

MINUTES OF THE MEETING OF THE COLLIER COUNTY  
EAST OF 951 INFRASTRUCTURE AND SERVICES HORIZON  
STUDY PUBLIC PARTICIPATION MASTER PLAN  
COMMITTEE

Naples, Florida, January 14, 2008

LET IT BE REMEMBERED, that the Collier County East of 951 Infrastructure and Services Horizon Study Public Participation Master Plan Committee in and for the County of Collier, having conducted business herein, met on this date at 7:00 PM in REGULAR SESSION at the Collier County Collier County Agricultural Extension Office, 14700 Immokalee Road, with the following members present:

Chairman: Bill McDaniel  
Vice Chair: Linda Hartman  
David Farmer  
Thomas Jones  
Kenneth Lynch  
Timothy Nance  
Stephen Price  
Russell Priddy  
Douglas Rankin  
Michael Ramsey  
Richard Rice (excused)  
Christian Spilker (excused)  
Clarence Tears (excused)  
Mark Teaters  
Kris Van Lengen

ALSO PRESENT: Michael Bosi, Community Planning & Redevelopment Manager

The meeting was called to order by Chairman Bill McDaniel at 7:10PM.  
Pledge of Allegiance was recited.

1. **Roll Call**

Michael Bosi called the roll and a quorum was established.

2. **Approval of Agenda**

Linda Hartman moved to approve the Agenda. Second by Kenneth Lynch. Carried unanimously, 12-0.

3. **Approval of Meeting Minutes**

Kenneth Lynch moved to approve the Minutes of the Meetings held on December 10, 2007, and December 18, 2007 as submitted. Second by Kris Van Lengen. Carried unanimously, 12-0.

4. **Presentation by Collier County Transportation Department**

Nick Casalanguida gave a presentation, *Collier East of CR 951 Services and Infrastructure Horizon Study Summary*, which was prepared by the Collier County Transportation Division. Copies of the presentation were distributed.

Nick Casalanguida stated there were three different levels of need for the long-range transportation plan (2030 to 2050). He stated the projected build-out was estimated to be completed in 2050 and the costs to be discussed utilized 2007 dollars.

He defined two frequently used terms:

- “generator” - a residential development or platted subdivision
- “attractor”- shopping, dining, schools, an airport, an industrial center, or government center, i.e., a place for residents to go

Level One:

- Status Quo (take in \$3.5 billion in revenue and spent approximately \$3.2
- in needs
- Operating under the Level of Service adopted by the Board of County Commissioners

Level Two:

- Projected Cost: \$3.6 Billion
- Improvements include a Golden Gate Blvd. Extension and better interconnecting roads in the Estates and Immokalee to help alleviate congestion

Level Three:

- Projected Cost: \$4.9 Billion
- Potential short-fall which may be made up with funding from State and Federal Government

**Nick Casalanguida** stated land use was critical since better planning would lessen the construction costs of roads. He stated the Transportation Network Model was based upon the information supplied by the Comprehensive Land Department. One of the areas that residents could effect change was in the planning of how the land was to be used. For example, when a residential community set land aside for development by a hospital or government center, the Transportation Department could coordinate future roads to meet the demand for that area.

He further stated most rural areas (including the Estates) do not yet have the density needed to support an efficient public transportation system in terms of costs or wait times for users.

He outlined the three basic types of roadways in both the urban and rural settings:

	<u>Urban</u>	<u>Rural</u>
Low Range	4 lanes with median	4 lanes, median, paved shoulders
Mid Range	add lighting and bike path	add lighting
High Range	add landscaping to median	add landscaping

**5. Public Questions/Comments**

**Mr. Casalanguida** conducted an exercise with the members of the public in order to show how the Transportation Model was utilized.

He asked the audience to “build” roads within the Study Area. The budget for this project was \$1,216,980,000. Graphics were utilized to outline each segment of the roadway.

The merits of each range within either the Urban or Rural settings were discussed. The public voted on the type of amenities desired and costs were tallied for each segment constructed. Overall, only basic amenities were chosen for Rural settings, and mid to high range for the Urban areas.

In the Rural areas, sidewalks were not considered as “essential” by the public, and lighting was usually limited to road intersections.

The members of the public were very cost conscious and able to complete the project with a savings of \$233 Million.

**Mr. Casalanguida** cautioned that while the purpose of this exercise was to help the public understand how the Transportation Department decided which roads to develop and the amenities to add to each, the public’s stringent choices would probably not be allowed in the real world since the services provided would be categorized as substandard by the State and County.

**Chairman McDaniel** requested each audience member complete the survey that had been distributed so the Transportation Department would have a better understanding of their specific concerns regarding the information presented.

**6. Meetings:**

**The next regular Committee meeting is scheduled for February 12, 2008 at 7:00 PM.**

**There being no further business for the good of the County, the meeting was adjourned by the order of the Chair at 9:05PM.**

**COLLIER COUNTY EAST OF 951 INFRASTRUCTURE  
AND SERVICES HORIZON STUDY PUBLIC  
PARTICIPATION MASTER PLAN COMMITTEE**



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**Chairman Bill McDaniel**

These Minutes were approved by the Board/Committee on 2-19-08,  
as presented \_\_\_\_\_ or as amended x.