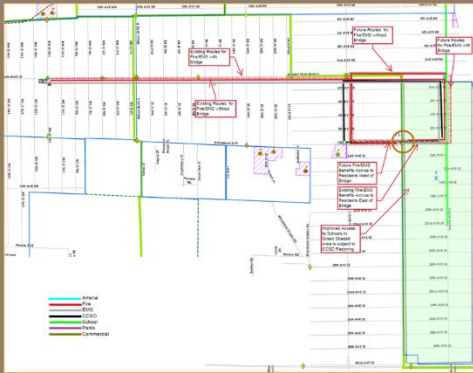
- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



5 Analysis of Bridge #11

10th Ave. SE



Dwelling units (DUs) within each bridge-shed that would benefit from a new bridge were identified and trip lengths for those applicable purposes were measured with and without the bridge.

Solid lines illustrate the existing routes, and dashed lines illustrate the "with a new bridge" trip routes.

Analysis of Bridge #11: Trip Length With & Without Bridge

5 Analysis of Bridge #11

10th Ave. SE

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.

2019											
Benefit	DUs	Distance (miles)			Trips per Day	VMT per Day	Gallons Saved per Day @ 30 mpg	Gallons Saved per Year	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per Day
		W/O Bridge	W/ Bridge	Saved per Trip							
Reduces Travel Distance/Time to Reach Arterial Network	No			0.0	4	0	0	-	300	-	-
Reduces Travel Distance/Time to Reach Schools (K)	Yes ¹	67	5.6	3.5	2.1	4	574	19	0.29	180	51.4
Reduces Travel Distance/Time to Reach Commercial/Retail	No			0.0	2	0	0	-	90	-	-
Reduces Travel Distance/Time to Reach Parks	No			0.0	2	0	0	-	24	-	-
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	487									
¹ Subject to CDD School Routing											
Reduces Travel Distance/Response Time for Fire Responders	Yes	20	Distance (miles)			Trips per Trip	VMT per Trip	Gallons Saved per Trip @ 30 mpg	Days per Trip	Gallons Saved per Home per Trip	VMT ¹ Saved per Home per Trip
			W/O Bridge	W/ Bridge	Saved						
Response Time (minutes) @ 30 MPH			9.4	7.9	1.5						10%
Response Time (minutes) @ 45 MPH			6.8	2.5	4.4						Up to a Reduction of 64% in Response Time
Response Time (minutes) @ 35 MPH			16.1	13.6	2.5						10%
Reduces Travel Distance to Fire Station to Improve Fire Public Protection Classification Score	No										
Improves School Bus Route Operations	Yes										

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

5 Analysis of Bridge #11

10th Ave. SE

2019											
Benefit	DUs	Distance (miles)			Trips per Day	VMT per Day	Gallons Saved per Day @ 30 mpg	Gallons Saved per Year	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per Day
		W/O Bridge	W/ Bridge	Saved per Trip							
Reduces Travel Distance/Time to Reach Arterial Network	No			0.0	4	0	0	-	300	-	-
Reduces Travel Distance/Time to Reach Schools (K)	Yes ¹	67	5.6	3.5	2.1	4	574	19	0.29	180	51.4
Reduces Travel Distance/Time to Reach Commercial/Retail	No			0.0	2	0	0	-	90	-	-
Reduces Travel Distance/Time to Reach Parks	No			0.0	2	0	0	-	24	-	-
Increases Resident's Route Choice Options; Improves Evacuation Access	Yes	487									
¹ Subject to CDD School Routing											
Reduces Travel Distance/Response Time for Fire Responders	Yes	20	Distance (miles)			Trips per Trip	VMT per Trip	Gallons Saved per Trip @ 30 mpg	Days per Trip	Gallons Saved per Home per Trip	VMT ¹ Saved per Home per Trip
			W/O Bridge	W/ Bridge	Saved						
Response Time (minutes) @ 30 MPH			9.4	7.9	1.5						10%
Response Time (minutes) @ 45 MPH			6.8	2.5	4.4						Up to a Reduction of 64% in Response Time
Response Time (minutes) @ 35 MPH			16.1	13.6	2.5						10%
Reduces Travel Distance to Fire Station to Improve Fire Public Protection Classification Score	No										
Improves School Bus Route Operations	Yes										

Residents with elementary school age children, south of bridge, and south of 10th Ave SE

Residents on 10th Ave. SE between bridge and Decatur Blvd

Residents on 10th Ave. SE between bridge and Decatur Blvd

¹ VMT = Vehicle Miles Traveled

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5 Analysis of Bridge #11 10th Ave. SE

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

	DU ¹	Distance (miles)			Trips per Day	VMT ¹ Saved per day	Gallons Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES	
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Time to Reach Arterial Network	No			0.0	4	0	0	-	300	-	-	Residents with elementary school-age children south of Decatur and south of 10th Ave. SE	
Reduces Travel Distance/Time to Reach Schools (K)	Yes ²	67	5.6	3.5	2.1	4	574	19	0.29	180	11.4		8.6
Reduces Travel Distance/Time to Commercial/Retail	No			0.0	0.0	0	0	0	-	90	-		-
Reduces Travel Distance/Time to Reach Parks	No			0.0	2	0	0	-	24	-	-		-
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	487											

¹ Subject to CDD School Routing

The number of homes or dwelling units (DUs) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge

Stantec

5 Analysis of Bridge #11 10th Ave. SE

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

	DU ¹	Distance (miles)			Trips per Day	VMT ¹ Saved per day	Gallons Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES
		W/O Bridge	W/ Bridge	Saved per Trip								
Reduces Travel Distance/Response Time for Fire First Responders	Yes	20	9.4	7.9	1.5	18%	Reduction in Response Time					Residents on 10th Ave. SE between bridge and Decatur Blvd.
Response Time (minutes) at 30 MPH			18.8	16.4	2.4							
Reduces Travel Distance/Response Time for CDD Fire Responders	Yes	487	5.1	1.8	3.3	Up to a Reduction of 64% in Response Time						
Response Time (minutes) at 45 MPH			6.8	2.5	4.4							
Reduces Travel Distance/Response Time for EMS First Responders	Yes	20	9.4	7.9	1.5	16%	Reduction in Response Time					
Response Time (minutes) at 35 MPH			16.1	13.6	2.5							
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No											
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future school(s); may improve bus utilization, reduce fuel consumption and associated operating costs.										

¹ VMT = Vehicle Miles Traveled

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

Stantec

5 Analysis of Bridge #11 10th Ave. SE

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	DU ¹	Distance (miles)			Trips per Day	VMT ¹ Saved per day	Gallons Saved per day @ 30 mpg	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year	VMT ¹ Saved per Home per day	NOTES	
		W/O Bridge	W/ Bridge	Saved per Trip									
Reduces Travel Distance/Time to Reach Arterial Network	No			0.0	0.0	0	0	-	300	-	-	Residents with elementary school-age children, south of Decatur and south of 10th Ave. SE	
Reduces Travel Distance/Time to Reach Schools (K)	Yes ²	244	5.6	3.5	2.1	4	2089	70	0.29	180	11.4		8.6
Reduces Travel Distance/Time to Commercial/Retail	No			0.0	0.0	0	0	0	-	90	-		-
Reduces Travel Distance/Time to Reach Parks	No			0.0	0.0	0	0	-	24	-	-		-
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	1787											
Reduces Travel Distance/Response Time for Fire First Responders	Yes	78			0.0	0.0	0.0	0.0	0.0	0.0	0.0	Reduction in Response Time	
Response Time (minutes) at 30 MPH					0.0	0.0	0.0						
Reduces Travel Distance/Response Time for CDD Fire Responders	Yes	1787	5.1	1.8	3.3	Up to a Reduction of 64% in Response Time						Distance from 10th Ave. SE at bridge to Decatur Blvd.	
Response Time (minutes) at 45 MPH					6.8	2.5	4.4						
Reduces Travel Distance/Response Time for EMS First Responders	Yes	78	9.4	7.9	1.5	16%	Reduction in Response Time					Due to location of future station, the benefit to 10th Ave. SE residents between bridge and Decatur Blvd.	
Response Time (minutes) at 35 MPH					16.1	13.6	2.5						
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No												
Improves School Bus Route Operations	Yes	May improve circulation options for bus routes to existing and future school(s); may improve bus utilization, reduce fuel consumption and associated operating costs.											

¹ VMT = Vehicle Miles Traveled

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

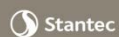
Stantec

5 Analysis of Bridge #11

10th Ave. SE

Potential Benefits Include:

- Increase in route choice options for public agencies, and 487 current residences (1,787 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some CCSO and EMS responses

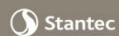


5 Analysis of Bridge #11

10th Ave. SE

Potential Benefits Include:

- Reduction in travel distance to school (subject to rezoning) for 67 homes east and south of the bridge (244 at build-out)

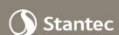


5 Analysis of Bridge #11

10th Ave. SE

Potential Benefits Include:

- Residents could benefit from up to a 64% decrease in response time (up to 4.4 minutes) for CCSO vehicles.
- Route choice is improved CCSO, Fire & EMS first responders.
 - 16% reduction in response time to some residences due to station locations.
 - No additional homes meet ISO 3 Rating



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9.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

Last Name	First Name	Email Address	Question/comment
Davidson	Scott	Sldavidson97@comcast.net	Will you be answering the questions that were submitted via email?
Davidson	Scott	Sldavidson97@comcast.net	How is that logical versus 20 th ?
Espinosa	Josue	Josh.espinosa@me.com	Hi, when was 10 th Ave. SE option approved vs. the other 12 th – 20 th options which was part of the original study and was actually left undetermined in that original study... per item #11 in map showing the options
Davidson	Scott	Sldavidson97@comcast.net	We've lived here for over 23 years and you want to change our way of life for personal travel?
Espinosa	Josue	Josh.espinosa@me.com	Few questions together: how wide will the road including sidewalk be; 2 which side of the road will sidewalk be in; 3 will construction include having to take over portion of private property?
Davidson	Scott	Sldavidson97@comcast.net	8th has turned into a freeway. It's beautiful!! My friend lives on it and is going to move.
Davidson	Scott	Sldavidson97@comcast.net	You stated it was logical.
Davidson	Scott	Sldavidson97@comcast.net	Which side of the road you will take land from and how much
Espinosa	Josue	Josh.espinosa@me.com	Also, this will obviously disrupt the peaceful ambiance of our street, with that said... can residents

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			request that trucks (semi's construction, etc.) be forbidden from using as thru street? Also, can "do not throw trash signs" be posted since increased traffic will definitely increase possibility of more trash visible similar what you can already see in Desoto
Davidson	Scott	Sldavidson97@comcast.net	So why put this bridge up?
Davidson	Scott	Sldavidson97@comcast.net	Will it hold up in court?
Davidson	Scott	Sldavidson97@comcast.net	School district is more likely to put up a school on Desoto
Gafford	Robin	rhgafford@gmail.com	I have to say, there is nothing positive for us and our 15 acres with regard to this project. Our wildlife will be greatly impacted, and our quiet peaceful life will change drastically. We are greatly opposed to this project. Please let us know which side of the road the additional land needed will be taken from, north or south side of tenth?
Espinosa	Josue	Josh.espinosa@me.com	Also, Per Map, looks like it would make more sense to put bridge on 12 th Ave or further down as per original study... if anything, 20 th Ave is right smack in the middle which to me makes more sense for time savings

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Espinosa	Josue	Josh.espinosa@me.com	What will the speed limit be
Espinosa	Josue	Josh.espinosa@me.com	What will the height of bridge be, meaning can a small boat go underneath
McDaniel	William	Bill.mcdaniel@colliercountyfl.gov	I'm back
Davidson	Scott	Sldavidson97@comcast.net	Lack of police will allow our road to be used for crime.
Davidson	Scott	Sldavidson97@comcast.net	Sounds like you do not even feel the bridge belongs here.
Davidson	Scott	Sldavidson97@comcast.net	I see trucks on 18 th all the time.
Davidson	Scott	Sldavidson97@comcast.net	If you do not widen GGB to Desoto all vehicles will be using our road.
Davidson	Scott	Sldavidson97@comcast.net	We know residents on that street

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Davidson	Scott	Sldavidson97@comcast.net	Our law enforcement should not have to be used for monitoring speeders. They have so many other important things to do.
Espinosa	Josue	Josh.espinosa@me.com	More like a canoe or kayak
Davidson	Scott	sldavidson@comcast.net	Have you done a study on how much we will lose value on our homes?
Davidson	Scott	Sldavidson97@comcast.net	14 th
Espinosa	Josue	Josh.espinosa@me.com	Can owner of vacant lot work with construction company to designate/build entrance with culvert to a property that is currently vacant and currently has no entry point
Guerrero	Christi	Cguerrero1982@gmail.com	Could you repeat again about the effect(s) of property value?
Davidson	Scott	Sldavidson97@comcast.net	Why wouldn't you take property values into this?
Davidson	Scott	sldavidson@comcast.net	Can you poll the community to see if they want this?

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Guerrero	Christi	Cguerrero1982@gmail.com	Any idea who will bid on the bridge project?
Davidson	Scott	Sldavidson97@comcast.net	I can tell you nobody wants this and the voters will be making our voice heard.
Guerrero	Christi	Cguerrero1982@gmail.com	How long would they have to bid?
Davidson	Lori	Sldavidson97@gmail.com	The residents on my street do not want this bridge and feel it is totally unnecessary!
Davidson	Lori	Sldavidson97@gmail.com	How will we be notified for other meetings regarding this?

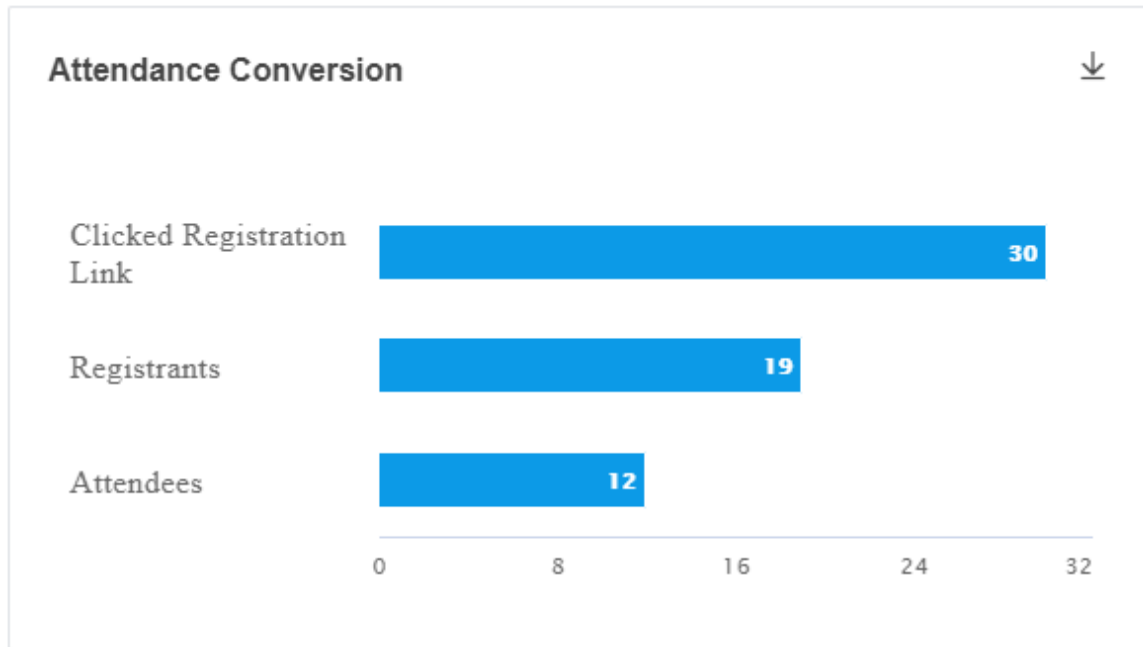
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10.0 MEETING FOR BRIDGES #9 (16TH ST SE) AND #10 (WILSON BLVD S) ON OCTOBER 8TH

10.1 Invitees and attendees

Meeting notifications were mailed to 182 site addresses and property owner addresses within the highlighted areas.





Meeting Organizers, Panelists, and Agency Stakeholders in Attendance

<u>Name</u>	<u>Title/Job Description</u>	<u>Department/Organization</u>
Sgt. Christopher Bence		Collier County Sheriff's Office
Miranda Lansdale	Public Involvement Consultant	Quest Corporation of America
Lorraine Lantz	Project Planner	Collier County Government, Transportation Planning
Comm. Bill McDaniel	Commissioner, District 5	Collier County Government
Jeff Perry	Project Consultant	Stantec
Trinity Scott	Transportation Planning Manager	Collier County Government, Transportation Planning
Olivia Smith	Public Involvement Coordinator	Quest Corporation of America

Public Attendees

Margaret Bush, bushpegasus@gmail.com
Dilia Camacho, dilcam881@gmail.com

Jeff Close, 1bacamaro@gmail.com
James Cooper, elasmo99@gmail.com

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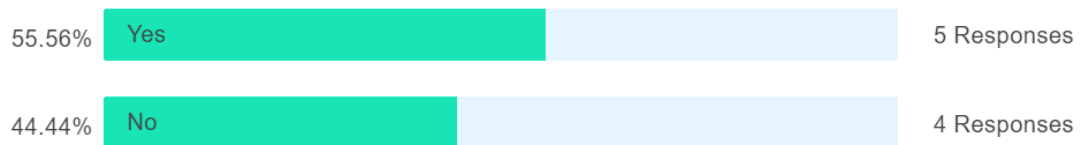
Rodney Foytik, foytik92@gmail.com
Peter Hayden, petershayden@comcast.net
David Palumbo, dvdpalumbo1@gmail.com

Mitchell Penner, mpenner@mitchellstark.com
Mercedes Puente, jmpkp@aol.com
Michael Ramsey, Michael.r.ramsey@embarqmail.com

10.2 Poll responses

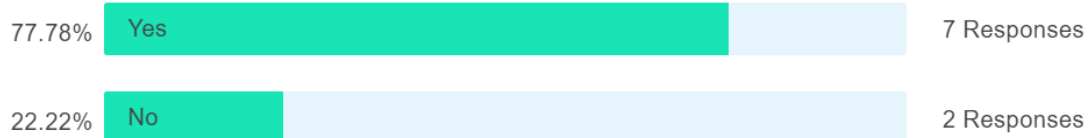
1 of 4. Were you familiar with the previous East of CR 951 Horizon Study for Bridges?

Multiple choice with single answer



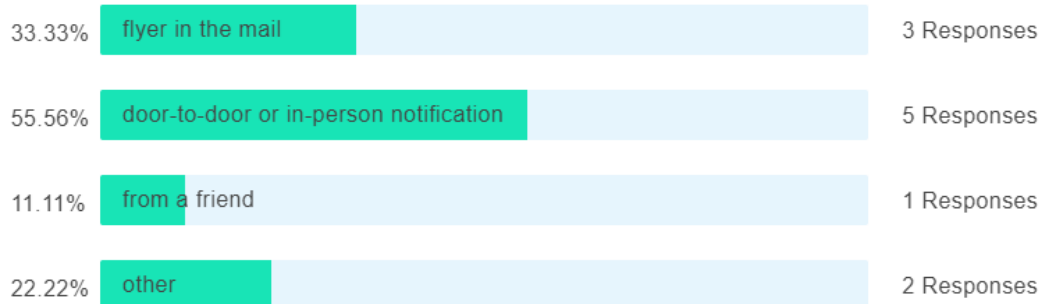
2 of 4. Did you know about the county's 1-cent infrastructure surtax that was approved in 2018?

Multiple choice with single answer



3 of 4. How did you hear about this meeting?

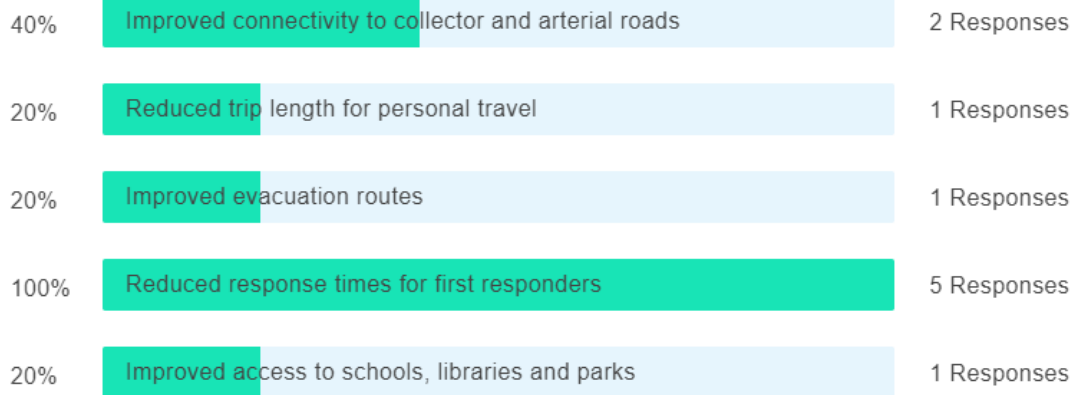
Multiple choice with multiple answers



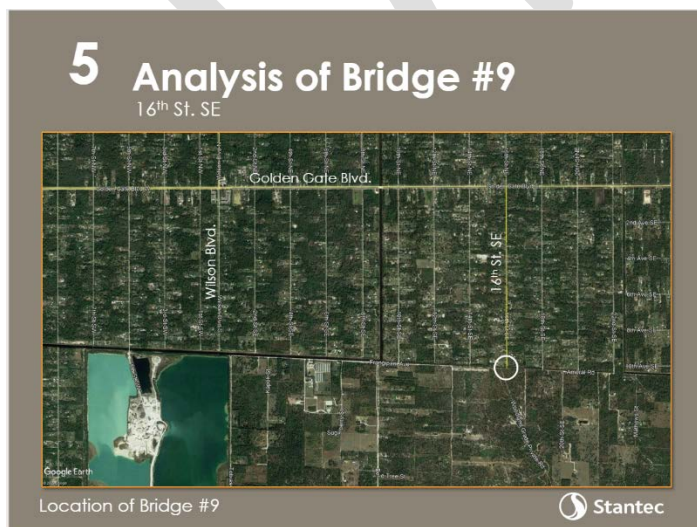
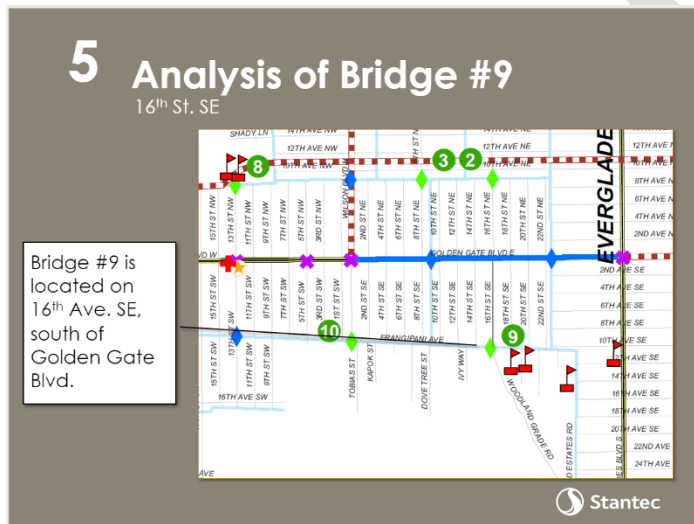
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4 of 4. Which of the following are most important to you?

Multiple choice with multiple answers



10.3 Analysis slides



5 Analysis of Bridge #9

16th St. SE

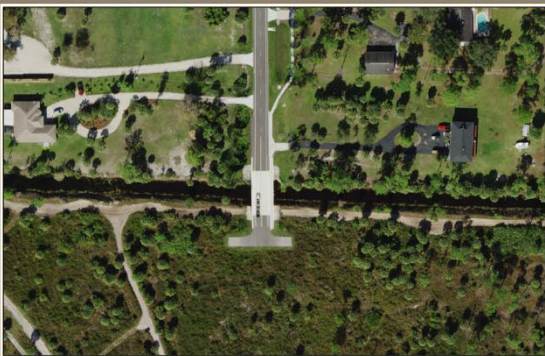


Location of Bridge #9: Existing Condition



5 Analysis of Bridge #9

16th St. SE



Location of Bridge #9: Proposed Condition



5 Analysis of Bridge #9

16th St. SE

The Bridge #9 Project Includes the Following Improvements:

- Resurfacing 16th Ave. SE from Golden Gate Blvd. to the bridge (+/- 1.27 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway



5 Analysis of Bridge #9

16th St. SE

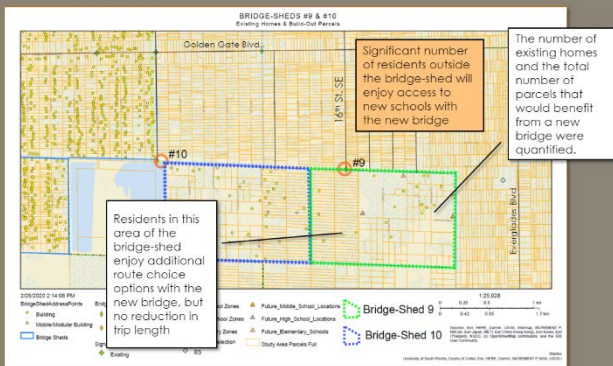
Design Considerations Include:

- Intersection improvements (e.g., turn lanes, traffic signal, etc.) at the intersection of Golden Gate Blvd. & 16th Ave. NE/SE



5 Analysis of Bridge #9

16th St. SE



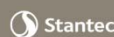
5 Analysis of Bridge #9& #10

23rd St. SW, North of White Blvd.

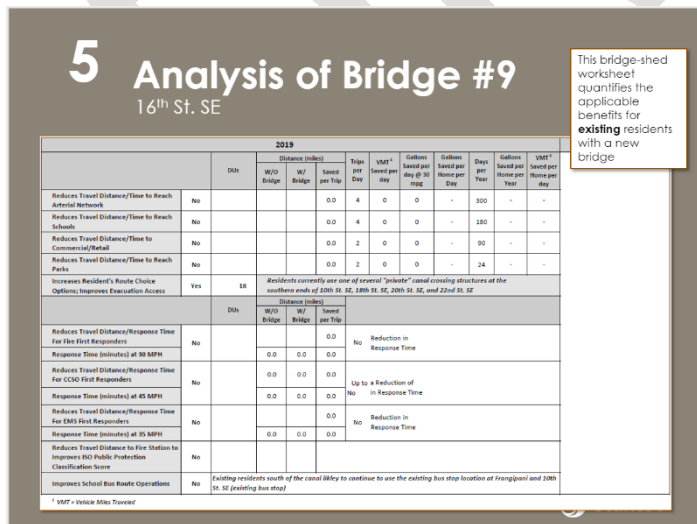
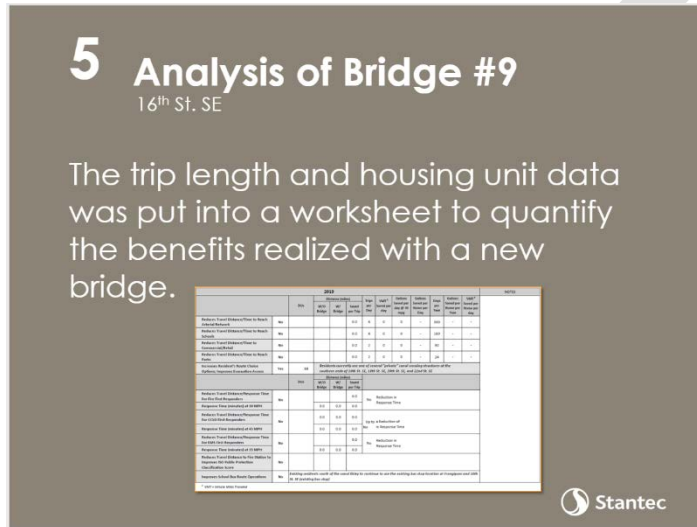
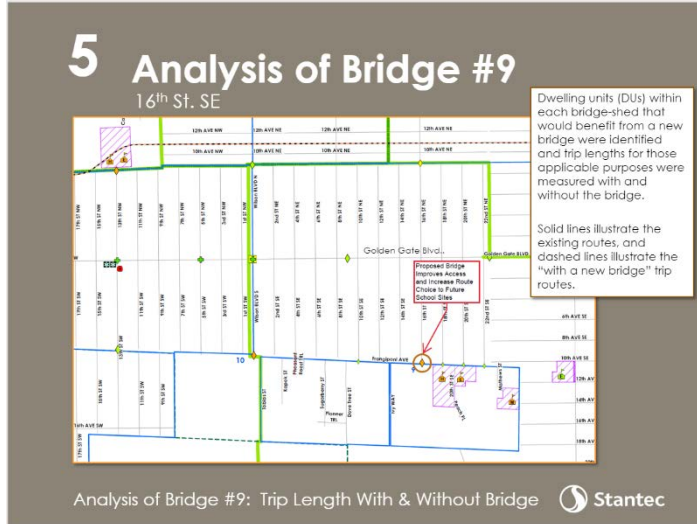
Importance of study criteria

- Improved connectivity to collectors and arterials (route choice)
- Reduced trip length for personal travel
- Improved evacuation routes (route choice)
- Reduced response times for first responders
- Improved access to schools, libraries, and parks

We would like to know which of the criteria are important to you.



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5 Analysis of Bridge #9

16th St. SE

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	DUs	Build-Out											
		Distance (miles)		Trips per Day	VMT ¹ Saved per Day @ 30 mph	Gallons Saved per Day	Savings per Home per Day	Days per Year	Savings per Home per Year	VMT ¹ Saved per Home per Day			
		W/O Bridge	W/ Bridge										
Reduces Travel Distance/Time to Reach Arterial Network	No	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0
Reduces Travel Distance/Time to Reach Schools	Yes	1,900	1900	Households in Golden Gates Estates (outside of Bridge-Shed) will benefit by improved access to new HS and ES w/in the Bridge-Shed						180	0.0	0.0	
Reduces Travel Distance/Time to Commercial/Retail	No	0.0	0.0	0.0	2	0	0	-	90	-	-	-	-
Reduces Travel Distance/Time to Reach Parks	No	0.0	0.0	0.0	2	0	0	-	25	-	-	-	-
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	135	135	Residents currently use one of several "private" canal crossing structures at the southern ends of 20th St. SE, 20th St. SE, 20th St. SE, 20th St. SE, and 22nd St. SE									
	DUs	Distance (miles)		Savings per Trip									
		W/O Bridge	W/ Bridge										
Reduces Travel Distance/Response Time For Fire 1st Responders	No			0.0		No Reduction in Response Time							
Response Time (minutes) at 30 MPH		0.0	0.0	0.0									
Reduces Travel Distance/Response Time For CCSO 1st Responders	No			0.0		No Reduction in Response Time							
Response Time (minutes) at 45 MPH		0.0	0.0	0.0									
Reduces Travel Distance/Response Time For EMS 1st Responders	No			0.0		No Reduction in Response Time							
Response Time (minutes) at 35 MPH		0.0	0.0	0.0									
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	No			0.0									
Improves School Bus Route Operations	Yes	Bridge will provide direct access to two new schools (HS & ES) to be built in the future.											

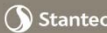
¹ VMT = Vehicle Miles Traveled
81 Quantity = 188
81 Quantity = 188
81 Quantity = 188

5 Analysis of Bridge #9

16th St. SE

Potential Benefits Include:

- Increase in route choice options for public agencies, and 18 current residences (135 at buildout)
- Shorter trip lengths for some residents
- Shorter trip lengths for some CCSO responses

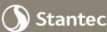


5 Analysis of Bridge #9

16th St. SE

Potential Benefits Include:

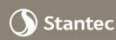
- Access to future school sites south of bridge
- Potential reduction in travel distance to school(s) for 1,900 homes outside of bridge-shed at build-out



5 Analysis of Bridge #10

Wilson Blvd. South

The next set of slides will provide an overview of the analysis of Bridge #10 on Wilson Blvd. S., located approximately 1 mile south of Golden Gate Blvd.



5 Analysis of Bridge #10

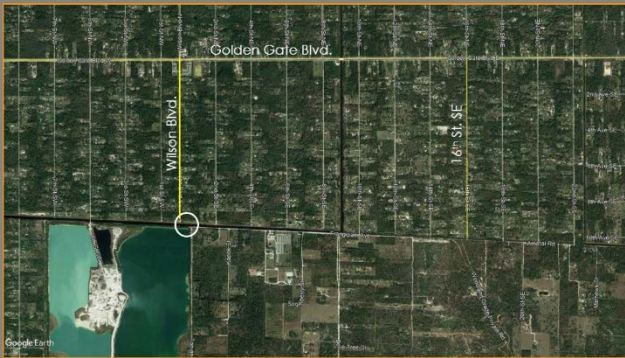
Wilson Blvd. South

Bridge #1 is located on Wilson Blvd. S., south of Golden Gate Blvd.

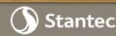


5 Analysis of Bridge #10

16th St. SE

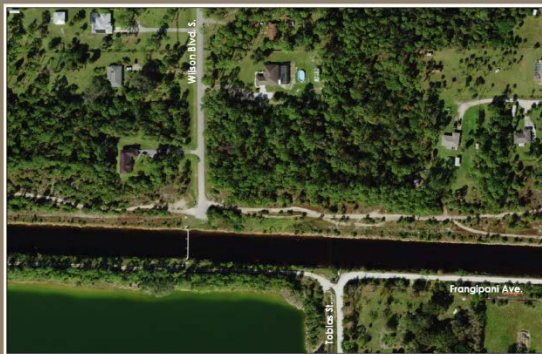


Location of Bridge #10

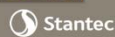


5 Analysis of Bridge #10

Wilson Blvd. South



Location of Bridge #10: Existing Condition

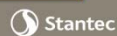


5 Analysis of Bridge #10

Wilson Blvd. South



Location of Bridge #10: Proposed Condition

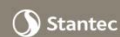


5 Analysis of Bridge #10

Wilson Blvd. South

The Bridge #10 Project Includes the Following Improvements:

- Realigning Wilson Blvd. S. to intersect with Tobias St. & Frangipani Ave.
- Resurfacing Wilson Blvd S. from Golden Gate Blvd. Blvd. to Tobias St. (+/- 1.2 miles)
- Adding paved shoulders
- Adding a Sidewalk along one side of roadway

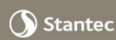


5 Analysis of Bridge #10

Wilson Blvd. South

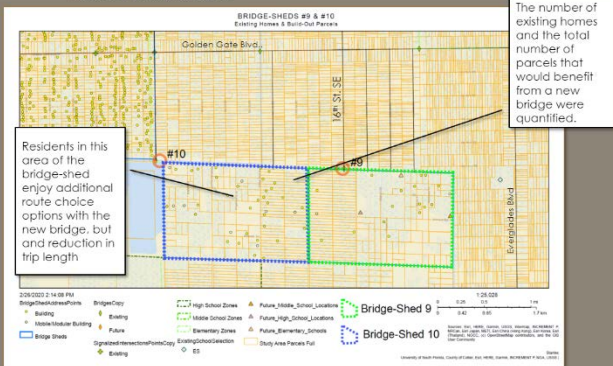
Design Considerations Include:

- Intersection improvements (e.g., turn lanes modifications, etc.) at the intersection of Golden Gate Blvd. and Wilson Blvd.



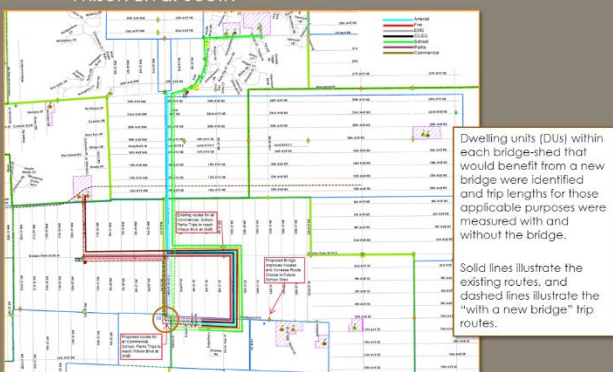
5 Analysis of Bridge #10

Wilson Blvd. South



5 Analysis of Bridge #10

Wilson Blvd. South



Analysis of Bridge #10: Trip Length With & Without Bridge



5 Analysis of Bridge #10

Wilson Blvd. South

The trip length and housing unit data was put into a worksheet to quantify the benefits realized with a new bridge.



5 Analysis of Bridge #10

Wilson Blvd. South

This bridge-shed worksheet quantifies the applicable benefits for existing residents with a new bridge

		2019										NOTES	
		DU's	Distance (miles)			Trips per Day	VMT* Saved per day	Gallons Saved per day @ 30 MPG	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year		VMT* Saved per Home per Year
Reduces Travel Distance/Time to Reach Arterial Network	Yes	40	6.3	5.1	1.2	4	189	6	0.16	300	47.2	4.7	Existing residents use 20th St. St. bridge which has an average travel distance of 4.1-1.2 miles. Only residents with high school students, distance measured to Parents Bridge Rd
Reduces Travel Distance/Time to Reach Schools [H]	Yes	4	9.1	7.9	1.2	4	95	3	0.08	180	28.8	4.8	
Reduces Travel Distance/Time to Reach Commercial/Retail	Yes	40	3.1	1.9	1.2	2	95	3	0.08	90	7.1	2.4	
Reduces Travel Distance/Time to Reach Parks	Yes	40	5.9	4.7	1.2	2	95	3	0.08	24	1.9	2.4	
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	40	Residents currently use a "private" canal crossing structures at the southern end of 20th St. St.										
Reduces Travel Distance/Response Time For Fire First Responders	Yes	40	Distance (miles)										
			W/O Bridge	W/ Bridge	Saved per Trip								
Response Time (minutes) at 30 MPH			4.3	3.6	0.7	25%	Reduction in Response Time						
Reduces Travel Distance/Response Time For CSO First Responders	Yes	40	3.1	1.9	1.2		Up to a Reduction of 39% in Response Time						
Response Time (minutes) at 45 MPH			4.1	2.5	1.6								
Reduces Travel Distance/Response Time For EMS First Responders	Yes	40	4.7	3.5	1.2	75%	Reduction in Response Time						
Response Time (minutes) at 15 MPH			8.1	6.1	2.0								
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	15	6.3	5.0	1.3		New bridge reduces the drive distance to within 5 miles of the nearest fire station						
Improves School Bus Route Operations	Yes		May improve circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.										

5 Analysis of Bridge #10

Wilson Blvd. South

This portion of the bridge-shed worksheet quantifies the potential benefits to residents

		2019										NOTES	
		DU's	Distance (miles)			Trips per Day	VMT* Saved per day	Gallons Saved per day @ 30 MPG	Gallons Saved per Home per Day	Days per Year	Gallons Saved per Home per Year		VMT* Saved per Home per Year
Reduces Travel Distance/Time to Reach Arterial Network	Yes	40	6.3	5.1	1.2	4	189	6	0.16	300	47.2	4.7	Existing residents use 20th St. St. bridge which has an average travel distance of 4.1-1.2 miles. Only residents with high school students, distance measured to Parents Bridge Rd
Reduces Travel Distance/Time to Reach Schools [H]	Yes	4	9.1	7.9	1.2	4	95	3	0.08	180	28.8	4.8	
Reduces Travel Distance/Time to Reach Commercial/Retail	Yes	40	3.1	1.9	1.2	2	95	3	0.08	90	7.1	2.4	
Reduces Travel Distance/Time to Reach Parks	Yes	40	5.9	4.7	1.2	2	95	3	0.08	24	1.9	2.4	
Increases Resident's Route Choice Options/Improves Evacuation Access	Yes	40	Residents currently use a "private" canal crossing structures at the southern end of 20th St. St.										

The number of homes or dwelling units (DU's) that would benefit for a particular trip purpose

The trip length without and with the new bridge and the savings

Number of trips per day (per DU) times trip length equals Vehicle Miles of Travel (VMT)

The number of gallons of fuel saved with a new bridge



5 Analysis of Bridge #10

Wilson Blvd. South

This portion of the bridge-shed worksheet quantifies the potential benefits to public agencies

The applicable First Responder trip purpose and the number of homes to benefit from a faster response time

The trip length without and with the new bridge and the savings

Potential average reduction in response time for the agency to reach a home with the new bridge in place

The potential benefit to the Fire ISO rating

	D/U	Distance (miles)			Savings per Trip	
		W/O Bridge	W/ Bridge	Saved		
Reduces Travel Distance/Response Time For Fire First Responders	Yes	40	4.8	3.6	1.2	25% Reduction in Response Time
Response Time (minutes) at 30 MPH			8.4	7.2	1.2	
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	40	3.1	1.9	1.2	Up to a Reduction of 39% in Response Time
Response Time (minutes) at 45 MPH			4.1	2.5	1.6	
Reduces Travel Distance/Response Time For EMS First Responders	Yes	40	4.7	3.5	1.2	25% Reduction in Response Time
Response Time (minutes) at 35 MPH			8.1	6.1	2.0	
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	15	6.3	5.0	1.3	New bridge reduces the drive distance to within 5 miles of the nearest fire station
Improves School Bus Route Operations	Yes	May increase circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.				

¹ VMT = Vehicle Miles Traveled

Stantec

5 Analysis of Bridge #10

Wilson Blvd. South

This bridge-shed worksheet quantifies the applicable benefits for all future residents with a new bridge

	D/U	Build-Out											
		W/O Bridge	W/ Bridge	Trips per Day	VMT per day	Savings per day @ 50 mph	Savings per Year	VMT ¹ saved per year					
Reduces Travel Distance/Time to Reach Arterial Network	Yes	132	6.3	5.1	1.2	4	623	21	0.16	300	47.2	4.7	
Reduces Travel Distance/Time to Reach Schools (K)	Yes	132	9.1	7.9	1.2	4	62	2	0.16	180	28.8	4.8	
Reduces Travel Distance/Time to Commercial/Retail	Yes	132	3.1	1.9	1.2	2	314	10	0.08	90	7.1	2.4	
Reduces Travel Distance/Time to Reach Parks	Yes	132	5.9	4.7	1.2	2	314	10	0.08	24	1.9	2.4	
Increases Resident's Route Choice Options, Improves Evacuation Access	Yes	132	Residents currently use a "private" canal crossing structure at the southern end of 20th St. SE										
Reduces Travel Distance/Response Time For Fire First Responders	Yes	132	4.8	3.6	1.2								
Response Time (minutes) at 30 MPH			9.5	7.2	2.4								
Reduces Travel Distance/Response Time For CCSO First Responders	Yes	132	3.1	1.9	1.2								
Response Time (minutes) at 45 MPH			4.1	2.5	1.6								
Reduces Travel Distance/Response Time For EMS First Responders	Yes	132	4.7	3.5	1.2								
Response Time (minutes) at 35 MPH			8.1	6.1	2.0								
Reduces Travel Distance to Fire Station to Improve ISO Public Protection Classification Score	Yes	61	6.3	5.0									
Improves School Bus Route Operations	Yes	May increase circulation options for bus routes to existing and future schools; may improve bus utilization, reduce fuel consumption and associated operating costs.											

¹ VMT = Vehicle Miles Traveled

Stantec

5 Analysis of Bridge #10

Wilson Blvd. South

Potential Benefits Include:


- Improve access and increase in route choice options for public agencies, and 40 current residences (132 at buildout)
- Shorter trip lengths for all residents
- Shorter trip lengths for Fire and EMS response
- Shorter trip lengths for some CCSO response

Stantec

5 Analysis of Bridge #10
Wilson Blvd. South

Potential Benefits Include:


- Reduction in travel distance to arterial network for 40 homes (132 at build-out)
- Reduction in travel distance to commercial area and parks for 40 homes (132 at build-out)
- Reduced travel distance to High School for 4 homes (13 at build-out)



5 Analysis of Bridge #10
Wilson Blvd. South

Potential Benefits Include:

- Residents could benefit from up to a 39% decrease in response time (up to 1.6 minutes) for CCSO vehicles.
- Route choice is improved Fire & EMS first responders.
 - 25% reduction in response time to area residences due to station locations.
 - 15 additional homes (61 at build-out) may meet ISO 3 Rating



10.4 Questions and comments

Attendees had the opportunity to type in questions or comments throughout the session. After the presentation concluded, the project team read and answered questions aloud.

Last Name	First Name	Email Address	Question/Comment
Close	Jeff	1bacamaro@gmail.com	Why do we need bridge south of 16th when there is a bridge at 10th
Close	Jeff	1bacamaro@gmail.com	My concern would be school traffic down 16th.
Hayden	Peter	petershayden@comcast.net	Quickpoll is still showing
Hayden	Peter	petershayden@comcast.net	All set - Thanks

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Hayden	Peter	petershayden@comcast.net	Where is the None option?
Hayden	Peter	petershayden@comcast.net	Were additional shed areas reviewed for Bridge #10? Specifically to the South and for future expansion
Hayden	Peter	petershayden@comcast.net	Thank you everyone for your time this evening
Penner	Mitchell	mpenner@mitchellstark.com	For bridge 10 area. Can you consider build out of RFMUD receiving lands. That would be 1 unit per acre without density bonus and not in a village. 640 acres equals to 640 units. If a village is built there it can be up to 3 units per acre. Minimum size of a village is 300 acres.
Penner	Mitchell	mpenner@mitchellstark.com	I'll clarify in an email. Thank you for taking my question.
Puente	Mercedes	jmpkp@aol.com	Is there a time line for build out of schools off bridge 9?
Puente	Mercedes	jmpkp@aol.com	Why was 16th chosen as a bridge site instead of 18th or 20th?
Puente	Mercedes	jmpkp@aol.com	If the commisioners approve bridge 9 what would be thw build out time line
Puente	Mercedes	jmpkp@aol.com	Thank you all!
Ramsey	Michael	Michael.R.Ramsey@embarqmail.com	Miranda, how many participants?
Ramsey	Michael	Michael.R.Ramsey@embarqmail.com	don't like the choices .. no vote

11.0 ADDITIONAL PUBLIC COMMENT

In addition to submitting written comments/questions during the meetings, residents were encouraged to provide additional feedback via email.

Communication Details	Question/Comment	
9/21	<p>My name is Donna Sadler, I had fought the 23rd St. SW bridge connection back in approx. 2010/2012 when the county was replacing the White Blvd. Bridge. It was my understanding that this bridge had come off of the Growth Management Plan. It is unneeded as there are four other streets just west of 23rd that already connect and since they improved the corner of White Blvd. and 23rd St. SW on the south side of the canal it makes for a very easy turn.</p> <p>(25th St. SW is just approx. 2/10ths of a mile west of 23rd St. SW. 25th, 27th, 29th and 31st streets are already connected from White Blvd. to GGBIVD.) The cost of the improvements needed on the north end of 23rd St. SW was going to be very expensive as the county had deep ditches dug for rain water drainage when they four laned GGBIVD. I do not think that it was considered when the county did the bridge study. 23rd St. SW on the north side of the canal is very narrow so the county was going to have to put underground drainage on the one side of the street and put sidewalks in. Also a traffic light would have to be installed permanently at 23rd and GGBIVD. Our street was used as a detour while the White Blvd. Bridge was being replaced. We had a temporary light installed and many cars and trucks blew right threw it. We also had temporary speed bumps which people did not care and still drove very fast down the street one time causing a truck that pulled a trailer to almost go down into our ditch. As far as being needed for Fire and the Library the 13th St. SW bridge gives quick access to those south of the canal. I believe that was one of the reasons for the 13th St. SW bridge was because of the Fire Station being on 13th St. SW.</p> <p>Back when Tim Nance was commissioner the county was suppose to remove the chicanes that had been put on 13th St. SW because of the school buses not being allowed down that street. The connection of 13th St. SW and 25th St. SW gives quick access to the south side of the canal without any extra costs to the tax payers. I would be happy to come in and speak with you on this subject if needed. I cannot attend the meeting via virtually because of my internet connection.</p>	
Donna Sadler		
pschuck@centurylink.net		
Response from Lorraine Lantz		
<p>Thank you for your comments regarding the 23rd St. SW Bridge. We will add them to the comments received as part of the project. There is an opportunity to attend the Virtual Meeting via phone by registering at the same link bit.ly/ggeabridge1 If you are not able to access the internet by the link, I can register for you and send you the presentation when it is available. This would enable you to listen to and follow the presentation in real time. If that option is not viable, our team would be happy to meet with you or arrange a conference call at your convenience. In 2019 the Board of</p>		

County Commissioners (BCC) amended the Golden Gate Area Master Plan. At that time, references to specific bridges such as the 8th St. NE, 16th St. NE and 23rd St. SW were removed and the policy language was amended. The current Policy states: GOAL 5: GOLDEN GATE ESTATES TO PROVIDE FOR A SAFE AND EFFICIENT COUNTY AND LOCAL ROADWAY NETWORK, WHILE AT THE SAME TIME SEEKING TO PRESERVE THE RURAL CHARACTER OF RURAL GOLDEN GATE ESTATES IN FUTURE TRANSPORTATION IMPROVEMENTS WITHIN THE GOLDEN GATE AREA. OBJECTIVE 5.1: Increase the number of route alternatives for traffic moving through the Rural Golden Gate Area in both east- west and north- south directions, consistent with neighborhood traffic safety considerations, and consistent with the preservation of the area’s rural character. Policy 5.1.1: In planning to increase the number of route alternatives through the Rural Golden Gate Estates, Collier County will prioritize the following routes over other alternatives: a. The extension of Vanderbilt Beach Road from its current terminus to DeSoto Boulevard. b. The development of a north-south connection from the eastern terminus of White Boulevard to Golden Gate Boulevard. c. The development of a new east-west roadway crossing the Estates Area south of Golden Gate Boulevard. Policy 5.1.2: The County shall coordinate with FDOT and the Metropolitan Planning Organization to submit a revised interchange justification report for an interchange at I-75 in the vicinity of Everglades Blvd. (Section 31-34, Township 49, Range 28). Policy 5.1.3: Everglades Blvd., between Golden Gate Blvd and I-75, shall not be expanded beyond 4 lanes. OBJECTIVE 5.2: Increase linkages within the local road system for the purposes of limiting traffic on arterials and major collectors within Rural Golden Gate Estates, shortening vehicular trips, and increasing overall road system capacity. Policy 5.2.1: The County shall continue to explore alternative financing methods to facilitate both east- west and north- south bridging of canals within Rural Golden Gate Estates. Policy 5.2.2: The County shall update the 2008 Bridge Study to prioritize bridge construction based on emergency response times, evacuation times, cost components, anticipated development patterns and other considerations and shall report its recommendations to the Board of County Commissioners within two years of adoption of this policy. This Bridge Reevaluation study is completing policy 5.2.2 by reconfirming the validity of the remaining 10 recommended bridge locations in the 2008 Bridge Study. The Reevaluation Study considered the same criteria as the original study and interviewed the same agency stakeholders. All the agencies interviewed reconfirmed the importance of the bridge locations. The meeting this week is to discuss the study process with the affected property owners, share the analysis we completed and receive comments. Once we complete all project meetings, we will present our recommendations to the BCC. We anticipate presenting to the BCC on December 8th. Please note, that date is tentative. Please let me know if you have any additional questions, or if you would like me to register you for the meeting on Wednesday. The project website is located at the following link: <http://colliercountyfl.gov/planningstudies> there are several studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about the project.

Communication Details	Question/Comment
9/22	<p>I am a resident on 23rd Ave SW & I am unsure if I can make the virtual meeting. Is this bridge a done deal? Is this being voted on by residence?</p> <p>From what I understand there was a bridge there at one time and was closed due to speeding and high traffic.</p> <p>I have children who ride their bikes to friends houses on the street. This bridge would not be in the interest of the families on the street.</p>
Holly Tucker	
o1hit@aol.com	
Response from Lorraine Lantz	

Thank you for your comments. We hope you can attend the virtual meeting tomorrow. If you are unable to attend, the presentation will be available on the project website after the meeting. The project website is located at the following link: <http://colliercountyfl.gov/planningstudies> there are several studies in the accordion below the introduction. Current - East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. This Bridge Reevaluation study is being done to reconfirm the validity of the remaining 10 recommended bridge locations in the 2008 Bridge Study. The presentation and virtual meeting is to discuss the study process with the affected property owners, share the analysis we completed and receive comments. Once we complete all project meetings, we will present our recommendations to the Board of County Commissioners for their direction. We anticipate presenting to the BCC on December 8th. Please note, that date is tentative.

Communication Details	Question/Comment
9/23	Will this virtual meeting be recorded?
Irina Kislyanka	
email@reoteamfl.com	

Responses from Lorraine Lantz

I reached out last week and returned your phone calls, however I wanted to make sure you were aware that your questions and comments will be added to the project record.

The 2008 East of 951 Bridge Study evaluated potential new bridges based on improved connectivity, reduced trip length, improved evacuation routes, reduced response times for first responders and improved access to schools, libraries and parks. Those were the same criteria used in the reevaluation study analysis. It is understood that vehicular traffic will increase by varying amounts at the proposed bridge locations. How the traffic patterns will be redistributed within Golden Gate Estates area after all 10 bridges are constructed was not evaluated by this study.

The project information as well as the presentation material and recording of the virtual public meeting are available on our website located at: <http://colliercountyfl.gov/planningstudies> there are several studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project.

Communication Details	Question/Comment
9/24	I hope you are doing well with all this craziness in the world. I just wanted to send my thoughts on this prior to the meeting. My husband is going to watch virtually, but I will be doing dinner/bedtime routine for my little one. I was very disheartened to hear this news. We only bought here 2 months ago and the sellers didn't disclose this information. We moved from a gated HOA neighborhood and both my husband and I grew up in rural areas. We chose to live out here on our 2.5 acres on a dead end street to give our little one a proper childhood with plenty of places to run and explore. We ride bikes on our quiet street. She goes out to the street to check our mail daily. We don't need cars whizzing by if this is turned into a through street. And we aren't just talking about just regular traffic. Since the (alleged) "goal" is to benefit school busses and first responders, we are likely to hear sirens, see bright flashing lights, hear the rumble of the heavy school busses.
Robert Randolph	
ss327chevy@aol.com	

	<p>And forget giving her the autonomy to check the mail. And forget taking a ride in the street or fishing. And forget having a cute little girl playing in her yard on a quaint street. We are RIGHT back to strangers in our yard.... I can't help but think this has something to do with all of the planned communities by the wealthy developers coming in to build.... In most of Naples we are used to there being some core streets and a bunch of different gated neighborhoods. Although we both grew up elsewhere we have lived in Naples 18 years so are very familiar with how things work. That's why we and so many people CHOSE to live out here and be away from it all. I don't understand why the infrastructure needs to be changed to have some "short cuts" simply to be more "convenient". We drive our daughter almost an hour to private school daily and an hour back after school and although a cut through might save some time to get there, we also signed up for this. As does anyone who lives out here. We did not sign up for people cutting through our dead end street or for them to most likely widen the road into our yards and send strangers down our road looking into our windows and at our kids. It's completely unnecessary. The police and first responders know their ways around here and can get there quick enough. Most of us also know cpr, first aid, and have our own forms of protection until first responders arrive. If a bridge needs to be created. Create it just for them. Just like the turnarounds on the interstate. Official use only. My daughter also has severe asthma and the increased exhaust from the increased traffic would negatively affect her. She has been doing SO much better after moving out here to fresh air and lots of trees. We thought we finally had it figured out and now we learn our whole world is about to be turned upside down - after only 2 months of bliss. I know in Naples the greedy developers always win so I won't write anymore because they always get what they want anyway. But this just really sucks on top of an already crappy 2020. This "plan" by the elite has been in place for decades and they are just waiting to leech off of us poor saps who took the bait.</p> <p>Follow up email on 9/24: This forum in merely a formality to state the committe "Listened" to public opinion. Government projects going forward is a forgone conclusion....beaureucratic BS.</p> <p>Government is not the solution, Government is usually the problem.</p>
<p>Response from Lorraine Lantz</p>	
<p>Thank you for your comments. We will add them to the project record. Project information has been placed on our website at the following link: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies</p>	
<p>Communication Details</p>	<p>Question/Comment</p>
<p>9/28</p>	

Randi Izdonavicius	<p>I hope you are doing well with all this craziness in the world. I just wanted to send my thoughts on this prior to the meeting. My husband is going to watch virtually, but I will be doing dinner/bedtime routine for my little one. I was very disheartened to hear this news. We only bought here 2 months ago and the sellers didn't disclose this information. We moved from a gated HOA neighborhood and both my husband and I grew up in rural areas. We chose to live out here on our 2.5 acres on a dead end street to give our little one a proper childhood with plenty of places to run and explore. We ride bikes on our quiet street. She goes out to the street to check our mail daily. We don't need cars whizzing by if this is turned into a through street. And we aren't just talking about just regular traffic. Since the (alleged) "goal" is to benefit school busses and first responders, we are likely to hear sirens, see bright flashing lights, hear the rumble of the heavy school busses. And forget giving her the autonomy to check the mail. And forget taking a ride in the street or fishing. And forget having a cute little girl playing in her yard on a quaint street. We are RIGHT back to strangers in our yard.... I can't help but think this has something to do with all of the planned communities by the wealthy developers coming in to build.... In most of Naples we are used to there being some core streets and a bunch of different gated neighborhoods. Although we both grew up elsewhere we have lived in Naples 18 years so are very familiar with how things work. That's why we and so many people CHOSE to live out here and be away from it all. I don't understand why the infrastructure needs to be changed to have some "short cuts" simply to be more "convenient". We drive our daughter almost an hour to private school daily and an hour back after school and although a cut through might save some time to get there, we also signed up for this. As does anyone who lives out here. We did not sign up for people cutting through our dead end street or for them to most likely widen the road into our yards and send strangers down our road looking into our windows and at our kids. It's completely unnecessary. The police and first responders know their ways around here and can get there quick enough. Most of us also know cpr, first aid, and have our own forms of protection until first responders arrive. If a bridge needs to be created. Create it just for them. Just like the turnarounds on the interstate. Official use only. My daughter also has severe asthma and the increased exhaust from the increased traffic would negatively affect her. She has been doing SO much better after moving out here to fresh air and lots of trees. We thought we finally had it figured out and now we learn our whole world is about to be turned upside down - after only 2 months of bliss. I know in Naples the greedy developers always win so I won't write anymore because they always get what they want anyway. But this just really sucks on top of an already crappy 2020. This "plan" by</p>
randi_davis@yahoo.com	

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	the elite has been in place for decades and they are just waiting to leech off of us poor saps who took the bait.
Response from Lorraine Lantz	
Thank you for your comments. We will add them to the project record. Project information has been placed on our website at the following link: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies	
Communication Details	Question/Comment
9/28	Will stop signs be added north of the bright. Will signs be put up saying residential area. No through traffic. Will road be widened to handle more traffic? ATVs and horses use the road. Bears are common. Will warning signs be put for children playing in street. How soon will it be built? Does this open up street for commercial zoning? Stormwater culverts on intersections are too small. Water collecting on road. Road safety issues need addressed North of bridge.
Tom Becker	
tomb@bridgesoflancaster.com	
Response from Lorraine Lantz	
Thank you for your comments. They will be added to the project record. In regards to your questions: <ul style="list-style-type: none"> • The need for traffic signals or devices and traffic calming features could be analyzed and evaluated during the design process to determine whether or not they are warranted. Often times, these features are added after the initial improvements are constructed to allow for traffic patterns to adjust to determine the best location of these features. • The Design Phase will look at the technical engineering issues very carefully for each individual bridge and location. The design will improve the roadway by resurfacing it, in its entirety. The project will also include adding paved shoulders and widening the travel lanes to the required width, which is typically 11 feet wide travel lanes. The current roadway widths vary between 9 feet and 11 feet for each direction of traffic. • This project does not include any zoning or land use changes. • The proposed bridge construction and road widening will not exacerbate the existing flooding conditions. Current drainage structures may be modified during construction and those will be reviewed and accommodated during the design phase. Drainage will be done to the County's engineering criteria and will follow all appropriate roadway and stormwater standards. • Staff will be providing the Board of County Commissioners (BCC) with data, analysis and recommendations based on information we have gathered and from evaluating each bridge. The ultimate decision as to which bridge locations move forward and how the project proceeds is for the BCC. The construction of whichever bridges move forward will be completed by the year 2027. Thank you again for contributing to this project; please feel encouraged to share additional insights for the record. 	
Communication Details	Question/Comment
9/28	There is NO NEED for a bridge at the Wilson Blvd N location, #5, based on data. There is adequate access for EMS and other emergency services. Traffic isn't yet an issue. It is recommended to take the money for that project and use it to remove the "chicanes" from 13th St SW (south of the GG Library) so that school buses, emergency vehicles, fire trucks can use the road safely.
Susan Federmann	
Susan.federmann@philips.com	
Communication Details	Question/Comment
9/29	

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<p>Timothy Ross rossdesinc@aol.com</p>	<p>Please let it be known that we are opposed to the bridge on Wilson Blvd. Moving traffic off Immokalee road at that point is redundant, and unnecessary to add more through traffic into a residential neighborhood. I am sure this money could be allocated to a much more necessary project. Thank you,</p> <p>Anne and Tim Ross 45 year residents of Golden gate Estates</p> <p>Ross Design Associates P.O. Box 990489 Naples, Florida. 34116 239.261.8951 office</p>
Communication Details	Question/Comment
<p>9/29 Pierre Bonne-Annee prbonneanne@gmail.com</p>	<p>Move the money and remove the “chicanes” on 13th St SW.</p>
Communication Details	Question/Comment
<p>9/29 Nell Hedstrom hedstrom@maine.edu</p>	<p>I live on the street and feel that currently it is unsafe due to speed issues. Nell Hedstrom</p>
Communication Details	Question/Comment
<p>9/29 Laura Ridge lridge@colliertax.com</p>	<p>I heard that they want to put the bridge back up on 23rd St! Please tell me they voted it down! My mailbox was knocked over and I didn't get any mail for a whole week even though we put the Mailbox back up the next day! Go figure on the mail service.</p>
Communication Details	Question/Comment
<p>9/29 Charles Scholten charlescholten@gmail.com</p>	<p>Will Wilson N. be widened when the bridge is put in and will we have sidewalks? There will be more traffic when this happens.</p>
Response from Lorraine Lantz	
<p>Thank you for your comments. They will be added to the project record. In regards to your questions: Yes, each bridge location is expected to be designed to have sidewalks on one side of the roadway, paved shoulders, and travel lanes widened to the required width, which is typically 11 ft wide travel lanes. The current roadway widths vary between 9 ft and 11 ft for each direction of traffic. Thank you again for contributing to this project; please feel encouraged to share additional insights for the record.</p>	
Communication Details	Question/Comment
<p>9/30 Steve Ritter steve.ritter@colliercountyfl.gov</p>	<p>Century Link internet has been out for hours so can't get to the meeting hardly anyone will . Want to voice our objection to 47th bridge it would impair traffic on 47th Immokalee. Rd to canal make a race track and dump truck haul route out of residential dead end street and open up to thieves with 2 ways out.</p>
Response from Lorraine Lantz	
<p>Thank you for your comments. We will add them to the project record. I am sorry to hear that there were internet issues and you were unable to participate in yesterday's meeting. Project information and yesterday's presentation materials have been placed on our website at the following link:</p>	

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https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies Please feel free to review them for the information that was discussed at the meeting.	
Communication Details	Question/Comment
9/30	Thank you for getting back to me and confirming receipt. We don't feel like we learned much out of the presentation yesterday. Basically every question that was asked by anyone affected was in I don't know the answer to that. I'm not sure why the speaker wasn't more prepared considering. I feel like I'm not sure what the point of the meeting was yesterday? Was it just to make us aware of this is happening? I was hoping to get more information then was provided. We are very stressed out over the situation I was hoping that after the meeting yesterday we would have at least known what we were dealing with in case we have to put our house on the market to avoid this. Looks like we are going to be in for a bumpy ride. 😞
Randi Izdonavicius	
randi_davis@yahoo.com	
Response from Lorraine Lantz	
Thank you for your comments. We will add them to the project record. The goal of this study and these webinars is to provide a history and background of the Bridge Projects and share our updated analysis which validates the importance of the 10 bridges in the original study. Many of the questions asked related to the design and construction of the bridge. The Bridge Projects are simply not at those phases yet. The ultimate decision as to which bridge location moves forward to those phases is for the Board of County Commissioners (BCC) to make. That decision is tentatively anticipated to occur at the December 8th BCC Meeting. Updated project information is continually being placed on our website at the following link: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies	
Communication Details	Question/Comment
9/30	We are really concerned about the traffic load to a local residential road that we walk on use our bikes and so on also the road has been an access to the canal for recreation - kayaks fishing etc. We think these functions out weigh the concern to speed up access. Our address on the north side of the canal is very accessible as is. What traffic load is the study projecting over time? We prefer no bridge at this location.
Christopher Dupuis	
cdupuis88@gmail.com	
Response from Lorraine Lantz	
Thank you for your comments. We will add them to the project record. We understood that vehicular traffic will increase by varying amounts at all the proposed bridge locations. How the traffic patterns will be redistributed within Golden Gate Estates area after the bridges are constructed was not evaluated by this study. Project information has been placed on our website at the following link: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies	
Communication Details	Question/Comment
9/30	Has there been any considerations how the "Randall/Immokalee Curve" Project will impact the Wilson Bridge if/when that project begins? Is the bridge number indicating where in the process when they will be developed?
William Szczepkowski, Jr.	
williams4746@comcast.net	
Response from Lorraine Lantz	

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<p>Thank you for your comments and questions. We will add them to the project record. We are coordinating with the projects in the vicinity of all the bridges. If any or all of the bridge projects move forward, the timing, maintenance of traffic, design, construction etc. will be considered for each individual bridge. The bridge numbers represent the ranking and importance from the 2008 East of CR951 Bridge Study. The timing of the construction will depend on which projects move forward and the method the contractor chosen for the project proceeds. If you have any other questions, please let me know.</p>	
Communication Details	Question/Comment
9/30	<p>All your notifications emphase the potential benefits but seem to purposely avoid the detrimental effects this bridge Wil have to the neighborhood. What plans or attention have been given to the fact that this bridge will draw excessivemoverflow,traffic into the neighborhood in an attempt to bi-pass the coming traffic backup s at Oil Well and Randall?</p>
Jeff Lackner	
jeffl.benchmark@gmail.com	
<p>Response from Lorraine Lantz</p>	
<p>The purpose of the reevaluation study is to verify, through agency interviews and data analysis, that the benefits identified in 2008 remain valid in 2020. To that extent, you are correct that this limited project scope does not include an exploration of impacts (positive or negative) beyond the criteria that was utilized in the 2008 study. Although the agency interviews did confirm that the proposed bridge locations are important for response times and circulation, we understand that not all residents will feel the advantages outweigh the disadvantages. One disadvantage that has been identified by you and other residents is an anticipated increase in traffic on the roads connected by the new bridges. We are committed to including these resident concerns in the report to the Board of County Commissioners (BCC). At this stage in the study, we have not predicted how traffic will be redistributed during construction, after the completion of an individual bridge, and once all of the new bridges have been installed throughout the community. Staff will be providing the BCC with data, analysis and recommendations based on what we have learned at these meetings and from evaluating each bridge. The ultimate decision as to which bridge locations move forward and how the project proceeds is for the BCC. Thank you for contributing your perspective to this project; please feel encouraged to share additional insights for the record.</p>	
Communication Details	Question/Comment
9/30	<p>We are really concerned about the traffic load to a local residential road that we walk on use our bikes and so on also the road has been an access to the canal for recreation - kayaks fishing etc. We think these functions out weigh the concern to speed up access. Our address on the north side of the canal is very accessible as is. What traffic load is the study projecting over time? We prefer no bridge at this location. Thank you</p>
Mike Johnson	
sirmj@icloud.com	
<p>Response from Lorraine Lantz</p>	
<p>The purpose of the reevaluation study is to verify, through agency interviews and data analysis, that the benefits identified in 2008 remain valid in 2020. Although the agency interviews did confirm that the proposed bridge locations are important for response times and circulation, we understand that not all residents will feel the advantages outweigh the disadvantages. One disadvantage that has been identified by you and other residents is an anticipated increase in traffic on the roads connected by the new bridges. We are committed to including these resident concerns in the report to the Board of County Commissioners (BCC). At this stage in the study, we have not predicted how traffic will be redistributed during construction, after the completion of an individual bridge, and once all of the</p>	

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<p>new bridges have been installed throughout the community. Staff will be providing the BCC with data, analysis and recommendations based on what we have learned at these meetings and from evaluating each bridge. The ultimate decision as to which bridge locations move forward and how the project proceeds is for the BCC. Thank you for contributing your perspective to this project; it will become part of the project record.</p>	
Communication Details	Question/Comment
10/1	<p>Thank you for the clarification. We were under the impression there would be more information regarding the study. But I have put that date on my schedule. I followed that page yesterday but only saw the 2008 study. I will reach out to the commissioners.</p>
Randi Izdonavicius	
randi_davis@yahoo.com	
Response from Lorraine Lantz	
(See previous responses to this resident)	
Communication Details	Question/Comment
10/1	<p>The residents on 10th Avenue se do not want to see an unnecessary bridge at the end of our peaceful dead end street!! I have lived here over 20 years and over 40 as a Naples resident. We are 5 streets away from a major roadway....Golden Gate Boulevard. This decision to impose a bridge on the residents and completely change our way of life is disheartening. Unhappy!</p>
Lori and Scott Davidson	
sldavidson97@gmail.com	
Response from Lorraine Lantz	
Thank you for your comments. We will add them to the project record.	
Communication Details	Question/Comment
10/1	<p>I do have some questions about the new bridge. Will the bridge cause our road the need to be widened? Will their be deterrents put on the street to curtail speeding? Like the radar speed signs and/or physical police presence. Will a sidewalk be installed? Thank you for your time.</p>
Brenna Abbott-Marzucco, CPA	
abbeaccounting@yahoo.com	
Response from Lorraine Lantz	
<p>The need for traffic signals or devices and traffic calming features could be analyzed and evaluated during the design process to determine whether or not they are warranted. Often times, these features are added after the initial improvements are constructed to allow for traffic patterns to adjust to determine the best location of these features. The Design Phase will look at the technical engineering issues very carefully for each individual bridge and location. The design will improve the roadway by resurfacing it, in its entirety. The project will also include adding paved shoulders, a sidewalk on one side of the roadway and widening the travel lanes to the required width, which is typically 11 feet wide travel lanes. The current roadway widths vary between 9 feet and 11 feet for each direction of traffic. Thank you for contributing to this project. Your comments and questions will be added to the project record.</p>	
Communication Details	Question/Comment
10/1	<p>Will this meeting allow us to voice our concerns, or is this already a done deal and we just have to listen.</p>
Dr. Bob Clark	
rbc200@gmail.com	
Response from Lorraine Lantz	
<p>The meeting for the 18th St. NE bridges will be held on Tuesday, October 6th at 5:30. That meeting will detail the Study process and the next steps. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners</p>	

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(BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. Thank you and we look forward to your participation next week.	
Communication Details	Question/Comment
10/2	I noticed yesterday speed limit signs were added on Shady Hollow. Will the corner become a 4 way stop? It may help the racing and burnouts (you can see black tire marks all over our neighborhood). If the bridge is approved, will construction start before the Randal overpass? I live on Wilson North and not excited about more traffic but think the bridge is needed with the coming growth.
Becky Craig	
bcraig@gatesinc.com	
Response from Lorraine Lantz	
Thank you for your comments. They will be added to the project record. In regards to your questions: <ul style="list-style-type: none"> • The need for traffic signals or devices will be analyzed and evaluated during the design process to determine whether or not they are warranted. • The construction of whichever bridges move forward will be completed by the year 2027. • The interim (at-grade) improvements to the intersection of Immokalee Road and Randall Blvd. are scheduled to begin construction in FY2022. The ultimate (overpass) intersection improvement is not currently planned to occur before the year 2040. Thank you again for contributing to this project; please feel encouraged to share additional insights for the record. 	
Communication Details	Question/Comment
10/2	The residents on 10 Ave SE don't want to see an unnecessary bridge at the end of our peaceful dead-end street. We have some children the play outside all the time. We don't need unnecessary traffic. We have lived here before over 10 years has a Naples Resident and a tax payer. We are a few streets away from a major roadway Golden Gate Blvd. This decision to impose a bridge on the residents and completely change our way of life is disheartening. Please help us. I would like to thank you in advance for all your help. Have an Amazing Day
Denia Cabezas	
Dmcabezas0926@hotmail.com	
Response from Lorraine Lantz	
Thank you for your comments. We will add them to the project record. The meeting for the 10 th Ave. SE bridge will be held on Wednesday, October 7 th at 5:30. You may provide additional comments and questions during that meeting.	
Communication Details	Question/Comment
10/2	Thank you Lorraine. I understand the scope of the study now having attended the meeting. I can say what is now a quiet neighborhood street (which has the occasional speeder - who we will usually know and can give a pinpointed report to the sheriff) will be busier and more challenging to police. And we know for sure our access to the canal for recreation will be impeded to the point of being impossible just steps from the house. Since we who live here are true stakeholders the study planners should be instructed to re-frame the study to include us with questions like why did we choose this area for our family to live? Will the sanctity of the place be irreparably altered for what is a negligible benefit of a few minutes for a few people and public responders? There are more questions and we appreciate the opportunity to voice and have
Mike Johnson	
sirmj@icloud.com	

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	included for the Commissioner’s consideration. Over the many years of Golden Gate dead end streets traversed by canals is the life. We prefer it to shorter drive times.
Response from Lorraine Lantz	
Thank you for contributing your additional comments to this project, they will become part of the project record.	
Communication Details	Question/Comment
10/2	I have a few questions on the GGE Bridge Projects, specifically on 18th Ave NE. What would be the loss of frontage for some of those close to the bridge? What side would the sidewalk be? Will this project be a for sure thing? No way of routing elsewhere, jounge blvd? Thank You in advance,
Jose Duran	
jose.@duranfamily.com	
Response from Lorraine Lantz	
<p>The meeting for the 18th St. NE bridges will be held on Tuesday, October 6th at 5:30. That meeting will detail the study history, process and the next steps. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. As for some of your specific questions:</p> <p>Each bridge location is expected to be designed to have sidewalks on one side of the roadway, paved shoulders, and travel lanes widened to the required width, which is typically 11 ft wide travel lanes. The current roadway widths vary between 9 ft and 11 ft for each direction of traffic. The location of the sidewalk will be determined during the actual design of the bridge and roadway. It is expected that these projects will be completed within the existing road right or way easements and no additional right of way will be required, however a final determination will be made during the design phase.</p>	
Communication Details	Question/Comment
10/2	Thank you for answering my question. Now all we have to do is wait for the bridge.
Charles Scholten	
charliescholten@gmail.com	
Response from Lorraine Lantz	
See earlier response from Lorraine Lantz	
Communication Details	Question/Comment
10/2	First, thank you for being at the recent meeting about the bridge project for 13th ST NW. Second, I voted for you twice because I respect your perspectives. Third, I do NOT want a bridge at the end of my street. My home is very close to the road. I hear every vehicle that drives past even when I am inside my home. Based on aerials, my home is about 30 ft from the edge of the easement. My home was built in 1969 and the setbacks were likely very different back then than what they are now. Roadways like Wilson BLVD are established as thoroughfares and have the wide easements to accommodate wider roads, but 13th ST NW does not. I am a Floridian and I have been living in the Golden Gate Estates since 1995. With an increase in our area’s population, there will be a demand for more development. However, the demand for an ever more convenient lifestyle introduces urban sprawl and guarantees
Teresa Tooley	
tm2ley@gmail.com	

	<p>the destruction of our area's natural beauty and wildlife habitats. I don't want more trash, traffic noise, light pollution, roadkill, crime, dangerously fast vehicles, and toxic exhaust fumes anywhere, never mind 30 ft from my front door. If this is the environment that I wanted, then I would move to a city. Please consider the people, the plants, and animals that don't have a loud and powerful political voice. America was founded on the principles of individual rights, not elitism or mob rule. I care very much about the needs of others, but just because a majority agrees it doesn't make their decisions de facto ethically or morally upright. Out of respect for your time, I will end this letter here. Thank you for taking the time to consider my perspective.</p>
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Response from Lorraine Lantz

The purpose of the reevaluation study is to verify, through agency interviews and data analysis, that the benefits identified in 2008 remain valid in 2020. Although the agency interviews did confirm that the proposed bridge locations are important for response times and circulation, we understand that not all residents will feel the advantages outweigh the disadvantages. One disadvantage that has been identified by you and other residents is an anticipated increase in traffic on the roads connected by the new bridges. We are committed to including these resident concerns in the report to the Board of County Commissioners (BCC). Staff will be providing the BCC with data, analysis and recommendations based on what we have learned at these meetings and from evaluating each bridge. The ultimate decision as to which bridge locations move forward and how the project proceeds is for the BCC. Thank you for contributing your perspective to this project; it will become part of the project record.

Communication Details	Question/Comment
10/3	<p>Thank you for the virtual presentation. I was very worried that I would not know how to log on. I have never participated in a meeting like this. Your directions were very helpful. You may not be aware of this, but MY home will be the "closest" to Bridge #8. My property is the last one one on 13th and connects to the current bridge. I was wondering if you can send the information regarding the following: 1. How wide did you say the paved road will be? 2. Do you have a tentative drawing of the existing roadway and the bridge you are proposing? 3. Did you mention a meeting in November? If so, was that date decided? I was trying to ask a few questions during the virtual meeting by writing to an email address that appeared, but did not have a response. Please let me know how to place a question during the virtual so I can receive the answer. As I mentioned, I am new with this type of meeting.</p>
Rita Caskey	
ritanaples619@gmail.com	

Response from Lorraine Lantz

Each bridge location is expected to be designed to have sidewalks on one side of the roadway, paved shoulders, and travel lanes widened to the required width, which is typically 11 ft wide travel lanes. The current roadway widths vary between 9 ft and 11 ft for each direction of traffic. The location of the sidewalk will be determined during the actual design of the bridge and roadway. It is expected that these projects will be completed within the existing road right of way easements and no additional right of way will be required, however a final determination will be made during the design phase. To help conceptually, we placed a photo of the 8th St. NE bridge as an example of what a

typical bridge for this project will look like on the project website. We are also in the process of posting all public meeting videos on the project website located at: <http://colliercountyfl.gov/planningstudies> there are several Planning Studies in the accordion below the introduction. Current - East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. During the presentation we provided a conceptual rendering of the bridge at your location. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. The tentative date for this item to be heard by the BCC meeting is Tuesday, December 8th. Thank you for your comments, they will be added to the project record. Please contact me if you have any additional questions.

Communication Details	Question/Comment
10/3	I am contacting you in opposition of the possible addition of a bridge being built on 10th Ave SE Naples , Fl 34117 between Desoto Blvd and Everglades Blvd. We have resided on 10th Ave SE for 23 years. The fact 10th Ave SE is a dead end street was the main reason for choosing this street to call home along with the very native forests and balanced environment in this specific area and is unique to all of Golden Gate Estates. The addition of a bridge on our street would not only disrupt the way of life and safety for all the families on 10th Ave SE but will dsirupt our environment as well. To build a bridge in such a setting that would have minimal to no positive effect on traffic but negatively impact the lives of many just does not make sense. Please take this into consideration while our street is willing to take this to the highest level for resolution. Thank you kindly.
Scott Davidson	
sl davidson97@gmail.com	

Response from Lorraine Lantz

The meeting for the 10th Ave. SE bridge will be held on Wednesday, October 7th at 5:30. That meeting will detail the Study process and the next steps. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. Thank you for contributing your perspective to this project; it will become part of the project record. We look forward to your participation later this week.

Communication Details	Question/Comment
10/4	I'm john schoellner I live at 1421 18th NE And opposed to the bridges on 18th Avenue as all my neighbors are. We think the money would be better spent on upgrading Randell Blvd and extending Vanderbilt. One of the reasons for the bridges on 18th is to speed first responders time. This is not true. If Randell and Vanderbilt were 4 or 6 lanes that would help If 18th becomes a speedway like 8th it will lower property value as well as taxes as well a hazard for the children, some with special needs
John Schoellner	
flgolfmanager@yahoo.com	

Response from Lorraine Lantz

The meeting for the 18th St. NE bridges will be held on Tuesday, October 6th at 5:30. That meeting will detail the Study process and the next steps. Please be assured that every comment offered

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<p>during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. Thank you and we look forward to your participation later this week.</p>	
Communication Details	Question/Comment
10/4	<p>Lorraine , sorry to bother you, but I was informed about the Virtual Public Meeting a few days late. Mail arrived on saturday Oct 3rd.. My name is Daniel Bolagno. I own a property in 13 Street NW , and we are planning to move in the first quarter next year. Can you please send me a link or any information about this meeting? I can foresee traffic increase, are there any plans to widen the street? Thanks for your time</p>
Daniel Bolagno	
dbolagno@gmail.com	
<p>Response from Lorraine Lantz</p> <p>It is unfortunate you received the notification late. We are in the process of posting all public meeting videos on the project website located at: http://colliercountyfl.gov/planningstudies there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. Each bridge location is expected to be designed to have sidewalks on one side of the roadway, paved shoulders, and travel lanes widened to the required width, which is typically 11 ft wide travel lanes. The current roadway widths vary between 9 ft and 11 ft for each direction of traffic. The location of the sidewalk will be determined during the actual design of the bridge and roadway. It is expected that these projects will be completed within the existing road right of way easements and no additional right of way will be required, however a final determination will be made during the design phase. Thank you for your comments, they will be added to the project record. Please contact me if you have any additional questions.</p>	
Communication Details	Question/Comment
10/5	<p>How is this bridge going to, as you say, "improve traffic mobility and access to services in the area such as schools, parks, public libraries and businesses by shortening commute distances. New roadway connections will improve evacuation routes, decrease emergency response times for fire, emergency services and law enforcement so they may quickly respond to urgent situations, and will reduce overall travel times"? Buses still need to pick up kids from GGB east and desoto 2nd, 4th, 6th, and 8th so it will not benefit the school. Furthermore, there will be school rezoning in those areas so a bridge should not be built for the school. Parks, libraries and business are not applicable. Evacuations and emergency services will not benefit. The evacuees will end up at the same bottleneck either way. In fact, we do not have the appropriate number of law enforcement in our area as it is. This will create more crime routes in which law enforcement will not be able to keep up with. How do you think our narrow road that does not adequately support 2 cars right now handle the addition of cars on it? Why not take care of the inadequate roadways and bridges that are already in place. Widen roads for growth, not play catch up.</p>
Lori Davidson	
sl davidson97@gmail.com	
<p>Response from Lorraine Lantz</p>	

The meeting for the 10th Ave. SE bridge will be held on Wednesday, October 7th at 5:30. We hope you will be able to attend the meeting, as it is intended to explain the study process, data collected from the agencies and the next steps. Although the agency interviews did confirm that the proposed bridge locations are important for response times and circulation, we understand that not all residents will feel the advantages outweigh the disadvantages. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The ultimate decision as to which bridge locations move forward and how the project proceeds is for the BCC. Thank you for contributing your perspective to this project.

Communication Details	Question/Comment
10/5 Lukas and Jennifer Connerley Jennc98@aol.com	My husband and I were unable to attend the recent virtual meeting concerning the bridge at Wilson Blvd North. We have owned our home on Wilson Blvd for 20 years this coming year. We are hoping that our voice will be heard in objecting this bridge for numerous reasons. The traffic that will flow on this dead end, quiet, family oriented stretch of Wilson Blvd will quickly change our quality of life here. From morning until evening, residents of this road walk, bike, walk dogs, children play, and observe the wildlife that is abundant in our woods. Having a constant flow of traffic will greatly change all of that. Residents will no longer be able to enjoy the outdoor activities that they take advantage of daily, and wildlife will be pushed into even more backyards. Most of us who live on this road have long driveways that require us to back out onto the street to leave. This isn't something that will be able to occur with a steady flow of traffic, which will make leaving our own home a burden. As I sit and look out my window, I see that same peaceful, quiet scene that I see everyday for the last twenty years. A quiet road with a family walking past with their dog, as another biked past them going the other direction. It's difficult to believe that scene could soon be replaced with a constant flow of traffic. Please consider these things when making a final decision for this bridge. The benefits of no bridge far outweighs the benefits of a bridge. More accidents, more crime, and a lessened quality of living just aren't worth a little convenience. We hope you'll consider the request for no bridge at Wilson Blvd North. Thank You
Response from Lorraine Lantz	
We are in the process of posting all public meeting videos on the project website located at: http://colliercountyfl.gov/planningstudies there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. Our communications department is currently working on formatting the video and we anticipate it being available later this week. Thank you for your comments, they will be added to the project record. Please contact me if you have any additional questions.	
Communication Details	Question/Comment
10/6 Annette Kniola	Since Vanderbilt Beach Road will be ending at 16th Street NE by 2024 and a new bridge also placed in 2021 at the end, there will

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annettekniola@aol.com	more than likely will be stoplights at Vanderbilt and 16th Street NE, and also at Randall and 16th Street NE. Correct? If so, will the 18th Street NE/16th Steet NE Bridge also need lights? Because we all know it will turn into another arterial road due to continuing eastbound traffic coming off Vanderbilt Beach Road, and schools to the east.
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Response from Lorraine Lantz

Yes, there is an opportunity with these bridges to do a traffic analysis with the Design Phase. That evaluation will estimate the need for traffic signal improvements, turn lanes and other considerations at the intersections. Thank you for your comments and we look forward to your participation later today.

Communication Details	Question/Comment
10/6	I am totally against these proposed plans. Building bridges along 18th is just ridiculous. First of all the speeding that's going to come past our homes here it's going to be ridiculous. No one does the speed limit in this area. I have a special needs daughter and it's going to be quite scary to see the traffic come by your home. I specifically moved here knowing that it was a dead end street. I asked my realtors I asked the people around me and no one said that there was proposed plans. I've also posted on next-door and was surprised to see all the people who were against us. I suggest you expand Randall put a light at the end of 16th and Randall and one at eighth and Randall and also a traffic light at Everglades and Randall. I've driven around and there seems to be a more than few streets that are more south of 18 they have very little homes on it. if you need it to put a street through to eighth and Wilson why wouldn't you choose a street that had less homes on it. I would create a zigzag pattern rather than a straight through pattern in any of the streets that these homes are on. Like I said before no one does the speed limit. You are creating faster excessive speeding opportunities which in turn will open up more speeding and reckless driving. Far as quicker commuting that's just laughable. And easier access for emergencies is just a plain stupid. Expand Randall and Vanderbilt before wasting our tax money on these bridges.
Jill Schoellner-Nossen	
jillschoellner@yahoo.com	

Response from Lorraine Lantz

Tonight's meeting will detail the study history, process and the next steps. We have also coordinated with the Collier County Sheriff's Office and they will be participating in the meeting tonight to address any current speeding concerns you have. Please be assured that every comment offered during this process is important to the County and will be included in the public involvement section of the final report which is part of the package presented to the Board of County Commissioners (BCC) for consideration. The final decision, as to which bridge locations move forward, will be in the hands of the BCC. Thank you and we look forward to your participation this evening.

Communication Details	Question/Comment
10/6	I would like to let you know my wife Patricia and I are very much opposed to a bridge on our street. We are at 995 16th st SE, the last house on street along the canal where the bridge would be
Dave and Pat Palumbo	
Dvdpalumbo1@gmail.com	

	<p>going. We have VERY LOUD atv traffic until 2 or 3 in the morning every weekend along Frangipani. If you put a bridge in here they will all be barreling down our street at all hours of day and night to get to the dirt roads across the canal. Please Please Please do not put a bridge in here. Do not make things worse. If it is for a school in the future, please wait until it is absolutely necessary.</p>
<p>Response from Lorraine Lantz</p>	
<p>Thank you for your comments, they will be added to the project record.</p>	
<p>Communication Details</p>	<p>Question/Comment</p>
<p>10/7</p>	<p>The political motives to expand Wilson Blvd S. at this time are not in the best interest of Golden Gate Estates.A document from Roetzel & Andress clearly supports this statement. “James A. Brown, Jr. trustee d/b/a East Naples Land Company recently sold a portion of its holdings (approximately 1400 acres comprised of approximately 1000 acres of receiving lands for mining and 400 acres of Sending NRPA Lands for Mitigation) in the north Beale Meade Overlay area of Collier County to Florida Rock Industries, inc. Brown financed the Wilson Blvd extension corridor study conducted with and under the oversight of Collier county transportation planning department. Although the study indicated, in the short term to advocate an extension of 16th Avenue either west or east or use of White Blvd. or the bridging of Wilson Blvd. as a primary haul route it does indicate it is a reasonable long term improvement to accommodate traffic from growth vs. a truck haul route.” Has the extension of 16th ave. been completed? Has Kean Avenue to Garland Road for a truck haul route been considered? Currently our residential dead-end street has at most 50-75 residential (minimal commercial traffic) local car trips per day, with the bridge expansion to the south there will be an increase of traffic (commercial and pass-through) of a rate of 500 times that, this would be devastating to our quite neighborhood, not only to the local residents but the wild-life and the resources we all cherish. Recently, the county wanted to tax the estate residents with a stormwater tax. Clearly, the estates does not have an extraordinary need for stormwater improvements. It can be concluded that the county is looking to get any funding from development/growth for other more affluent locations in Collier county. Commissioner McDaniel please continue to represent the tax paying citizens of the Estates who moved to rural Collier County, work hard to keep the estates a family friendly, wildlife friendly, and environmental friendly area.The developers are NOT in our interest. We voted for you to look at OUR interest, we trusted you. Please remember that always. In closing I hope you, your staff, engineers, planners, commissioner's will listen to the public who not only live in the Estates but truly care about our environment and the future of Golden Gate Estates</p>
<p>jdme@aol.com</p>	
<p>Response from Commissioner Bill McDaniel</p>	

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Thank you for your email regarding the proposed Wilson Bridge. I appreciate you contacting me to provide your input and express your thoughts. I carefully consider all information and comments when items are presented to the Board of County Commissioners. Again, thank you for giving me the opportunity to be of assistance to you. I value and appreciate the support as well as your participation in the government of our community. I am always available should you have any questions or concerns you want to discuss.	
Communication Details	Question/Comment
10/7	there is nothing at the end of 16th st. s.e. but open fields. it seems like the money could be better used elsewhere
Rodney Foytik	
Foytik92@gmail.com	
Response from Lorraine Lantz	
Thank you for your comments, they will be added to the project record.	
Communication Details	Question/Comment
10/7	I, Jorge Escobar, in residence 3345 10th Avenue SE, Naples Florida 34117. We have been in our residence for almost 10 years and bought it for the tranquility with which we have lived with to this day. For this reason I would like to say that we do not agree on the construction of a bridge the streets of Everglades with Desoto. And we also think it's unnecessary there are better things they could invest the money in. Thanking for the attention to this letter.
Jenny Martinez	
jpmartinez1013@hotmail.com	
Response from Lorraine Lantz	
Thank you for your comments, they will be added to the project record.	
Communication Details	Question/Comment
10/7	I AM IN FAVOR of proposed Bridge #10 at the dead-end of Wilson Blvd South. I realize others who live near this location are concerned. However, Collier County is badly landlocked, and more thoroughfares are needed for vehicles to get through the county. Formerly, I lived in Chicago and later the Chicagoland area suburbs. There was always an alternate way to drive around major road problems. Not here! In Collier County, it is awful. You are basically a sitting duck if there is any kind of problem on the road which you are travelling. When I first moved down here, I found myself lost somewhere south of the canal where Bridge #10 is proposed to be built. I drove up and down streets, yet I always ended up at a canal that was at a dead end. I ended up scared and nearly in tears. Finally, I waved down a truck driver, who was probably going home in that area, and he kindly told me to drive back down a street until I found a certain street that would allow me to go north and get out of that landlocked area. So please vote to approve Bridge #10 on Wilson Blvd. Collier County needs this addition. It will be helpful in so many ways.
Kathy Raimondi	
kcadc@yahoo.com	
Response from Commissioner Bill McDaniel	
Thank you for your email regarding the proposed Wilson Boulevard Bridge #10. I appreciate you contacting me to provide your input and express your thoughts. I carefully consider all information and comments when items are presented to the Board of County Commissioners. Again, thank you for giving me the opportunity to be of assistance to you. I value and appreciate the support as well as	

your participation in the government of our community. I am always available should you have any questions or concerns you want to discuss.	
Communication Details	Question/Comment
10/8	<p>We wanted to go the record as being against the proposed Bridge #10 at the dead-end of Wilson Blvd South. As homeowners of over 20 years in Golden Gate Estates we've seen the tremendous growth and change to the area. For years we have had all types of wild-life from bears to the Florida panther in our back yard, now we don't see them as often as we use to. We truly hope there is a better plan for growth in this area than there has been in the past, to-date there doesn't seem to be any all-inclusive plan on what is going on. We've experienced droughts in the past (1999-2000) where our well went dry, never proven but we are convinced it was due to the wells along Wilson Blvd being over-pumped beyond the water-use permit, this is only one example of how the resources are not being managed well in our County, Wilson Blvd. South homes are on a well systems. In addition to the county wells that are using all of the water resources from us to more lucrative locations, the rock quarry blasts on a regular basis which vibrates our property and could be detrimental to our property long term. While I do understand planning for the possible growth in the future, it seems very obvious to me there are other political motives to expand Wilson Blvd S. at this time. A document from Roetzel & Andress clearly supports this statement. "James A. Brown, Jr. trustee d/b/a East Naples Land Company recently sold a portion of its holdings (approximately 1400 acres comprised of approximately 1000 acres of receiving lands for mining and 400 acres of Sending NRPA Lands for Mitigation) in the north Beale Meade Overlay area of Collier County to Florida Rock Industries, inc. Brown financed the Wilson Blvd extension corridor study conducted with and under the oversight of Collier county transportation planning department. Although the study indicated, in the short term to advocate an extension of 16th Avenue either west or east or use of White Blvd. or the bridging of Wilson Blvd. as a primary haul route it does indicate it is a reasonable long term improvement to accommodate traffic from growth vs. a truck haul route." Has the extension of 16th ave. been completed? Has Kean Avenue to Garland Road for a truck haul route been considered? Currently our residential dead-end street has at most 50-75 residential (minimal commercial traffic) local car trips per day, with the bridge expansion to the south there will be an increase of traffic (commercial and pass-through) of a rate of 500 times that, this would be devastating to our quite neighborhood, not only to the local residents but the wild-life and the resources we all cherish. Recently, the county wanted to tax the estate residents with a stormwater tax. Clearly, the estates does not have an extraordinary need for stormwater improvements. It can be concluded that the county is looking to get any funding from development/growth for other more affluent</p>
Peter and Joan Hayden	
petershayden@comcast.net	

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	locations in Collier county. Commissioner McDaniel's continues to fail to represent the tax paying citizens of the Estates who moved to rural Collier County, work hard to keep the estates a family friendly, wildlife friendly, and environmental friendly area. In closing I hope you, your staff, engineers, planners, commissioner's will listen to the public who not only live in the Estates but truly care about our environment and the future of Golden Gate Estates.
10/8	Could you confirm that you have received my email from October 6, 2020? I want to make sure my email was received and made part of the public record against the proposed bridge #10 at the end of Wilson Blvd S.
Peter and Joan Hayden	
petershayden@comcast.net	
Response from Lorraine Lantz	
Thank you for your comments, they will be added to the project record.	
Communication Details	Question/Comment
10/8	Requested a better copy of the bridge map and link to the project website
Development Services Advisory Committee	
Response from Lorraine Lantz	
The DSAC committee requested a better copy of the Bridge Map (attached) and a link to the project website. The project website is located at the following link: http://colliercountyfl.gov/planningstudies there are several studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project.	
Communication Details	Question/Comment
10/8	I opposed BRIDGE 9 & 10.
Monica Fish	
Fish34142@yahoo.com	
Response from Lorraine Lantz	
Thank you for your comments, they will be added to the project record.	
Communication Details	Question/Comment
10/9	my name in Thomas Kozlow and I'm a long time resident on Wilson Blvd. N. There have been a couple of times that it was proposed that there should be a bridge at this location(just south of 33rd Ave NE. I am totally against a bridge going in here as it will cause an excess of road traffic AND it will be a danger to families around this area. There are small children, people walking pets, and bicyclists constantly on this roadway and Adding more traffic(which it will ABSOLUTELY do will be a huge mistake. There are already some drivers that drive in excess of the speed limit on Wilson Blvd just to take one of the side roads out to Immokalee Rd. This is a very quiet and peaceful neighborhood and we'd like to keep it that way. I wanted to come to the meeting last week and I even signed up for the virtual meeting also but unfortunately it coincided with my mother's funeral.
Tom Kozlow	
tkozlow@comcast.net	

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	<p>I certainly hope you deeply consider not installing a bridge at this location as it is not an inconvenience to go a mile and a half out of my way to get to Immokalee and law enforcement and medical have easy access to all the homes on the furthest North Wilson Blvd(my location)and the Wilson Blvd North just south of 33rd Ave NE. Thank you for your time in reading this and I hope to hear good news from you soon.</p> <p>Thomas Kozlow 3575 Wilson Blvd N 2395649839</p>
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Response from Lorraine Lantz

My deepest condolences for the loss of your mother. We are in the process of posting all public meeting videos on the project website located at: <http://colliercountyfl.gov/planningstudies> there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. We update the website regularly as the videos are formatted by our communications department. Several videos are on the website now and we anticipate all remaining videos to be available early next week. Thank you for your comments, they will be added to the project record. Please contact me if you have any additional questions.

Communication Details	Question/Comment
10/8	Appreciate your time tonight to talk about the planning for the proposed bridges. Is it possible to obtain a list of attendees for the meeting?
Peter Hayden	
petershayden@comcast.net	

Response from Lorraine Lantz

Per your request, here is the list of attendees for the bridge meeting on 10/8/20: Margaret Bush, Jeff Close, Mitchel Penner, Mercedes Puente, Dilia Camacho, Rodney Foytik, James Cooper, David Palumbo, Peter Hayden, Michael Ramsey

Communication Details	Question/Comment
10/9	I just don't think they are needed yet. Lets save the money for more needed projects. The residents in the North Belle Meade area that they would benefit are quite content with the current arrangement and are planning on fighting them both for now. The idea of a new bridge at 8th street SE onto Frangipani to replace the "whatever" bridge at 10th Street SE is what is the favorable move at the moment. Your map presentation does not even show it exists. Limited access and keeping out growth is what is their ultimate desire. My spouse as an upper administrator with CCPS says they have no future plans any time soon to build schools on their property at the 16th Street SE bridge location. The only benefit of that particular bridge is to the trespassing ATV's, 4x4 dirt riders, teenager parties in the woods, rapes, homeless camps, illegal hunters, and illegal trash dumpers. One of the biggest problems with the "Main" bridge at 10th street SE is the septic tank pumping trucks that drive back to the private and expansive lands to dump their trucks instead of taking them in to their facilities to process
John Holden	
foxgrovefl@yahoo.com	

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	<p>the "material". CCSO is too busy and do not have the time to sit and wait for them. Recently the Florida State Troopers and Wildlife Commission Officers had to post themselves at the two access areas to defend it from a statewide 4x4 party they learned about that was supposed to bring thousands into that area with the potential for uncontrollable events and fires. New bridges to "no where" will just add to the current problems and make it more accessible to those PRIVATE and last NATURAL lands so close to our community. We need them left as they are and build around them with limited access. The "doughnut hole" (North Belle Meade) in the middle of Naples/Collier County which is left intact and is a shining example to the rest of the country on how to preserve land within a community. Right in the center of it. That money is better put to use on other more needed issues. I believe that maybe we should analyze and study new places for bridges that were not considered before but would coincide with the growth patterns of Golden Gate Estates. It is growing rapidly elsewhere in the Estates and the potential for growth and needed bridges is very low in the North Belle Meade area. Do we help hundreds or even thousands or do we help fifty wanting to be left alone families? Thank you for your time....John Holden (Golden Gate Estate (2nd Ave SE) resident AND North Belle Meade resident)</p>
<p>Response from Lorraine Lantz</p>	
<p>Thank you for your comments, they will be added to the project record.</p>	
<p>Communication Details</p>	<p>Question/Comment</p>
<p>10/10</p>	<p>Where can I find the recording for the bridge meeting? Thank you</p>
<p>Lori Davidson</p>	
<p>Sldavidson97@gmail.com</p>	
<p>Response from Lorraine Lantz</p>	
<p>We are in the process of posting all public meeting videos on the project website located at: http://colliercountyfl.gov/planningstudies there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. We update the website regularly, as the videos must be formatted by our communications department. Several videos are on the website now and we anticipate all remaining videos to be available by the end of this week. Please contact me if you have any additional questions.</p>	
<p>Communication Details</p>	<p>Question/Comment</p>
<p>10/12</p>	<p>Thanks to the team for informative virtual meeting. I would like to</p>
<p>Margaret Bush</p>	<p>say for the record as a resident on 16 th St SE I am not in favor of</p>
<p>bushpegasus@gmail.com</p>	<p>bridge on my street at this time.The meeting information suggested best use of bridge for future schools which are not even in the 10 year plan by board of education.</p>
<p>Response from Lorraine Lantz</p>	
<p>Thank you for your comments, they will be added to the project record.</p>	
<p>Communication Details</p>	<p>Question/Comment</p>
<p>10/9</p>	<p>Could not get the sound to work</p>

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Scott Cooper	
Elasmo99@gmail.com	
Response from Lorraine Lantz	
<p>We are sorry to hear that the audio did not work on your computer. We are in the process of posting all public meeting videos on the project website located at: http://colliercountyfl.gov/planningstudies there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. We update the website regularly, as the videos must be formatted by our communications department. Several videos are on the website now and we anticipate all remaining videos to be available by the end of this week. Please contact me if you have any additional questions.</p>	
Communication Details	Question/Comment
10/20	<p>Many of us were not informed until after project consultant Stantec’s virtual public meeting of September 29, 2020. A glossy flyer came in the mail “YOU ARE INVITED!”, for new bridges at 47th Ave. NE etc. Many of us have already been aware something was about to happen when fifty plus foot towers were constructed in drainage ditches and dangerous traffic situations occurred before and after parents attempted to safely reach their young children. The Collier County Sheriff’s office has responded to many complaints regarding this particular project. What is the status? Please respond to this request so information can be decimated to the constituents in this and other areas! We already notified the Collier County Mosquito Patrol so they would not put themselves in harms way flying a night!</p>
Pauline Blocker	
Jp282@canbay@icloud.com	
Response from Lorraine Lantz	
<p>Thank you for your comments, we will add them to the project public involvement. We have posted all the public meeting videos on the project website located at: http://colliercountyfl.gov/planningstudies there are several Planning Studies in the accordion below the introduction. Current – East of CR-951 Bridge Re-Evaluation Study is the 2nd accordion. Once clicked - it expands to contain information about this project. Please contact me if you have any additional questions. I hope the videos answer your questions about this reevaluation study. Please share the link with your neighbors. The East of CR-951 Bridge Reevaluation Study is not related to the utility transmission project you are referring to. I do not have any information on the status of that project. To my knowledge, it was not a County project. In regards to the Bridge Reevaluation Study, <ul style="list-style-type: none"> •The study purpose is to confirm and validate the findings and recommendations of the 2008 Bridge Study. The Study is tentatively scheduled to be presented to the Board of County Commissioners (BCC) on December 8th. At that meeting, the BCC would likely authorize programming and production of some or all of the bridges to use the 1% sales tax revenues. The approved bridges which move forward, will use the sales tax earmark for the design, permitting and construction phases. Construction of those bridges is expected to be completed within the next seven years. •There will also be coordination with the Collier County Sheriff’s Office to add additional traffic monitoring and enforcement as the bridges become operational. </p>	

<p>•There will be coordination with current and future utility projects, however there are no additional utilities (water, sewer, power) anticipated with this project.</p>	
Communication Details	Question/Comment
<p>11/1 T.J. Meister Tmeister78@comcast.net</p>	<p>I am writing on behalf of the home owners on the north side of the canal of 23rd ST SW. I would like to get the following please:</p> <ol style="list-style-type: none"> 1. Cost of the proposed bridge for the 23rd ST SW Canal 2. Cost to widen the road, add the sidewalk and purchase of all the land for this project 3. Cost to add the stop light at 23rd ST SW and Golden Gate Blvd 4. Previous cost for the temporary bridge during the construction of the new White Blvd bridge, the cost of the temporary stop light 5. Previous cost of putting the curve in the White Blvd/23rd ST SW intersection 6. The power point with the data showing the counties reasoning for putting a bridge over 23rd ST SW <p>We plan on starting a petition to stop the bridge as the entire street north of the canal purchased their homes because of the dead end street. We will also be turning information over to the media outlets as they have enlightened of this story and find it very interesting for the use of the tax payer money with respect to a thru street one quarter of a mile away already.</p>
Response from Collier County Growth Management Department Staff	
<p>Collier County Growth Management Department staff have researched your request and want to let you know that in 2008 the Board of County Commissioners (BCC) approved the original bridges study, which recommended that all 12 of the proposed bridges be built. In 2018, Collier County voters approved a 1% sales tax referendum. The 10 bridges under re-evaluation are earmarked for funding within that revenue stream. In 2020, the current BCC requested a reevaluation to determine if the remaining 10 bridges (one of the original 12 has been constructed and one is in the current work program) are still important to agency and community stakeholders. Staff members have collected and analyzed data, conducted interviews with agency stakeholders and hosted meetings with community stakeholders. Staff will provide recommendations based on the information gathered. All the information will be provided to the BCC in a final report, originally scheduled for presentation at the BCC meeting on Dec. 8, 2020 – but likely to be moved to the Jan. 26, 2021 meeting. The BCC will ultimately decide which, if any, bridge locations move forward.</p> <p>In regard to your questions, staff have researched your questions and want to provide you with the following responses:</p> <ol style="list-style-type: none"> 1. Cost of the proposed bridge for the 23rd ST SW Canal A: In 2011 the engineer’s estimate for the construction costs associated with the project was approximately \$2 million. The planning cost estimates for the concept in the reevaluation study have not been calculated but will consider prior estimates, the conceptual design and current contract pricing. Ultimately, if the bridge moves forward to design and construction, the project will be competitively let to bid so depending on costs at the time of the bid letting the actual cost may be different. 	

2. Cost to widen the road, add the sidewalk and purchase of all the land for this project.
A: Construction for bridge, roadway, sidewalk and other needed construction items are included in the 2011 engineer’s estimate for the project provided above. The rights-of-way (ROW) needed were previously purchased at the same time as the right-of-way acquisition for the White Blvd. Bridge Project (#66066). The ROW cost for just the 23rd Street SW Bridge Project was \$117, 670.

3. Cost to add the stop light at 23rd ST SW and Golden Gate Blvd.
A. The cost for the type of signalized intersection needed at this location is currently estimated to be approximately \$400,000.

4. Previous cost for the temporary bridge during the construction of the new White Blvd bridge, the cost of the temporary stop light
A. Staff checked the costs listed for the White Blvd. Bridge Project #66066 which was completed in September 2013 and found a line item for a temporary detour that is believed to be the cost of the temporary bridge on 23rd Street SW. That cost was \$252,559.79. The cost of the temporary traffic signal was \$17,453.12.

5. Previous cost of putting the curve in the White Blvd/23rd ST SW intersection
A. The cost of that project was \$633,508.31

6. The power point with the data showing the counties reasoning for putting a bridge over 23rd ST SW
A: All the public meeting PowerPoints and videos are on the project website located at: <http://colliercountyfl.gov/planningstudies>
Please be advised that there are several Current Planning Studies listed in the accordion below the introduction. “Current – East of CR-951 Bridge Re-Evaluation Study” is the 2nd accordion listed. Once selected (just click on it) - it expands to show information about this project.

Communication Details	Question/Comment
10/27	<p>Just a question, did you happen to have someone out here on our street today taking photos? It looked like there was a lady taking pictures at the end of the road where the bridge would be but then also she stopped and took photos of only our home. I don’t mind at all, I just want to rule out anything suspicious as she took several photos of our home from the street, and left when I went down to ask if she needed anything. I checked with the obvious, mortgage and insurance, so I was just so seeding if perhaps this was someone to do with this?</p> <p>Also will there be any further meetings on this, or has a final decision been reached?</p>
Jennifer Connerley	
Jennc98@aol.com	
Response from Lorraine Lantz	
<p>To my knowledge, our team was not out doing site visits last week. If I find out otherwise, I will let you know.</p> <p>As of now, we are likely to postpone the presentation to the Board of County Commissioners to January 26th. It was tentatively scheduled for December 8th.</p>	

When we confirm the date, we will post it on the project website.	
Communication Details	Question/Comment
12/3	<p>Thank you for the information on the public hearing. We all appreciate your expedited response.</p> <p>Ms. Dorn at LCEC has not expressed a desire to answer questions regarding our concerns first about the monolithic power poles in our neighborhoods, that would never be approved in Naples, nor other questions regarding concerns about increased traffic, noise and speeding vehicles through our 47th Ave. NE neighborhood. We moved here to avoid the traffic noise and accidents associated with other streets closer in. We know that the Sheriff's office has recorded the increase of residents complaints because of such actions taken in areas similar to ours.</p> <p>The data we were given is so outdated and ambiguous questions we were given, only make us more determined to fight against a bridge on 47th Ave. NE being approved. We will drive for dining, etc., in order to maintain some tranquility for our family neighborhood.</p>
Pauline Blocker	
Jp282canebay@icloud.com	
Response from Lorraine Lantz	
<p>Thank you for your comments, they will be added to the project record. You may find frequently asked questions (FAQ) on our project website located at: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies Please note the website is set-up in an accordion style and if you click on the title Current – East of CR-951 Bridge Re-Evaluation Study heading, the project information will be displayed. The FAQ are towards the bottom of the web page.</p>	
Communication Details	Question/Comment
12/7	<p>I have read all pdf's on the new bridges that are going up in the Estates. I have 2 questions on the bridges.</p> <ol style="list-style-type: none"> 1. Will the residents on the side of the road where most construction will take place receive monetary gains from this? 2. Has bridge #11 been approved for 10th Ave SE?
Brandon Garcia	
bgarcia@colliertax.com	
Response from Lorraine Lantz	
<p>Thank you for your comments. They will be added to the project report. In regards to your questions:</p> <ol style="list-style-type: none"> 1. Any temporary construction easements/agreements or right-of-way required by this project will be determined during the Design Phase. If the County needs to acquire property (not located within the roadway easement) to accommodate the project, it will be purchased through the right-of-way acquisition process. 2. In 2008 the BCC approved the original bridges study, which recommended that all 12 of the proposed bridges be built; however, in 2020 the current BCC requested a reevaluation to determine if the remaining 10 bridges (one of the original 12 has been constructed and one is underway) are still important to agency and community stakeholders. Staff has collected and analyzed data and conducted interviews with agency stakeholders & meetings with community stakeholders. Staff will provide recommendations based on the information gathered. All the information will be provided to the BCC in a final report, tentatively 	

scheduled for presentation on January 26, 2021. The BCC will ultimately decide which, if any, bridge locations move forward.	
Communication Details	Question/Comment
12/10	I am currently working with an investor looking to purchase a vacant canal lot on 10 th Ave SE. Based on the October 7 th reevaluation study meeting notes, do you foresee a scenario where the bridge would not be approved? Also, what is the time frame of completion if the project is to move forward?
Angelo Sottosanti	
angsellsnaples@gmail.com	
Response from Lorraine Lantz	
<p>Thank you for your inquiry into the Bridge Reevaluation Study. Your comments will be added to the project record.</p> <p>As you are aware, in 2008 the Board of County Commissioners (BCC) approved the original bridges study, which recommended that all 12 of the proposed bridges be built; however, in 2020 the current BCC requested a reevaluation to determine if the remaining 10 bridges (one of the original 12 has been constructed and one is underway) are still important to agency and community stakeholders. Staff has collected and analyzed data and conducted interviews with agency stakeholders & meetings with community stakeholders. Staff will provide recommendations based on the information gathered. All the information will be provided to the BCC in a final report, tentatively scheduled for presentation on January 26, 2021. The BCC will ultimately decide which, if any, bridge locations move forward.</p> <p>The report is not complete yet, however at this time the bridge at 10th Ave. SE is likely to receive a staff recommendation to be constructed. I cannot speak for what the BCC will do at their meeting on January 26, 2021. At that meeting, the BCC may choose to authorize design and construction of none, some or all the bridges to be completed within the next seven years (by 2027).</p>	
Communication from Lorraine Lantz to all stakeholders	
12/14	<p>We are reaching-out to you because you expressed an interest in the East of CR951 Bridge Reevaluation Study. As a project update, after the meetings with community stakeholders in October, Collier County Transportation Planning staff conducted additional interviews with agency stakeholders and is now developing project recommendations based on all of the information gathered. This process has taken longer than anticipated and all the information will be provided to the BCC in a final report. As of now, the report is tentatively scheduled for presentation to the Board of County Commissioners (BCC) on February 9, 2021. An additional email will be sent out when the presentation date is finalized. The BCC will ultimately decide which, if any, bridge locations move forward.</p> <p>Additional project information can be found on our website located at: https://www.colliercountyfl.gov/your-government/divisions-s-z/transportation-planning/planning-studies</p> <p>Please note the website is set-up in an accordion style and if you click on the title Current – East of CR-951 Bridge Re-Evaluation Study heading, the project information will be displayed. Please contact me at Lorraine.Lantz@CollierCountyFL.gov if you have any additional questions.</p>

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Please click on the PDF link/image below for comments from Michael Ramsey, representing the Golden Gate Estates Area Civic Association on 12/21/20:

East of 951 Bridge Meeting on 12/21/20 between:

**Michael Ramsey - President of Golden Gate Estates Area Civic Association,
Lorraine Lantz - Principal Planner, and
Leeann Charles - Operations Analyst**

Note: During the meeting a slightly different map was used as reference on a projector. The bridge numbers and locations correspond to the map below.

Brief introductions were made and there was a general understanding of the bridges and the locations, the history of the project and the process as it moves forward. Items discussed in detail are as follows:

Mr. Ramsey's Top 5 Bridges

1. Bridge #12 on 62nd Ave
2. Bridge # 11 on 10th Ave
3. Bridge #4 on 47th Ave NE
4. Bridge #6 and #7 which would be done together on 18th Ave. NE

Mr. Ramsey's Additional Recommendations

- A new bridge at S. White and Beck
- A new bridge at 8th St. SE and Frangipani Ave.
- A new bridge somewhere between 34th Ave. SE and 38th Ave. SE.

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Letters of Support from First Responders:


Please click on the PDF link/image below for comments from Collier County's Sheriff's Office on 12/1/20:

From: [LantzLorraine](#)
To: [Perry, Jeff](#); [Miranda Lansdale](#); [Yvonne McCellan](#)
Cc: [ScottTrinity](#)
Subject: FW: CCSO - District 4 Bridges
Date: Tuesday, January 19, 2021 1:10:30 PM

CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE OF THE QUEST ORGANIZATION. 1. DO YOU KNOW THE SENDER? 2. WOULD THERE BE A VALID REASON FOR THIS SENDER TO SEND YOU THIS EMAIL? 3. VERIFY THE USER'S ADDRESS IS A VALID ADDRESS, (NOT SPOOFED).

Please see email below.

Lorraine M. Lantz, AICP
Principal Planner



Collier County Capital Projects, Planning, Impact Fees & Program Management

NOTE: Email Address Has Changed

2685 S. Horseshoe Drive, Suite #103
Naples, FL 34104
Phone: (239) 252-5779
Lorraine.Lantz@CollierCountyFL.gov

From: Thad Rhodes - 2304 <Thad.Rhodes@colliersheriff.org>
Sent: Tuesday, December 1, 2020 9:25 AM
To: LantzLorraine <Lorraine.Lantz@colliercountyfl.gov>
Cc: Perry, Jeff <Jeff.Perry@stantec.com>
Subject: RE: CCSO - District 4 Bridges

EXTERNAL EMAIL: This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

I'm sorry, yes ma'am I was referring to Bridge #12. Thank you.


Thad

From: LantzLorraine <Lorraine.Lantz@colliercountyfl.gov>
Sent: Monday, November 30, 2020 3:39 PM
To: Thad Rhodes - 2304 <Thad.Rhodes@colliersheriff.org>
Cc: Perry, Jeff <Jeff.Perry@stantec.com>

Collier County – 2021 East of CR 951 Bridges Reevaluation Study
Public Information Report

Letters of Support from First Responders:

Please click on the PDF link/image below for comments from North Collier Fire Rescue on 1/19/21:



Collier County Government
Attn: Ms. Lorraine M. Lantz, AICP
Principal Planner
2685 S. Horseshoe Drive, Suite #103
Naples, FL 34104


RE: East of CR-951 Re-evaluation Bridge Study

Based on the analyses and information provided by the County's study (virtual meeting conducted with us on Friday, November 20, 2020), it appears the District realizes response time/service improvements with the bridges located at: 1. 47th Avenue NE (Map reference #4 in the study), 2. Wilson Blvd. North (Map reference #5 in the study), and 3. 62nd Ave. NE (Map reference #12 in the study). As such, the District supports placing the aforementioned three bridges into a higher tier/priority listing for construction.

Regarding the two (2) bridges located 18th Ave. NE (Wilson Ave. & 8th St. NE and 8th Street NE & 15th St. NE), and as detailed in the study, there is minimal, if any response time/service improvements for the District. As such, the District supports placing the aforementioned two bridges into a lower tier/priority listing for construction.

If we can be of further assistance please do not hesitate to email or call.

Respectfully,

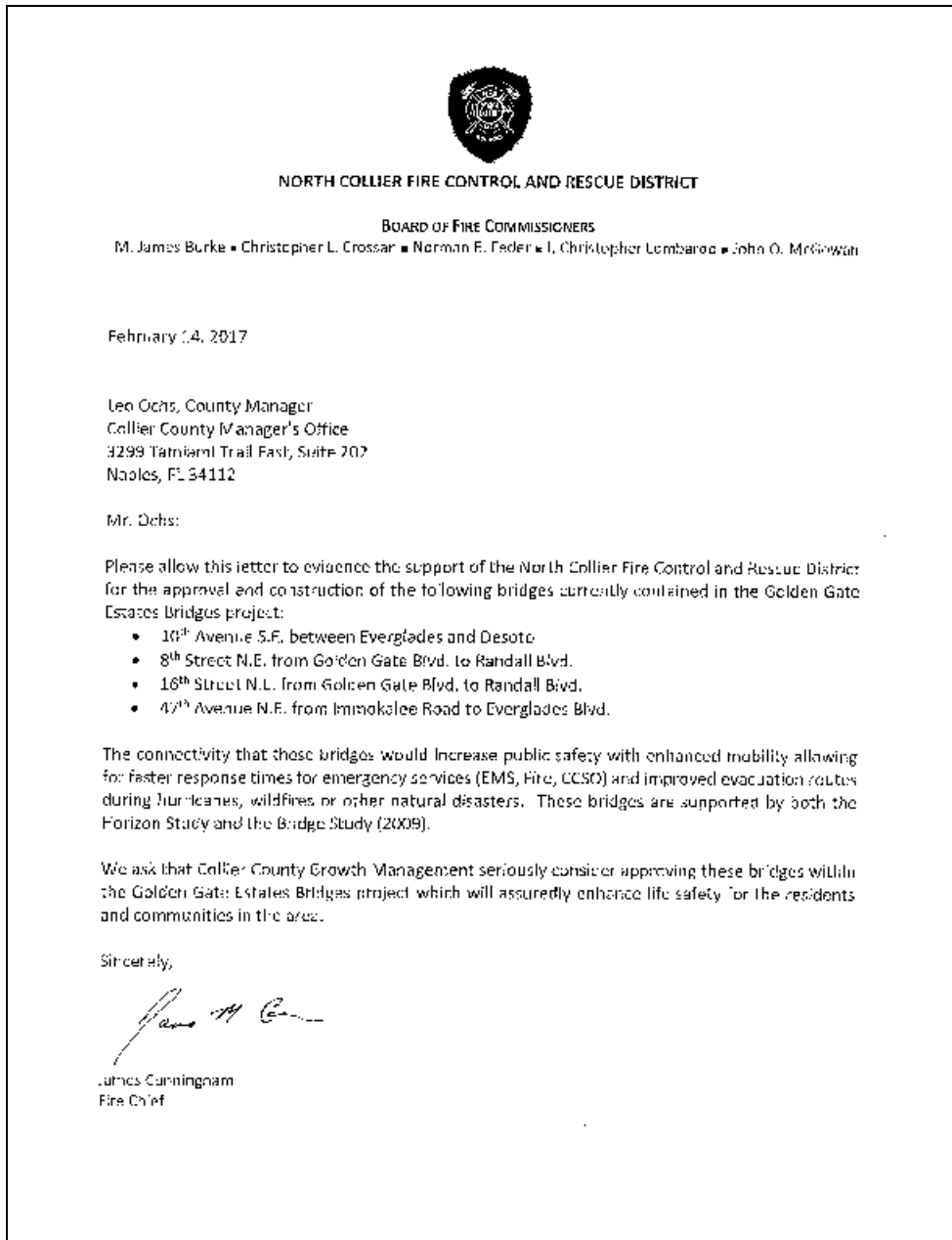


Sal A. D'Angelo III, Ph.D.
Executive Director/Emergency Management

NORTH COLLIER FIRE CONTROL AND RESCUE DISTRICT
2885 Veterans Park Drive Naples, FL 34109 • (239) 597-3222 • northcollierfire.com
BOARD OF FIRE COMMISSIONERS
M. James Burke • James A. Calamari • Christopher L. Crossan • Norman E. Feder • J. Christopher Lombardo

Letters of Support from First Responders

Please click on the following PDF link/image to see support from First Responders in 2017:



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Letters of Support from First Responders

Please click on the following PDF link/image to see support from the Greater Naples Fire Rescue District on 10/18/19:

LantzLorraine

From: Kingman Schuldt <kschuldt@gnfire.org>
Sent: Friday, October 18, 2019 10:27 AM
To: LantzLorraine
Subject: Bridge Study

EXTERNAL EMAIL: This email is from an external source; confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

Lorraine,


As promised I met with my Operations staff to review the information discussed during our meeting.

- Bridge #5: 10th Ave SE – Staff concurs with the location as planned. The addition of another bridge on 26th or 28th Street SE would in fact be a benefit to first responders
- Bridge #6: 18th St SE – Staff concurs with the location as planned.
- Bridge #14: 8th St SE and Frangipani Ave – Staff concurs with the recommendation by the Golden Gate Area Civic Association. In fact, this bridge may be more beneficial than Bridge #6 if a choice had to be made.
- Bridge #10: North end of 13th St NW – Staff agrees, if in fact the school is to build in the future this bridge may not be of significant value if it would require emergency apparatus to traverse school property. If this was the case it may be advantageous to relocate the bridge further south to 15th or 17th St NW for example.

If you have additional questions please feel free to contact me.

Kingman D. Schuldt | Fire Chief
Greater Naples Fire Rescue District
14575 Collier Blvd.
Naples, FL 34119
(239) 348-7540
www.GreaterNaplesFire.org

Please click on the link below for a brief survey.
[Customer Service Satisfaction Survey](#)



Professionalism ~ Integrity ~ Compassion

Not all of our members are involved in the same way, but all are committed to the same goal: to provide a public service. This email is a public document and may be used by third parties for any purpose, including for the promotion of products or services. If you have any questions, please contact the Greater Naples Fire Rescue District at (239) 348-7540. We are committed to providing the highest quality of service to our community. Thank you for your support and for being a part of our team.

Collier County – 2021 East of CR 951 Bridges Reevaluation Study
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Letters of Support from First Responders

Please click on the following PDF link/image to see support from Collier County Sheriff's Office from January 2015:

