

**#3B WILSON-BENFIELD - *continued***

- Not a great proposal either since all the construction equipment would use Beck Blvd. which is a narrow road and already busy.
- G Gate Blvd. to Everglades then Benfield or Miller – no need to build bridge @ south end of Wilson.
- Beyond the county’s urban corridor.
- Best for current residents of Benfield.
- Minimal cost increase and least impact to homeowners on Benfield Road.
- Not good, cuts too many off from the park with horses.
- Potential for failure of both Collier and Benfield in area-wide disaster such as fire.
- Acceptable plan ONLY IF the pond and sufficient foliage on the far shore remained as a buffer and some sort of sound barrier provided (preserve park-like atmosphere and insulate the residents).
- Too many environmental issues south of I-75. Need to open roadway from 23<sup>rd</sup> St SW to White Lake Blvd.

**Which alternative would you prefer? \***

#1 NO-BUILD	√√√√√√√√√√
#2 MILLER BOULEVARD	√√√√√√√√√√√√√√√√√√√√√√√√√√√√
#3A WILSON-BENFIELD	√√√√√√√√√√
#3B WILSON-BENFIELD	√√√√√√
NONE	√√√√√√√

*\* This question may have been confusing in the way that it was worded, and therefore, may have created erroneous responses to those answering it. The number of checkmarks per alternative is not a statistically valid sample of those who are interested in or affected by the project. Rather, it represents only those who answered this question on their comment sheet. Of the 79 comments sheets received to date, only 61 answered this particular question.*



### General comments/concerns.

- The GMP FLUE discussion of the road extends Wilson south and discusses an I-75 interchange there or taking the road westward to Landfill Road – not provisions to allow for incorporation into County's arterial network. Extending the road south below I-75 was not addressed in the FLU.
- I would like to point out another consideration I did not see mentioned. The DOF will have a difficult time doing controlled burns with proposed new roads especially Miller Blvd. Since most of the plant communities in this region are fire dependent this will make DOFs job of managing the Picayune Forest extremely difficult. If you move forward with one of the new roads I suggest you revisit the provisions of the North Belle Meade Overlay in the FLU and incorporate more of the environmental provisions in your planning and design. If you move forward with one of the western alignments I would suggest you move the road westward to align with the section lines at the quarry rather than going further south to make the bend.
- **Q:** How much property on either side of the chosen route will be needed for the roadway? How will this property be acquired? Is it essentially 'Eminent Domain'? How close to Panther's Walk is the 3A alt? From the view on the web it appears to overlap the property and most of the pond on the east side. Will Alt 3A necessitate acquisition of Panther's Walk property? Is the funding available for the Wilson/Benfield project? How far in the future would development begin? property be acquired? At what point in time would the environmental studies need to be revisited? Have the population growth and development studies been revisited to reflect the current economic situation? Has the cost effectiveness of each alt been revisited to reflect the current economic situation?
- Concerns about the 3A and 3B alts:
  - The traffic will still be routed to Collier at the same area of I-75 and Davis/Beck. The traffic wishing to go west toward downtown and the beaches would still channel through the Collier/Davis intersection which is already a major bottleneck. I don't see these alts as alleviating the traffic problems, but adding to the problems.
  - In these times of economic uncertainty and major growth uncertainty into the foreseeable future, any commitment of taxpayer money to pursue alts 2, 3A or 3B is imprudent and fiscally irresponsible.
  - If the project is determined to proceed, the No-Build alt #1 is the most fiscally responsible. Failing that, Alt 2 would at least make sense for future growth, whenever that may happen.
  - Alts 3A and 3B are 'band-aid' solutions because they are within 1.5 miles of Collier Blvd. and would both dump more traffic onto Collier.
- This project would disregard and diminish all the progress gained in the enhancements of large parcels of natural areas. Also, further contribute to habitat fragmentation, altered hydrologies, and very damaging impacts to numerous floral and faunal species located within these areas.
- Would like copy of final draft of the Alt 3B.
- We have some properties in Golden Gate.
- When would a noise pollution study happen? (3 comments received)
- When would the approved project get started?
- Both 3A & 3B are such short distances from Collier and both will connect to Collier just a short distance north. Neither will relieve congestion on Collier.
- Please do not destroy the Panther's Walk neighborhood. (2 comments received)
- None provide us with an escape route. Residents trying to sell might as well forget it! These are strictly selfish claims!
- Waste of taxpayers' money – yet, we know you people will do as you want anyway.
- Direct impact on community with traffic and noise – large amount of persons and their houses should be a deterrent in site selection.

**General comments/concerns. *continued***

- Since 951 is being made into a 6-lane road already at the lower part and from Beck up nothing would change since the new road would be coming onto 951 just north of 75.
- There is wildlife in this area and it took 2 years before we saw it after the hurricane of 2005. New roads would wipe it out again.
- Miller Blvd. looks perfect – a quick option to get from 41 to 75. Will help fire and hurricane routes/congestion on getting out of town. Why dump more on Collier?
- If Lord’s Way were extended to Benfield, then Naples Lakes residents could exit from our front gate and go straight across to Lord’s Way or turn north/south onto 951 – assuming a traffic light was installed. Since the expansion to 6 lanes, we currently can only turn south on 951.
- Thanks for keeping us informed – appreciate your efforts.
- Since GG Blvd. E is already slated to be 4-lane to Desota Blvd., a connection to I-75 via Everglades Blvd then to Miller or Benfield to US 41. The utilization of GG Blvd. to Everglades then south seems as obviously the simplest, least expensive, most logical, most efficient route. Suspicion aroused as to why Wilson Blvd. was ever considered. What entity will see the \$ in choosing Wilson instead of Everglades?
- Marginally a combination of 3A & #2 (Wilson extension connection segment to #3 in NGGE).
- Want to alleviate the bottleneck of residential traffic congestion from GG Estates area to 951 via White Blvd. The proposed Green St extension into GGE would help solve this problem.
- More cost effective would be to use GG Blvd east from Wilson then south on Everglades Blvd. and provide an interchange to I-75. The other alternatives listed could be made later. Divert east of Golden Gate.
- Expedite the building! (2 comments received)
- Willing to work with you regarding #3A only if: density must be changed for my property and a more fair alignment taking less from me and more from neighbor; should run down the current already cleared area; offer at good price since you will impact 10 acres.
- Related to #3A, no road (east-west) be built north of Lord’s Way and that Lord’s Way/Collier Blvd. (951) intersection has a traffic light.
- Want to see a study on Golden Gate Blvd. to be extended from Wilson Blvd. to Everglades Blvd. to 4-lanes. At present, it is one way in and one way out – in a catastrophe, residents will not be able to get out on time. Also like to see a road from Everglades Blvd. and a road that will run adjacent to I-75 by the canal to State Road 951.
- Miller Road provides separation from Collier and connectivity to east. The natural/environmental disturbance appears to be generally equivalent. Failing Miller Road, need to retain the Six L’s to Wilson connection (SIA1) as development expands into this area.
- Related to #3A & #3B, we live at 840 Wilson Blvd. S. and family who lives in the house next door and the double red line goes right through both of our homes. We understand the situation but just want to be aware of what is happening - we probably won’t seal our driveway pavement if we won’t be living there next year.
- Should first improve White Blvd., then reconsider 16<sup>th</sup> Ave-Green Blvd. corridor, and finally open roadway south from 23<sup>rd</sup> St SW to White Lake Blvd. This is far more prudent, simple, and needed than other options.
- How can the county spend over \$300 million on this project now or ever. That cost does not even incorporate mitigation associated with T&E species, etc. I think the county and commissioners should strongly consider the NO BUILD option.
- Environmental damage and associated costs with alternatives 2, 3A and 3B are too high to be justified while the No-Build alternative is a viable option.

**General comments/concerns. *continued***

- How much will it reduce the amount of traffic on CR 951 if this by-pass is built (by-pass from Hwy 41 to I-75). If 3A is chosen, it will destroy the wildlife and option 3B would be somewhat better but still have a negative impact on the local wildlife. Going further east for this new by-pass would be the least disturbance for resident peace and quiet and for the displacement of local wildlife.
- Related to Miller Blvd. option, need to asphalt streets (numbers 48, 50, 62) – good for the residents because the dust is killing us and too many holes.
- Any route besides #1 No-Build impacts our already in decline panthers, bears - it's a state forest and leave it that way. Picayune is also (Belle Meade) the only access for equestrian recreation.
- One family owns property along Benfield Road and recommends taking alternative #3B and actually moving it in the middle of the properties and not on the back line. This would cost more money in acquisition.
- #3A and #3B is same as #1.
- Money saving – Miller already there and will relieve traffic congestion for Golden Gate, Ave Maria, Marco Island plus evacuation route is better with access to I-75 & Tamiami Trail. Environmental concerns are minimal since the road has been there for 30 years.
- #2 Miller Blvd. alternative (stretch between Miller to Everglades) – please make this commercial area since I travel long destinations to find food and other things.
- Regarding #3A and #3B - constructing the roadway across the property which is **west** of, and adjacent to, the landfill (one half sections) would be prohibitively excessive cost, both financially and environmentally. The total of the land acquisition costs for such alignments, including damages, together with the environmental mediation costs of those alignments, would be significantly greater than the costs of more sensible and cost effective alternatives. The cost in both dollar terms and environmental destruction has not been thoroughly and prudently analyzed.
- Potential Dispute with this project because it is contrary to existing plans, programs and initiatives of a large number of state and federal agencies, including DOF.
  - Picayune Strand State Forest (PSSF) consisting of both the Belle Meade and Southern Golden Gate Estates tracts is highly important state-owned conservation and recreation land that is managed as a State Forest in the public interest.
  - Recommend complete avoidance of this tract and the provision of as much buffer as possible between the footprint of any proposed highway and the State Forest.
  - DOF does not support alternatives 2, 3A or 3B. Will have major negative impacts to federal and state listed threatened, endangered and sensitive species, outstanding natural landscapes, imperiled habitats, and have further deleterious impacts to the hydrology associated with both Belle Meade and Southern Golden Gate Estates. Could substantially unravel an extensive exotic vegetation eradication program that has been quite successful on PSSF.

**General comments/concerns. *continued***

- Comments on Effects to resources from the DOF apply to Alternatives 2, 3A and 3B – direct effects to PSSF of these alternatives include: (2 comments received)
  - Fragmentation of natural communities, wildlife habitat and recreation areas, and the creation of additional edge effects.
  - Creation of barriers to management, especially access and ability to conduct prescribed burning.
  - Creation of an additional smoke sensitive area that will hamper and restrict prescribed burning.
  - Impacts to listed species by creating barriers to movement and increasing road kills. (We note, in particular, that these three alternatives traverse through the main red-cockaded woodpecker habitats on the forest and through areas that are important for Florida panther movement. These Alternatives will decrease the amount of habitat available for these species.)
  - Creation of new vector channels for invasive exotic species and diseases. (Again, we note that these alternatives traverse areas that are already being extensively treated for exotic plants.)
  - Impacts to recreation by bisecting trails and creating noise and visual pollution.
  - Increased transportation-related pollution, e.g., runoff and litter.
  - Potential alternation of hydrology in the wetlands that drain into (or out of) the state forest.
- The potential alignment for an east-west road (#3A & 3B) between Benfield and Collier will bisect the Willow Run Quarry property. There is a conservation easement on the Willow Run Quarry Preserve that is held by FDEP as well as Collier County. I am opposed to having a 4-lane road bisect this preserve – this preserve is a tortoise management area with over 60 tortoises and may be the future site for red-cockaded woodpecker groups. Currently, we are required to prescribe controlled burns for the benefit of panthers and other wildlife – this alternative will restrict this ability.
- None of #1, #3A or #3B would be good for evacuation for south east Collier County. #2 would intersect I 75 further east and smooth the traffic flow getting on I 75.

## NEXT STEPS

It is the intent of the County and Consultant Team to review all comments, and where necessary, incorporate those comments and alignment preference suggestions into the preferred alternative evaluation process. The Project Team is compiling all public comments, both from Public Workshops, and meetings held with Community Associations, and will be calculating the final impacts. The remaining four (4) Alternatives presented at the Public Workshop #2 will then be reevaluated by the Consultant Team and County staff to determine the Preferred Alternative that will be presented to the Board of County Commissioners.



# Appendix

## Appendix A

Public announcements/notifications for the February 12, 2009 Public Information Workshop of the Collier County: Wilson Boulevard extension/Benfield Road corridor Study:

1. Mailed January 20, 2009 via USPS standard mail of the Issue No. 2 dated January 2009 Newsletter to the Stakeholders.



Wilson Benfield  
News2 r12\_1.8.2009

2. Public Notice (newspaper ad) published in the Naples News on February 1, 2009 and February 8, 2009 (corrected February 1 ad (map revised) re-run by NDN on February 6).



678011762\_NDN  
Ad\_2.6.2009.pdf



NDN  
Affidavit\_Wrkshp2\_Fi

3. January 28, 2009 media press release (plus reminder release).



Workshop #2 News  
release final w BW m



Workshop #2 News  
release reminder rele:

4. Mailed January 23, 2009 via USPS standard mail of the Postcard announcing to the Property owners and Stakeholders.



FINAL Postcard  
announcement\_Wrksp:



FINAL Postcard  
announcement\_Wrksp:

## CONTACT Information

### Collier County

Ms. Claudine Auclair, Principal Planner  
 Transportation Planning Department  
 2885 South Horseshoe Drive  
 Naples, FL 34104  
 239.252.8192  
 claudineauclair@colliergov.net

### Consultant Team

Mr. Bob Rutledge, AICP, Project Manager  
 Dyer, Riddle, Mills and Precourt, Inc.  
 3816 W. Linebaugh Avenue, Suite 400  
 Tampa, FL 33618  
 813.265.9800  
 rrutledge@drmp.com

## SCHEDULE Of Events

A simple project schedule of the major milestones is provided below:

Task	Date
Identify Preferred Alternatives	December 2008
Newsletter #2	January 2009
Public Workshop #2: Church information : Shepherd of the Glades Lutheran Church 6020 Rattlesnake Hammock Road, Naples	February 12, 2009 5 – 7 p.m.
Additional Evaluation of Alternatives	February/March 2009
Public Hearing: Present study findings and selection of the Preferred Alternative to Board of County Commissioners.	April 28, 2009 (tentative)



# WILSON BOULEVARD extension BENFIELD ROAD corridor *Study*

Issue No. 2

January 2009

## Here's What You Told Us

Since the project's inception in 2007, the Collier County staff and Project Team have talked to a number of people, agencies, neighborhood groups and environmental organizations about the project to obtain comments and get an idea about some of the major areas of interest. As a result of this outreach, we received over 100 written comments, e-mails, telephone calls, and many verbal comments about the project.

The comments received varied, with some providing suggestions or ideas for improving other roads in the area, rather than building a new north-south road. While many of you see a need for a new roadway to relieve congestion in the area and provide a connection with Collier Boulevard (CR 951), US 41 and I-75, there is a mix of opinions from residents regarding "how" the county should make these improvements/connections. Several comments we heard included concerns about:

- **Impacts to wildlife habitat** and other environmental effects;
- **Costs to taxpayers;**
- **Impacts to homes and property;**
- **Impacts to horse stables** and the enjoyment of riding horses located in areas along/near Benfield Road; and
- **Concerns about building new roads** versus improving existing roads and providing better connections, both north-south and east-west.

All of the comments we heard to date have been documented and are available for your review.\*



## PROJECT Description

Collier County is undergoing a study of a new north-south roadway located east of Collier Boulevard (CR 951). The area being studied is approximately 20 miles in length, bordered by Collier Boulevard to the west, Everglades Boulevard to the east, Golden Gate Boulevard to the north and US 41 to the south (see map inside).

## Here's Who We've Talked To

- Participants at the public workshop on March 26 at St. Agnes Church
- Participants at the Benfield Road Community Meeting on September 20
- Participants at the VeronaWalk Community Meeting on December 3
- Conservancy of Southwest Florida
- Florida Wildlife Federation
- Florida Fish and Wildlife Conservation Commission
- U.S. Fish and Wildlife Service
- Several individual homeowners
- Defenders of Wildlife
- Audubon Society

## Here's What We've Been Doing Since We Last Met

Collier County and the Project Team have been very busy working on the project since the last issue of the newsletter dated March 2008. Take a look at what we've been up to:

- **Conducted "grass roots" outreach**, as discussed in this newsletter;
- **Met with local area stakeholders** to talk about specific alignments and/or locations of the proposed road;
- **Continued to evaluate alternatives** (see page 2 for more details);
- **Conducted traffic model runs** for potential alignments;
- **Based on the alignments** and after reviewing comments from the workshop, continued reviewing alternatives, which are a combination of alignments;
- **Held several meetings** to review and discuss the alternatives;
- **Conducted additional technical analysis** to determine which alignments met the needs for the project (those that did not were NOT carried forward); and
- **Summarized all comments to date**, which were submitted to and reviewed by the county and the county's consultants during their evaluations and technical analysis.



## ALTERNATIVES Proposed For Further Analysis

The Project Team began developing alternative alignments after the first public workshop in March 2008. "Alignments" are actually segments of an alternative, and are broken down this way so that detailed evaluations can be conducted. The alignments are then combined to create an alternative.

The alignments were developed based on comments received, consistency with the 2030 Long Range Transportation Plan (LRTP), traffic, engineering and environmental analysis and subsequent discussions with Collier County staff and area stakeholders. The effects that the alignments had on the local road system, residents, environment and other elements were evaluated to identify those that best met the purpose and need of the project, while minimizing negative impacts. Consideration of input provided by the public was also included in the evaluation.

At this time, three alternatives are being carried forward for additional comment and additional analyses, including the No-Build Alternative, Miller Boulevard Alternative, and the Wilson-Benfield Alternative (this alternative also includes a variation). These three alternatives are shown and described on the map to the right.



### ALTERNATIVES

**#1 No-Build Alternative** - this alternative does not include any improvements within the study area other than those addressed in the Long Range Transportation Plan. If a no-build option is chosen, it would require additional improvements to CR 951.

**#2 Miller Boulevard Alternative** - this alternative includes improvements to Wilson Boulevard and the extension of Green Boulevard between Wilson Boulevard and Everglades Boulevard. Everglades Boulevard would be improved to four lanes to the Interstate 75 interchange (I-75). The Miller Boulevard alternative would shift westward from the Everglades Boulevard alignment to the existing

Miller Boulevard alignment and proceed south to approximately 102nd Avenue then turn westward toward Six L's Farm Road and then proceed south to intersect with US 41/Tamiami Trail.

**#3A Wilson-Benfield Alternative** - this alternative extends to Smith Road then turns westward along White Lake Boulevard to a position west of Benfield Road. A cross over I-75 and a northern link to Collier Boulevard (CR 951) is proposed. Upon crossing over I-75, this alignment proceeds southward connecting to several minor roadways (Lord's Way, Rattlesnake Hammock Road Extension, Sabal Palm Road). This alignment will then intersect US 41/Tamiami Trail south of Manatee Road.

**#3B Wilson-Benfield Alternative** - this alternative extends to Smith Road then turns westward along White Lake Boulevard to a position east of Benfield Road. A cross over I-75 and a northern link to Collier Boulevard (CR 951) is proposed. Upon crossing over I-75, this alignment proceeds southward connecting to several minor roadways (Lord's Way, Rattlesnake Hammock Road Extension, Sabal Palm Road). This alignment will then intersect US 41/Tamiami Trail south of Manatee Road.

**Note:** Once a corridor has been selected, the final location will not be determined until the design phase.

## EVALUATION Of Alternatives Process

During the development of alternative alignments, criteria was developed to evaluate each alignment and either advance or dismiss it from further consideration. These criteria were based on our Project Team's experience, Project Development and Environment Study (PD&E), and general acceptance guidelines and familiarity with the area. Below is the list of criteria that were used to evaluate each alignment:

- Environmental Factors
  - Wetlands
  - Floodplains
  - Threatened and Endangered Species (red cockaded woodpecker, panthers, bears)
  - Contaminated Sites
- Right-of-Way (R-O-W) Effects and Costs
- Residential and Commercial Impacts
- Traffic Analysis
- Construction Costs
- Public Comments

The evaluation helped to advance specific alternative alignments as well as "screen out" those that did not meet the established need for the proposed north-south road or are not viable due to other factors.

For those alternative alignments that are being carried forward for additional comment and detailed analysis, a description of "why" is provided to the right. A detailed memorandum of all alternative alignments and the decision/reasons to either advance or omit them from consideration will be available for your review, as well as the evaluation matrix for each alternative alignment, including the No-Build Alternative.\*

\* The detailed information referenced in this newsletter is available for review by either contacting Collier County Principal Planner, Ms. Claudine Auclair, (see back page for contact information) or on the project Web site at www.colliergov.net.



### Alternative Alignments Carried Forward After Initial Analysis/Screening

#1 No-Build	• Must be carried forward throughout the project
#2 Miller Boulevard	<ul style="list-style-type: none"> <li>• Would provide improvements to the existing road</li> <li>• Access to existing parcels should be considered</li> <li>• Would enhance Everglades Boulevard Interchange Justification Report network</li> <li>• From those comments received or heard to date, this alternative is less intrusive with minimal impacts to neighborhoods, but has the highest environmental concerns</li> </ul>
#3 Wilson-Benfield	<ul style="list-style-type: none"> <li>• Would provide access to planned developments</li> <li>• Consistent with 2030 Long Range Transportation Plan</li> <li>• North of I-75, would have fewer impacts to residences and environment than other alternatives considered</li> </ul>

The alternatives described above meet the needs of the project and will be carried forward for more detailed analysis and consideration.

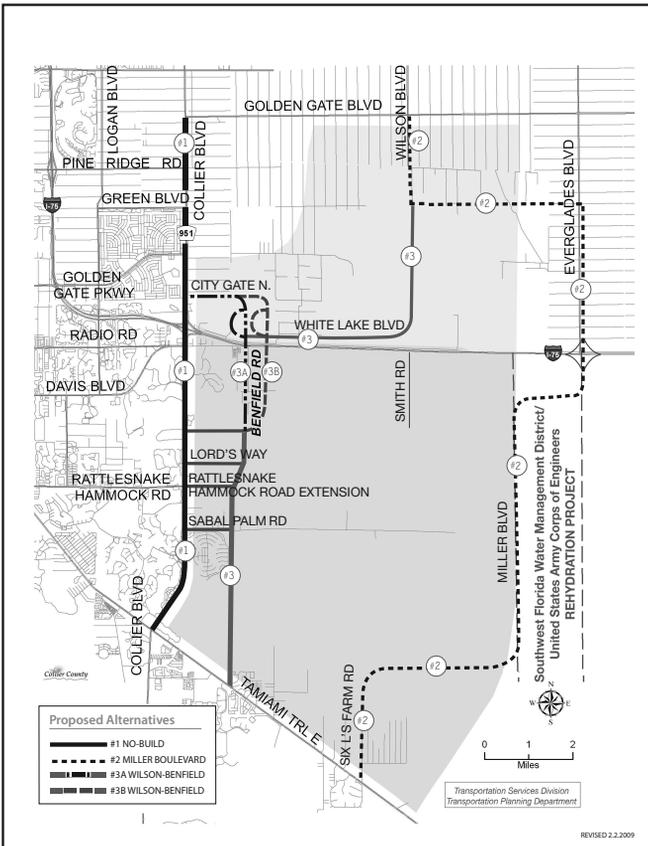
# PUBLIC WORKSHOP

## WILSON BOULEVARD EXTENSION / BENFIELD ROAD CORRIDOR STUDY

### FEB. 12, 2009 5 - 7 P.M.

Shepherd of the Glades Lutheran Church  
6020 Rattlesnake Hammock Road, Naples

- The Collier County Transportation Services Division is presenting an informational workshop in an open house format for the Wilson Boulevard Extension/Benfield Road Corridor Study. During this meeting, Collier County will present three proposed alternatives for your review and comments.
- The approximate 20-mile corridor study limits are US 41 to the south, Collier Boulevard to the west, 18th Street S.E./Miller Boulevard to the east, and Golden Gate Boulevard to the north.
- Although several alternatives were developed, only three are being advanced through the project (as shown on the map below). Alternatives were developed based on comments received, consistency with the 2030 Long Range Transportation Plan (LRTP), traffic, engineering and environmental analysis and subsequent discussions with Collier County staff and area stakeholders.
- Residents, business owners and other interested persons are welcome to stop in any time between 5-7 p.m. to review the proposed alternatives and ask questions of the study representatives. Members of the Board of County Commissioners may be in attendance at this public information meeting.
- If you are a person with a disability who needs any accommodation to participate in this workshop, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the Collier County Facilities Management Department located at 3301 East Tamiami Trail, Naples, FL 34112, (239) 252-8380 at least two (2) days prior to the meeting. Assisted listening devices for the hearing impaired are available in the Collier County Commissioners' Office.



For more information call 239.252.8192

NAPLES DAILY NEWS  
Published Daily  
Naples, FL 34102

## Affidavit of Publication

State of Florida  
County of Collier

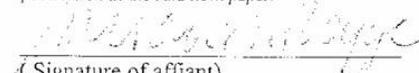
Before the undersigned they serve as the authority, personally appeared Susan Rogge, who on oath says that she serves as the Vice President of Finance of the Naples Daily, a daily newspaper published at Naples, in Collier County, Florida; distributed in Collier and Lee counties of Florida; that the attached copy of the advertising, being a

### PUBLIC NOTICE

in the matter of PUBLIC NOTICE

was published in said newspaper 2 times in the issue on February 1 & 8, 2009

Affiant further says that the said Naples Daily News is a newspaper published at Naples, in said Collier County, Florida, and that the said newspaper has heretofore been continuously published in said Collier County, Florida; distributed in Collier and Lee counties of Florida, each day and has been entered as second class mail matter at the post office in Naples, in said Collier County, Florida, for a period of 1 year next preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

  
(Signature of affiant)

Sworn to and subscribed before me  
This 11th day of February, 2009

  
(Signature of notary public)



CHANEL A. MCDONALL  
Commission DD 650475  
Expires June 29, 2011  
Florida Notary Public License # 650475-2011

# Collier County Government



Transportation Services Division  
Transportation Planning Department  
2885 S. Horseshoe Drive  
Naples, FL 34104

Contact: **Connie Deane**  
**Community Liaison**  
**239-252-8192 or 8365**  
**Eileen O'Grady**  
**Public Information Specialist**  
**239-252-8192 or 5801**  
[www.colliergov.net](http://www.colliergov.net)

Jan. 28, 2009

## FOR IMMEDIATE RELEASE

### **Wilson Boulevard Extension/Benfield Road Corridor Study Second Public Workshop Planned To Present Three Alternatives**

The Collier County Transportation Planning Department will hold a public workshop to discuss the three proposed alternatives for the Wilson Boulevard Extension/Benfield Road Corridor Study.

**Date: Feb. 12, 2009**  
**Time: 5 - 7 p.m.**  
**Place: Shepherd of the Glades Lutheran Church**  
**6020 Rattlesnake Hammock Road**  
**Naples**

This study is looking at potential ways to improve north-south travel within the study area. The 20-mile wide study area limits include US 41 to the south, CR 951 to the west, 18<sup>th</sup> Street S.E./Miller Boulevard to the east and Golden Gate Boulevard to the north. The goal of this corridor study is to identify a new north-south road to help improve traffic congestion on Collier Boulevard (CR 951), while being sensitive to environmental issues and public concerns.

A new north-south roadway is needed to create a better traffic circulation, allow for an alternate connection to Collier Boulevard (CR 951) and I-75 from US 41, improve access to US 41 and I-75 and accommodate countywide population and employment growth. In addition, the potential new roadway will serve the evacuation needs of eastern Collier County residents, enhance overall safety, and allow for better emergency access.

During the development of alternatives, three alignments were identified (as shown on the map on the next page) to advance through the project. These alignments were developed based on comments received, consistency with the 2030 Long Range Transportation Plan (LRTP), traffic, engineering and environmental analysis as well as subsequent discussions between Collier County staff and area stakeholders. The three alternatives are:

- #1 - No-Build Alternative
- #2 - Miller Boulevard Alternative
- #3A - Wilson-Benfield Alternative/#3B - Wilson-Benfield Alternative

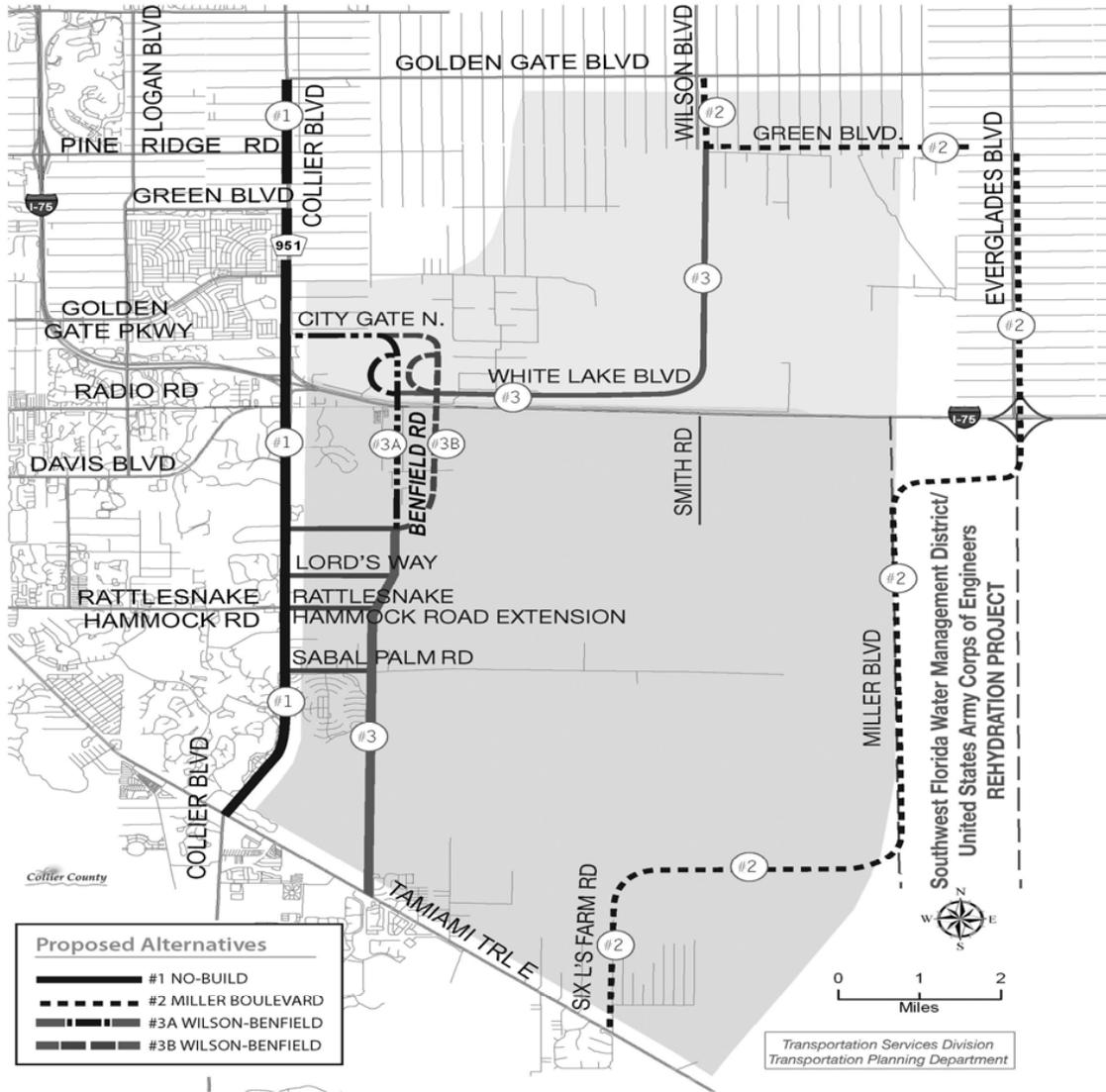
The purpose of the workshop is to present the three proposed alternatives for your review and comments, providing another opportunity for comments before the study is completed this spring. Maps and exhibit boards showing these proposed alternatives will be available at the workshop for your review.

-more-

County staff and the consultant team members will be at the workshop to discuss the proposed alternatives and answer any questions. We encourage you to attend and welcome you to invite your neighbors. As always, your input is valuable and a critical component to the success of this project.

Members of the Board of County Commissioners may be in attendance at this informational workshop.

If you are a person with a disability who needs any accommodation to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the Collier County Facilities Management Department located at 3301 East Tamiami Trail, Naples, Florida, 34112, 239-252-8380 at least two days prior to the meeting.



[News Media: If you have any questions, please contact Community Liaison Connie Deane at 239-252-8365 or Public Information Specialist Eileen O’Grady at 239-252-5801.]

###

# REMINDER



## Collier County Government

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Transportation Services Division  
Transportation Planning Department  
2885 S. Horseshoe Drive

Contact: **Connie Deane**  
Community Liaison  
239-252-8192 or 8365  
Naples, FL 34104  
[www.colliergov.net](http://www.colliergov.net)

Feb. 12, 2009

### FOR IMMEDIATE RELEASE

## Wilson Boulevard Extension/Benfield Road Corridor Study Second Public Workshop Planned To Present Three Alternatives Reminder

The Collier County Transportation Planning Department will hold a public workshop to discuss the three proposed alternatives for the Wilson Boulevard Extension/Benfield Road Corridor Study.

**Date: Feb. 12, 2009**  
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**Place: Shepherd of the Glades Lutheran Church**  
**6020 Rattlesnake Hammock Road**  
**Naples**

This study is looking at potential ways to improve north-south travel within the study area. The 20-mile wide study area limits include US 41 to the south, CR 951 to the west, 18<sup>th</sup> Street S.E./Miller Boulevard to the east and Golden Gate Boulevard to the north. The goal of this corridor study is to identify a new north-south road to help improve traffic congestion on Collier Boulevard (CR 951), while being sensitive to environmental issues and public concerns.

A new north-south roadway is needed to create a better traffic circulation, allow for an alternate connection to Collier Boulevard (CR 951) and I-75 from US 41, improve access to US 41 and I-75 and accommodate countywide population and employment growth. In addition, the potential new roadway will serve the evacuation needs of eastern Collier County residents, enhance overall safety, and allow for better emergency access.

During the development of alternatives, three alignments were identified (as shown on the map on the next page) to advance through the project. These alignments were developed based on comments received, consistency with the 2030 Long Range Transportation Plan (LRTP), traffic, engineering and environmental analysis as well as subsequent discussions between Collier County staff and area stakeholders. The three alternatives are:

- #1 - No-Build Alternative
- #2 - Miller Boulevard Alternative
- #3A - Wilson-Benfield Alternative/#3B - Wilson-Benfield Alternative

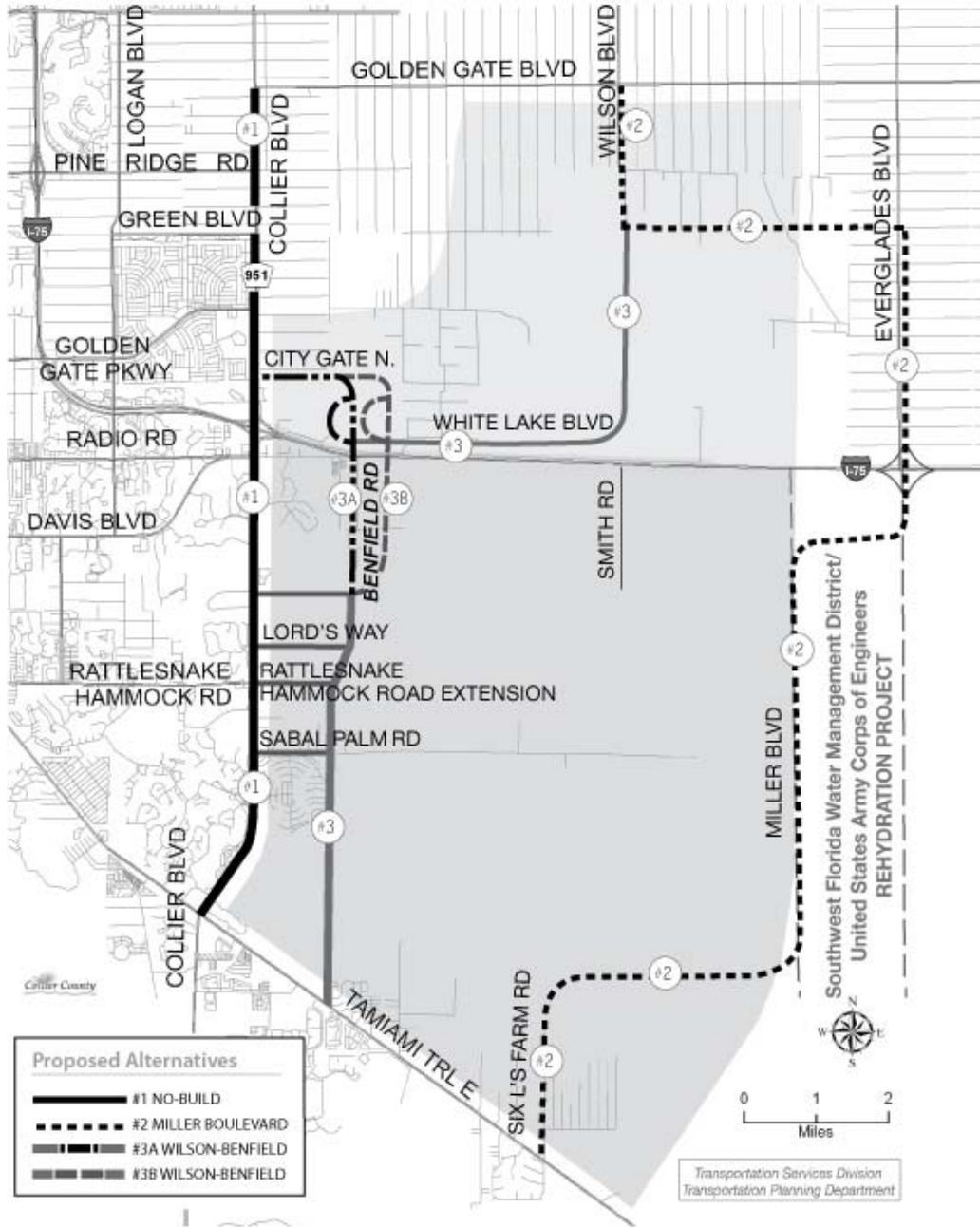
The purpose of the workshop is to present the three proposed alternatives for your review and comments, providing another opportunity for comments before the study is completed this spring. Maps and exhibit boards showing these proposed alternatives will be available at the workshop for your review.

-more-

County staff and the consultant team members will be at the workshop to discuss the proposed alternatives and answer any questions. We encourage you to attend and welcome you to invite your neighbors. As always, your input is valuable and a critical component to the success of this project.

Members of the Board of County Commissioners may be in attendance at this informational workshop.

If you are a person with a disability who needs any accommodation to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the Collier County Facilities Management Department located at 3301 East Tamiami Trail, Naples, Florida, 34112, 239-252-8380 at least two days prior to the meeting.



[News Media: If you have any questions, please contact Community Liaison Connie Deane at 239-252-8365 or Public Information Specialist Eileen O’Grady at 239-252-5801.]

###

# Public Workshop Notice

Wilson Boulevard Extension/Benfield Road Corridor Study  
Shepherd of the Glades Lutheran Church  
6020 Rattlesnake Hammock Road (at Polly Ave.), Naples  
Feb. 12, 2009 5 - 7 p.m.

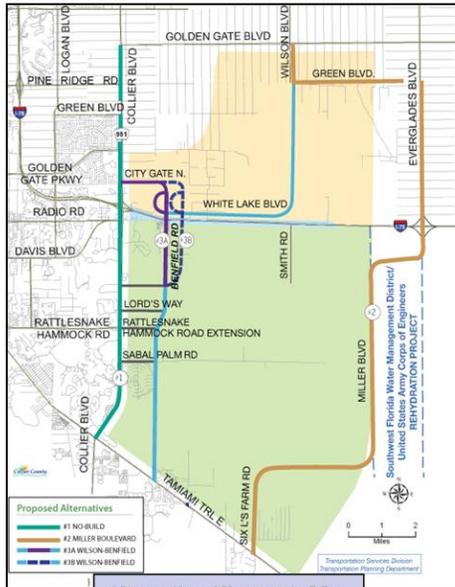
Please join us on February 12 to review the three proposed alternative alignments for this Corridor Study.

*County staff will be available to assist participants and answer questions.*

This will be the final public workshop for the project, so we encourage your attendance. The alternative alignments that were developed and advanced through the project will be presented. You will also have the opportunity to make comments. The final recommended alignment will be presented to the Board of County Commissioners this spring (*see map of alignments on back*).

*For more information, please contact Ms. Claudine Auclair, principal planner, at 239.252.8192 or [claudineauclair@colliergov.net](mailto:claudineauclair@colliergov.net)*

Collier County  
 Transportation Planning Department  
 2885 S. Horseshoe Drive  
 Naples, FL 34104



**Alternative Alignments Map**

## Appendix B

Attendees were distributed the following handouts at the registration table for the Public Information Workshop:

1. January 2009 Collier County: Wilson Boulevard extension/Benfield Road corridor Study Newsletter



Wilson Benfield  
News2 r12\_1.8.2009

2. Comment Sheet (2-sided)



Handout Comment  
Sheet two\_sided.pdf

3. Goals & Objectives and Map (2-sided)



Handout Goals &  
Map two\_sided.pdf



## CONTACT Information

### Collier County

Ms. Claudine Auclair, Principal Planner  
 Transportation Planning Department  
 2885 South Horseshoe Drive  
 Naples, FL 34104  
 239.252.8192  
 claudineauclair@colliergov.net

### Consultant Team

Mr. Bob Rutledge, AICP, Project Manager  
 Dyer, Riddle, Mills and Precourt, Inc.  
 3816 W. Linebaugh Avenue, Suite 400  
 Tampa, FL 33618  
 813.265.9800  
 rrutledge@drmp.com

## SCHEDULE Of Events

A simple project schedule of the major milestones is provided below:

Task	Date
Identify Preferred Alternatives	December 2008
Newsletter #2	January 2009
Public Workshop #2: Church information : Shepherd of the Glades Lutheran Church 6020 Rattlesnake Hammock Road, Naples	February 12, 2009 5 – 7 p.m.
Additional Evaluation of Alternatives	February/March 2009
Public Hearing: Present study findings and selection of the Preferred Alternative to Board of County Commissioners.	April 28, 2009 (tentative)



# WILSON BOULEVARD extension BENFIELD ROAD corridor *Study*

Issue No. 2

January 2009

## Here's What You Told Us

Since the project's inception in 2007, the Collier County staff and Project Team have talked to a number of people, agencies, neighborhood groups and environmental organizations about the project to obtain comments and get an idea about some of the major areas of interest. As a result of this outreach, we received over 100 written comments, e-mails, telephone calls, and many verbal comments about the project.

The comments received varied, with some providing suggestions or ideas for improving other roads in the area, rather than building a new north-south road. While many of you see a need for a new roadway to relieve congestion in the area and provide a connection with Collier Boulevard (CR 951), US 41 and I-75, there is a mix of opinions from residents regarding "how" the county should make these improvements/connections. Several comments we heard included concerns about:

- **Impacts to wildlife habitat** and other environmental effects;
- **Costs to taxpayers;**
- **Impacts to homes and property;**
- **Impacts to horse stables** and the enjoyment of riding horses located in areas along/near Benfield Road; and
- **Concerns about building new roads** versus improving existing roads and providing better connections, both north-south and east-west.

All of the comments we heard to date have been documented and are available for your review.\*



## PROJECT Description

Collier County is undergoing a study of a new north-south roadway located east of Collier Boulevard (CR 951). The area being studied is approximately 20 miles in length, bordered by Collier Boulevard to the west, Everglades Boulevard to the east, Golden Gate Boulevard to the north and US 41 to the south (see map inside).

## Here's Who We've Talked To

- Participants at the public workshop on March 26 at St. Agnes Church
- Participants at the Benfield Road Community Meeting on September 20
- Participants at the VeronaWalk Community Meeting on December 3
- Conservancy of Southwest Florida
- Florida Wildlife Federation
- Florida Fish and Wildlife Conservation Commission
- U.S. Fish and Wildlife Service
- Several individual homeowners
- Defenders of Wildlife
- Audubon Society

## Here's What We've Been Doing Since We Last Met

Collier County and the Project Team have been very busy working on the project since the last issue of the newsletter dated March 2008. Take a look at what we've been up to:

- **Conducted "grass roots" outreach**, as discussed in this newsletter;
- **Met with local area stakeholders** to talk about specific alignments and/or locations of the proposed road;
- **Continued to evaluate alternatives** (see page 2 for more details);
- **Conducted traffic model runs** for potential alignments;
- **Based on the alignments** and after reviewing comments from the workshop, continued reviewing alternatives, which are a combination of alignments;
- **Held several meetings** to review and discuss the alternatives;
- **Conducted additional technical analysis** to determine which alignments met the needs for the project (those that did not were NOT carried forward); and
- **Summarized all comments to date**, which were submitted to and reviewed by the county and the county's consultants during their evaluations and technical analysis.



## ALTERNATIVES Proposed For Further Analysis

The Project Team began developing alternative alignments after the first public workshop in March 2008. "Alignments" are actually segments of an alternative, and are broken down this way so that detailed evaluations can be conducted. The alignments are then combined to create an alternative.

The alignments were developed based on comments received, consistency with the 2030 Long Range Transportation Plan (LRTP), traffic, engineering and environmental analysis and subsequent discussions with Collier County staff and area stakeholders. The effects that the alignments had on the local road system, residents, environment and other elements were evaluated to identify those that best met the purpose and need of the project, while minimizing negative impacts. Consideration of input provided by the public was also included in the evaluation.

At this time, three alternatives are being carried forward for additional comment and additional analyses, including the No-Build Alternative, Miller Boulevard Alternative, and the Wilson-Benfield Alternative (this alternative also includes a variation). These three alternatives are shown and described on the map to the right.



### ALTERNATIVES

**#1 No-Build Alternative** - this alternative does not include any improvements within the study area other than those addressed in the Long Range Transportation Plan. If a no-build option is chosen, it would require additional improvements to CR 951.

**#2 Miller Boulevard Alternative** - this alternative includes improvements to Wilson Boulevard and the extension of Green Boulevard between Wilson Boulevard and Everglades Boulevard. Everglades Boulevard would be improved to four lanes to the Interstate 75 interchange (I-75). The Miller Boulevard alternative would shift westward from the Everglades Boulevard alignment to the existing

Miller Boulevard alignment and proceed south to approximately 102nd Avenue then turn westward toward Six L's Farm Road and then proceed south to intersect with US 41/Tamiami Trail.

**#3A Wilson-Benfield Alternative** - this alternative extends to Smith Road then turns westward along White Lake Boulevard to a position west of Benfield Road. A cross over I-75 and a northern link to Collier Boulevard (CR 951) is proposed. Upon crossing over I-75, this alignment proceeds southward connecting to several minor roadways (Lord's Way, Rattlesnake Hammock Road Extension, Sabal Palm Road). This alignment will then intersect US 41/Tamiami Trail south of Manatee Road.

**#3B Wilson-Benfield Alternative** - this alternative extends to Smith Road then turns westward along White Lake Boulevard to a position east of Benfield Road. A cross over I-75 and a northern link to Collier Boulevard (CR 951) is proposed. Upon crossing over I-75, this alignment proceeds southward connecting to several minor roadways (Lord's Way, Rattlesnake Hammock Road Extension, Sabal Palm Road). This alignment will then intersect US 41/Tamiami Trail south of Manatee Road.

**Note:** Once a corridor has been selected, the final location will not be determined until the design phase.

## EVALUATION Of Alternatives Process

During the development of alternative alignments, criteria was developed to evaluate each alignment and either advance or dismiss it from further consideration. These criteria were based on our Project Team's experience, Project Development and Environment Study (PD&E), and general acceptance guidelines and familiarity with the area. Below is the list of criteria that were used to evaluate each alignment:

- Environmental Factors
  - Wetlands
  - Floodplains
  - Threatened and Endangered Species (red cockaded woodpecker, panthers, bears)
  - Contaminated Sites
- Right-of-Way (R-O-W) Effects and Costs
- Residential and Commercial Impacts
- Traffic Analysis
- Construction Costs
- Public Comments

The evaluation helped to advance specific alternative alignments as well as "screen out" those that did not meet the established need for the proposed north-south road or are not viable due to other factors.

For those alternative alignments that are being carried forward for additional comment and detailed analysis, a description of "why" is provided to the right. A detailed memorandum of all alternative alignments and the decision/reasons to either advance or omit them from consideration will be available for your review, as well as the evaluation matrix for each alternative alignment, including the No-Build Alternative.\*

\* The detailed information referenced in this newsletter is available for review by either contacting Collier County Principal Planner, Ms. Claudine Auclair, (see back page for contact information) or on the project Web site at www.colliergov.net.



### Alternative Alignments Carried Forward After Initial Analysis/Screening

#1 No-Build	<ul style="list-style-type: none"> <li>• Must be carried forward throughout the project</li> </ul>
#2 Miller Boulevard	<ul style="list-style-type: none"> <li>• Would provide improvements to the existing road</li> <li>• Access to existing parcels should be considered</li> <li>• Would enhance Everglades Boulevard Interchange Justification Report network</li> <li>• From those comments received or heard to date, this alternative is less intrusive with minimal impacts to neighborhoods, but has the highest environmental concerns</li> </ul>
#3 Wilson-Benfield	<ul style="list-style-type: none"> <li>• Would provide access to planned developments</li> <li>• Consistent with 2030 Long Range Transportation Plan</li> <li>• North of I-75, would have fewer impacts to residences and environment than other alternatives considered</li> </ul>

The alternatives described above meet the needs of the project and will be carried forward for more detailed analysis and consideration.



**Public Information Meeting  
Shepherd of the Glades Lutheran Church  
February 12, 2009**

**COMMENT SHEET**  
(front and back)

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
(Street)

\_\_\_\_\_  
(City) (State) (Zip Code)

**E-mail:** \_\_\_\_\_

Would you like to be placed on the study's mailing list? Yes  No

Please provide your comments below. We are especially interested in the alternative alignments and other areas listed below that are important to this project. Thank you in advance for your comments, as they are valuable to our study process.

**\*\* PLEASE RETURN NO LATER THAN MARCH 4 \*\***

**What are your comments/concerns with the proposed alternatives or other issues?**

**#1 NO-BUILD:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**#2 MILLER BOULEVARD:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**What are your comments/concerns with the proposed alternatives or other issues? (continued)**

**#3A WILSON-BENFIELD:** \_\_\_\_\_

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**#3B WILSON-BENFIELD:** \_\_\_\_\_

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**Do you have a preference as to the “preferred alternative”?**

Yes  No

**If yes, which alternative would you prefer?** \_\_\_\_\_

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**General comments/concerns:** \_\_\_\_\_

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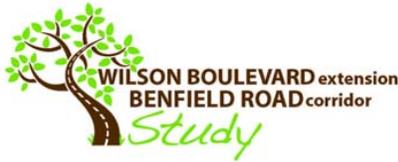
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**Please place this comment sheet in the tray at the Sign-In Table or give to a Project Team member. You may also:**

- Fax to (239) 252.2726.
- Email to [claudineauclair@colliergov.net](mailto:claudineauclair@colliergov.net)
- Mail to:

**Collier County Transportation Services Division  
Attn: Principal Planner Claudine Auclair  
2885 Horseshoe Drive South  
Naples, FL 34104**



## **WILSON BOULEVARD/BENFIELD ROAD CORRIDOR STUDY**

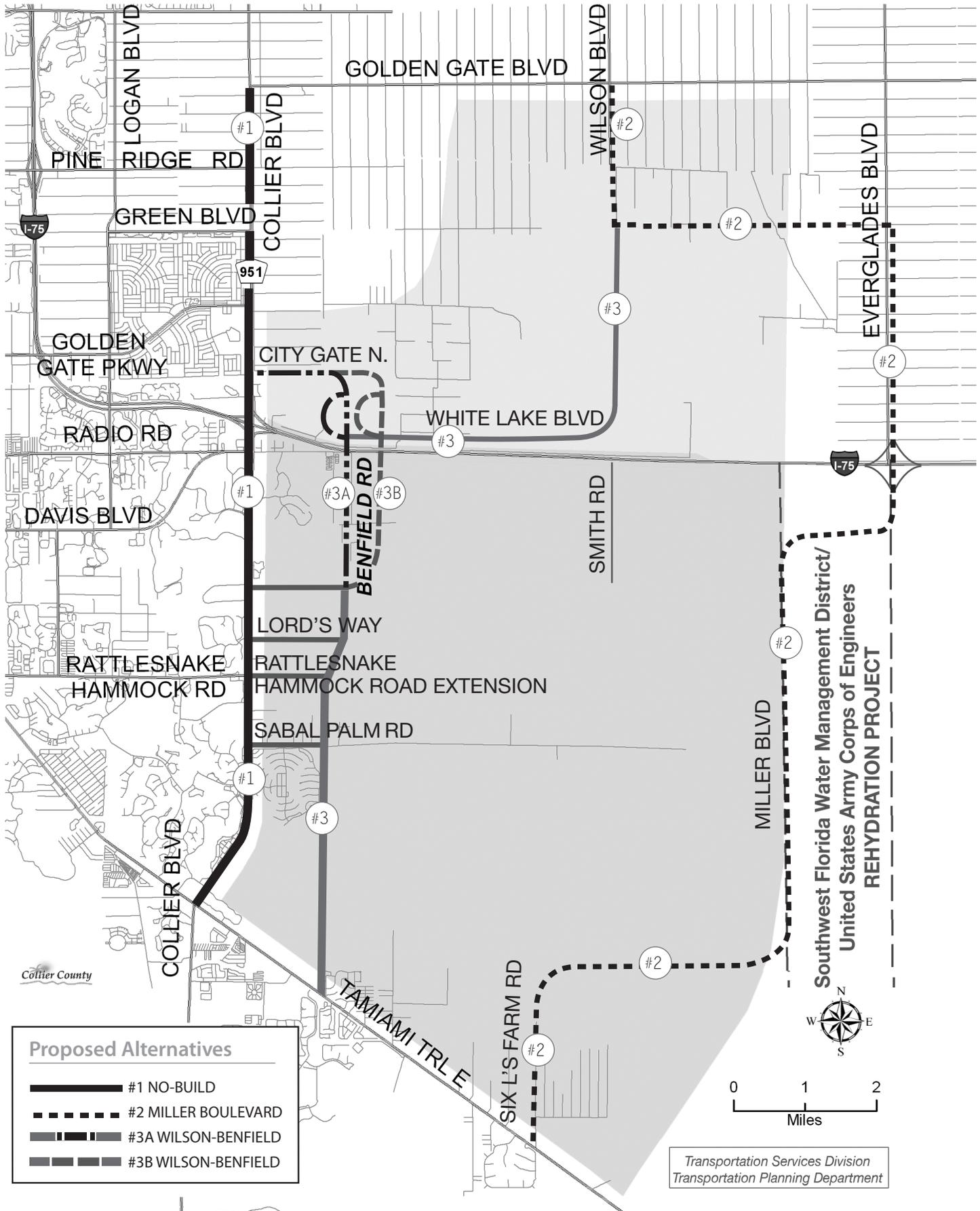
### **STUDY PURPOSE**

The purpose of the corridor study is to determine how the County can improve traffic congestion in the study area by developing a series of alternative routes that will accommodate our transportation needs. Over the past several years, the increase in traffic, development and population has made getting around in Collier County more challenging. This trend is expected to continue, particularly in eastern Collier County. This growth has put a strain on the overall transportation network and prompted a study of potential ways to improve north-south travel.

### **STUDY GOALS AND OBJECTIVES**

- A. To determine the Corridor's existing and future transportation demands, including traffic volumes, travel characteristics, and historical trends; facility operation (level of service), conditions of existing facilities and plans for improvements; describe what the existing or expected concerns are for the corridor and how the management plan expects to address these concerns.
- B. To determine the existing and projected traffic circulation needs for the Corridor, including traffic volumes, travel characteristics, future conditions and mobility requirements.
- C. To generally describe natural, physical, environmental, social, political, operational, and economic constraints within the Corridor that could have a negative social and economic effect upon any proposed alignments. The proposed alignments should minimize the displacement of residences and businesses as well as damage to ecosystems, wetlands or water quality.
- D. To develop and recommend alternative alignments that are consistent with the Collier County Growth Management Plan and Long Range Transportation Plan.
- E. To coordinate review with existing and proposed development/land use.
- F. To provide sufficient preliminary engineering and environmental information for future County production activities.
- G. To maximize public outreach efforts to ensure that communications efforts and public's participation in all phases of the Study process will be maintained and expanded by identifying and involving stakeholders.





Collier County

**Proposed Alternatives**

-  #1 NO-BUILD
-  #2 MILLER BOULEVARD
-  #3A WILSON-BENFIELD
-  #3B WILSON-BENFIELD



Transportation Services Division  
Transportation Planning Department

## **Agency Comments**

**FL Division of Forestry: March 3, 2009**

**FL Department of Environmental Protection: March 16, 2009**

**South Florida Water Management District: March 26, 2009**

**US Department of the Interior, Fish and Wildlife Service: May 8, 2009**



Florida Department of Agriculture and Consumer Services  
CHARLES H. BRONSON, Commissioner  
The Capitol • Tallahassee, FL 32399-0800  
www.doacs.state.fl.us

Please Respond to:

DIVISION OF FORESTRY  
3125 CONNER BOULEVARD  
TALLAHASSEE, FLORIDA 32399-1650

March 3, 2009

Collier County Transportation Services Division  
Attn: Claudine Auclair, Principal Planner  
2885 South Horseshoe Drive  
Naples, Florida 34104

Subject: Florida Division of Forestry Comments on the Wilson Boulevard  
Extension/Benfield Road Corridor Study

Dear Ms. Auclair:

Please accept these comments from the Florida Division of Forestry (DOF) on Collier County's Wilson Boulevard Extension/Benfield Road Corridor Study. The DOF has commented previously on this project through the Efficient Transportation Decision Making process (ETDM), reference project #9392. We flagged this project under Degree of Effect as a "Potential Dispute" because the project is contrary to existing plans, programs and initiatives of a large number of state and federal agencies, including DOF. We noted that the Picayune Strand State Forest (PSSF), consisting of both the Belle Meade and Southern Golden Gate Estates tracts, is highly important state-owned conservation and recreation land that is being managed as a State Forest in the public interest. The study area for ETDM project #9392 was a wide corridor that included portions of the Belle Meade Tract. In our comments we recommended complete avoidance of this Tract and the provision of as much buffer as possible between the footprint of any proposed highway and the State Forest.

This letter serves to reinforce the position of the Division of Forestry as described in the previous project, and to extend the comments from the previous project to cover Alternative 2, the Miller Boulevard Alternative, and Alternatives 3A and 3B, the Wilson-Benfield Alternatives, as depicted in the map accompanying the Second Public Workshop announcement that pertains to this Collier County project. The DOF does not support alternatives 2, 3A or 3B.

Of the alternatives presented in the Workshop announcement, all but the No-Build Alternative will have major negative impacts to federal and state listed threatened, endangered and sensitive species, outstanding natural landscapes (as identified in the Picayune Strand 10-



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**Florida Agriculture and Forest Products**  
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year Resource Management Plan), and imperiled habitats. Additionally, these projects would have further deleterious impacts to the hydrology associated with both Belle Meade and Southern Golden Gate Estates. Finally, the projects could substantially unravel an extensive exotic vegetation eradication program that has been quite successful on PSSF.

Both the state and federal government realize the critical importance that the Picayune Strand State Forest plays in the restoration and maintenance of the Greater Everglades Ecosystem, and the ability of the State Forest to provide for groundwater recharge and the diffusion of freshwater discharge into the 10,000 Islands area. From a public health and safety standpoint this translates into the maintenance of drinking water and the recovery of estuarine habitats vital for many fish associated with the commercial fishing industry. The implications of the Southern Golden Gates Estates Restoration project are far reaching. Any alterations to the plans made by the Florida Department of Environmental Protection, the South Florida Water Management District (SFWMD), the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service, along with the Division of Forestry, depend on a set of variables that cannot be mitigated and the project as a whole would stand a high risk of failure should the Miller Boulevard Alternative be pursued. The build alternatives addressed by the County's study, especially Alternative 2, do not appear to be consistent with the Southern Golden Gate Estates Hydrological Restoration Plan developed by the Corp of Engineers and the SFWMD and the Picayune Strand Hydrologic Restoration Integrated Project Implementation Report/Environmental Impact Statement.

The Comments on Effects to Resources from the DOF comments on project #9392 apply to Alternatives 2, 3A and 3B. The direct effects to PSSF of these alternatives include:

- Fragmentation of natural communities, wildlife habitat and recreation areas, and the creation of additional edge effects.
- Creation of barriers to management, especially access and ability to conduct prescribed burning.
- Creation of an additional smoke sensitive area that will hamper and restrict prescribed burning.
- Impacts to listed species by creating barriers to movement and increasing road kills. (We note, in particular, that these three alternatives traverse through the main red-cockaded woodpecker habitats on the forest and through areas that are important for Florida panther movement. These Alternatives will decrease the amount of habitat available for these species.)
- Creation of new vector channels for invasive exotic species and diseases. (Again, we note that these alternatives traverse areas that are already being extensively treated for exotic plants.)
- Impacts to recreation by bisecting trails and creating noise and visual pollution.
- Increased transportation-related pollution, e.g., runoff and litter.
- Potential alternation of hydrology in the wetlands that drain into (or out of) the state forest.

Using the State Forest for such a linear facility would be inconsistent with acquisition objectives for the state-owned property and inconsistent with the natural resource management  
Claudine Auclair

March 3, 2009

Page 3

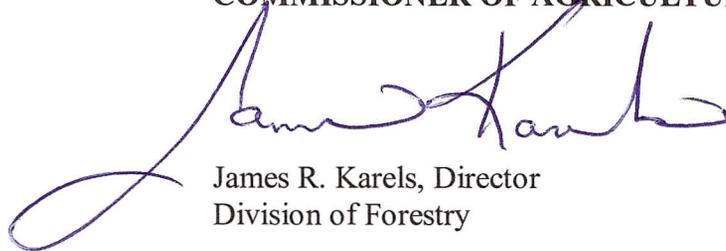
objectives of the PSSF Resource Management Plan. This Plan states: "The DOF does not favor the fragmentation of natural communities with linear facilities, consequently, easements for such uses will be discouraged. The DOF does not consider PSSF suitable for any new linear facilities. When such is unavoidable, previously disturbed sites will be the preferred location. The objectives, when identifying possible locations for new linear facilities, will be to cause no damage to sensitive resources (e.g., listed species and archaeological sites), to avoid habitat fragmentation, and to limit disruption of management activities and resource-based recreation."

Transportation projects must comply with the Board of Trustees Linear Facilities Policy. This policy states: "Owners and operators of linear facilities must avoid location on natural resource lands unless no other practical and prudent alternative is available and all steps to minimize impacts as set forth below are implemented. The test of practicality and prudence will compare the social, economic, and environmental effects of the alternatives." To be consistent with our Plan and the Policy, we must encourage avoidance of the use of the PSSF for all of the alternatives presented, except the No-build Alternative.

Should you have any questions please contact me; Dr. Dennis Hardin, Forest Ecologist and ETDM representative ([hardind@doacs.state.fl.us](mailto:hardind@doacs.state.fl.us); 850/414-8293); or, Mr. Kevin Podkowka, Caloosahatchee Forestry Resource Administrator ([podkowk@doacs.state.fl.us](mailto:podkowk@doacs.state.fl.us); 239/690-3500x108) at your earliest convenience.

Sincerely,

**CHARLES H. BRONSON**  
**COMMISSIONER OF AGRICULTURE**



James R. Karels, Director  
Division of Forestry

JRK/edh

Cc: Collier County BOCC  
Lauren Milligan, FDEP, Florida State Clearinghouse  
Janet Starnes, SFWMD  
Gwen Pipkin, FDOT, District One ETDM Coordinator  
Hank Graham, FDOF, Caloosahatchee Center Manager  
Dr. Dennis Hardin



# Florida Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Charlie Crist  
Governor

Jeff Kottkamp  
Lt. Governor

Michael W. Sole  
Secretary

March 16, 2009

**RECEIVED**

**MAR 23 2009**

**Transportation Services Division**

Ms. Claudine Auclair  
Principal Planner  
Collier County Transportation Services Department  
2885 Horseshoe Drive South  
Naples, Florida 34104

Dear Ms. Auclair:

Thank you for the opportunity to provide input on the Wilson Boulevard Extension/Benfield Road Corridor Study. The purpose of the Study as stated in the Efficient Transportation Decision Making (ETDM) Summary Report is to "explore the need for a new north-south corridor in Collier County connecting from US 41 to the terminus of the existing Wilson Boulevard roadway segment (at Golden Gate Boulevard) in order to serve the high growth areas of western Collier County, particularly the Golden Gate Estates community." The Florida Department of Environmental Protection provided comments during the ETDM process, which included the potential for substantial concerns regarding water quality and quantity, wetlands and recreation areas.

Collier County, particularly southwest Collier County, is home to many special natural resources of local, regional, state and national importance, including Picayune Strand State Forest, Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge, Fakahatchee Strand State Preserve and Collier-Seminole State Park. Growth and transportation planning must adequately incorporate considerations for these natural areas, as well as water quality necessary to maintain the value that these resources provide to Florida's economy and quality of life.

Specifically, Picayune Strand State Forest is centrally located among the other special designated lands listed above and was placed on the Conservation and Recreation Land acquisition list in 1984 as part of the State's Save Our Everglades Program. The property was placed on the acquisition list because of the remaining natural habitat value and the potential for its restoration.

Ms. Claudine Auclair  
March 16, 2009  
Page 2

The central location of Picayune Strand and its importance to ecosystem connectivity are the primary reasons it was included as a component of the Comprehensive Everglades Restoration Plan (CERP).

We believe that the proposed roadway alignments are not consistent with the designated conservation and restoration purposes and will diminish the significant state and federal investment made in the on-going acquisition, protection and restoration efforts planned for these areas. Accordingly, the Department finds that Alternative 1 (No Build) is the desirable alternative for the reasons provided below.

The proposed road alignment of Alternative 2 (Miller Blvd) is in conflict with existing conservation and restoration efforts. This alignment runs through the Picayune Strand Restoration Project (PSRP), a component of the Congressionally-approved restoration plan under the 2000 Water Resources and Development Act (WRDA) and authorized under WRDA 2007. The Picayune Strand Restoration Project is currently underway, and as part of this project, the majority of Miller Boulevard will be degraded to be passable only during the dry season to allow for hydrologic and habitat connectivity. The proposed road alignment would diminish the hydrologic and other environmental benefits of the restoration project and the state and federal investment in the restoration project.

The proposed road alignment will also bisect Picayune Strand State Forest (Southern Golden Gate Estates and Belle Meade) and many listed species and their habitats will be fragmented, including the habitat of the endangered Florida panther. In addition, the road alignment will hinder land management practices such as prescribed burns and increase the exposure of wildlife, particularly the Florida panther, to road kills. Critical post-restoration hydrologic connections between the Picayune Strand Restoration Project and the adjacent conservation lands in Belle Meade; Collier-Seminole State Park; the estuaries of Cape Romano/10,000 Islands National Wildlife Refuge and Aquatic Preserve will also be altered, reduced or eliminated.

The proposed road alignments of Alternative 3 A and B (Benfield Rd) are similarly in conflict with existing planning efforts, land management plans and special designations. The Picayune Strand State Forest is managed for multiple public uses by the Florida Division of Forestry, and the loss of this connectivity will diminish the use of the land for public recreation.

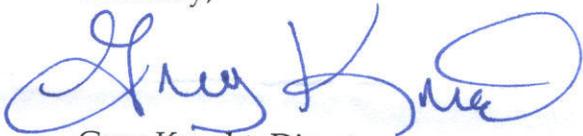
Ms. Claudine Auclair  
March 16, 2009  
Page 3

The proposed alignment would directly impact sensitive lands and potentially foster additional development incompatible with the special designations of adjacent and surrounding lands, including natural resource protection areas, rural lands, strategic habitat conservation areas, priority wetlands as designated by the Florida Fish and Wildlife Conservation Commission, Federal Trust resources, lands designated as the highest conservation priority by the Florida Natural Areas Inventory, conservation easements executed for wetland mitigation, and lands owned by the State and managed for conservation.

Critical hydrologic connections will also be altered, reduced or eliminated within and/or between Picayune Strand State Forest, Henderson Creek, the estuaries of Rookery Bay National Estuarine Research Reserve and Aquatic Preserve and the Cape Romano/10,000 Islands National Wildlife Refuge and Aquatic Preserve. In addition, this alignment has the potential to impact downstream water bodies of Rookery Bay (Coastal - WBID 3278U) that are currently listed as water quality impaired under the Department's total maximum daily load program. North of I-75, the While Lake Blvd portion of the proposal will impact natural resources (wetlands, listed species, hydrology, etc.) in the area known as North Belle Meade (north of I-75).

We appreciate the opportunity to comment on the corridor study and ask that the County avoid any road alignment that will adversely affect the environmentally sensitive conservation lands mentioned above that are part of the larger Everglades and south Florida ecosystem restoration efforts.

Sincerely,



Greg Knecht, Director  
Office of Ecosystem Projects

cc: James Karels, Florida Division of Forestry  
Janet Starnes, South Florida Water Management District  
Richard Newton, United States Army Corps of Engineers  
Paul Souza, United States Fish & Wildlife Service  
Lauren Milligan, FDEP, Florida State Clearinghouse  
Chuck Collins, Florida Fish and Wildlife Conservation Commission  
Gwen Pipkin, Florida Department of Transportation



## SOUTH FLORIDA WATER MANAGEMENT DISTRICT

3301 Gun Club Road, West Palm Beach, Florida 33406 • (561) 686-8800 • FL WATS 1-800-432-2045 • TDD (561) 697-2574  
Mailing Address: P.O. Box 24680, West Palm Beach, FL 33416-4680 • www.sfwmd.gov

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MAR 26 2009

Transportation Services Division

March 23, 2009

Ms. Claudine Auclair  
Principal Planner  
Transportation Planning Department  
2885 S. Horseshoe Drive  
Naples, FL 34104

Dear Ms. Auclair:

Subject: Wilson Boulevard Extension/Benfield Road Corridor Study

Thank you for this opportunity to provide comments on the Wilson Boulevard Extension/Benfield Road Corridor Study. Staff at the South Florida Water Management District (District) reviewed the Wilson Boulevard Extension/Benfield Road Corridor Study and have determined the following:

Alternative 2 (Miller Boulevard Alternative): This alternative will have direct conflicts with the Picayune Strand Restoration Project, a congressionally authorized ecosystem restoration project of the Comprehensive Everglades Restoration Plan. Aspects of this project are currently underway to restore the Southern Golden Gate Estates area. Under the restoration project, Miller Boulevard south of 82<sup>nd</sup> will be removed to natural grade and will function as a secondary road that is accessible only when hydrologic conditions allow. The purpose of degrading the existing road bed is to restore wetlands and overland flow of surface water in the southern end of the Golden Gate Estates area in an effort to restore the area to pre-development conditions. In addition, the Picayune Strand Project is critical to ecosystem connectivity in southern Collier County and provides the linkage between other significant public land holdings including the Florida Panther National Wildlife Refuge, Ten Thousand Islands National Wildlife Refuge, Fakahatchee Strand State Preserve and Collier-Seminole State Park. Bisecting the Picayune Strand State Forest would significantly impact that connectivity.

Alternatives 3A and 3B (Wilson-Benfield): Portions of these alternatives are located within the Collier County Rural Fringe Mixed Use (RFMU) District Boundary, north of I-75 (Alligator Alley). District staff has determined that the proposed alignments would be detrimental to future resource management plans for improvement of water quality and quantity within the Northern Belle Meade area. Additionally, portions of Alternatives 3A and 3B would significantly inhibit improvements to Naples Bay that are currently in progress as part of the Naples Bay Surface Water Improvement and Management (SWIM) Plan in which Collier County is a participant/stakeholder.

Ms. Claudine Auclair  
March 23, 2009  
Page 2

Compliance with the existing Collier County Growth Management Plan (CC-GMP) is not noted in the evaluation and selection of the corridor alternatives that are proposed for further analysis. This is a concern because significant portions of Alternatives 2, 3A and 3B, as proposed, are located within RFMU for Habitat Preservation and Transfer of Development Rights (TDR) areas identified within the CC-GMP. The presence of the roadway corridors in these areas appears to be in conflict with the rules and policies contained in the CC-GMP and related laws and ordinances.

If you need additional information please feel free to contact Larry Gerry at (561) 681-2563 X-3701 or (561) 718-0439 (cell), or call Janet Starnes at (561) 281-3330.

Again, thank you for this opportunity to comment on this corridor study.

Sincerely,



Kenneth G. Ammon, P.E.  
Deputy Executive Director  
Everglades Restoration Resource Area  
South Florida Water Management District

KGA/js

Cc: Stu Applebaum, Corps of Engineers  
Larry Gerry, SFWMD  
James R. Karels, Division of Forestry  
Greg Knecht, FDEP  
Chip Merriam, SFWMD  
Tom Olliff, SFWMD  
Janet Starnes, SFWMD  
Tommy Strowd, SFWMD  
Clarence Tears, SFWMD  
Carol Wehle, SFWMD



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
South Florida Ecological Services Office  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960



May 8, 2009

RECEIVED

MAY 13 2009

Transportation Services Division

Claudine Auclair  
Collier County Transportation Service Department  
2885 Horseshoe Drive South  
Naples, Florida 34104

Service Federal Activity Code: 41420-2008-FA-0192  
Service Consultation Code: 41420-2008-TA-0093  
Date Received: January 14, 2009  
Project: Wilson Boulevard Extension/  
Benfield Road Corridor Study  
County: Collier

Dear Ms. Auclair:

Thank you for the opportunity to meet with my staff and staff from the Florida Fish and Wildlife Conservation Commission (FWC) on April 1, 2009, to discuss the Wilson Boulevard/Benfield Road Corridor Study. This letter provides the U.S. Fish and Wildlife Service's (Service) comments on study. The purpose of the study is to explore the need for a new north-south road roadway in Collier County, extending Wilson Boulevard from Golden Gate Boulevard south to U.S. Highway 41 (Tamiami Trail [US 41]). The stated purpose of the new roadway is the relief of traffic congestion on Collier Boulevard (CR-951) and Everglades Boulevard, and improved connectivity to I-75 and US 41 to aid in hurricane evacuation and emergency access. Four alternatives have been developed for the project: 1) No-Build; 2) Miller Boulevard; 3A) Wilson-Benfield West; and 3B) Wilson-Benfield East.

The Service notes that Alternatives 2, 3A, and 3B are located within the Service's Focus Area (Service 2007) and the "Primary" and "Secondary" Zones (as defined by Kautz et al., 2006) for the endangered Florida panther (*Puma concolor coryi*). Telemetry data provided by the Florida Fish and Wildlife Conservation Commission (FWC) and monitoring studies conducted in the Picayune Strand Restoration Project (PSRP) indicate that the panther occurs throughout the study area. The Service finds that the implementation of Alternatives 2, 3A, or 3B will result in significant direct and indirect adverse impacts to the Florida panther. The direct impacts to the panther from these alternatives would include habitat loss and fragmentation of existing habitat, and disturbance to the panther during construction activities. The indirect effects would include additional loss of panther habitat from commercial and residential development likely to be induced by the access provided by these roadway alternatives. We believe that the development would be substantial, and likely result in the loss of existing panther habitat in lands located in the Belle Meade area north of I-75 and west of Everglades Boulevard, and private holdings within and adjacent to the Picayune Strand State Forest (PSSF). Additional indirect impacts resulting from the project include the degradation of existing panther habitat in the study area and disturbance to the panther resulting from vehicle use and other



A5-168

human activities associated with motorized vehicles. The potential for panther mortality due to collisions with vehicles would increase due the presence of a new roadway in the study area. There have been a total of nine panther roadkills in the study area from December 2003 to the present.

Alternative 2 (Miller Boulevard) conflicts with the project design and restoration objectives of the PSRP, a Comprehensive Everglades Restoration Plan (CERP) project that originated under the Water Resource Development Act (WRDA) of 1996, in cooperation with the Big Cypress Basin of the South Florida Water Management District (SFWMD), and furthered by WRDA 2000 and 2007. The project is supported by a coalition of State and Federal agencies and stakeholders, including the Department of the Interior. Approximately \$38 million was provided to the State of Florida under the 1996 Farm Bill for land acquisition in the project. Since the inception of the CERP, the Service has considered the PSRP as one of the top priorities in the ecological restoration of south Florida. Our prioritization considers both the immense expanse of the property involved and its strategic location in completing a contiguous block of publicly-managed natural areas for the benefit of fish and wildlife including the endangered Florida panther. The PSRP fills in a key need to restore ecological integrity to an entire region of south Florida.

It is noteworthy that a significant feature of the PSRP is road removal: over 250 miles of existing roadway, including portions of Miller Boulevard, will be removed from the project to enhance sheetflow restoration and provide habitat compensation for the Florida panther resulting from other CERP projects. Alternative 2 would bisect the PSRP unit from the Belle Meade unit of the PSSF, fragmenting contiguous public lands, which would result in landscape-scale impacts to the Florida panther and other wide-ranging species.

The Belle Meade watershed (north and south) is also included as a project proposal (Belle Meade Flowway Restoration) in the Southwest Florida Feasibility Study draft Comprehensive Master Plan. The project was ranked in 2008 by the project Study Team as the fifth most important group of projects in the 6-county project study area, based on rankings of benefits to regional water quality, sensitive lands, and estuaries considered over the 9-year life of the study.

Other federally listed species known to occur in the study area include the endangered wood stork (*Mycteria americana*) and the endangered red-cockaded woodpecker (*Picoides borealis*). Direct impacts to red-cockaded woodpecker habitat would occur as a result of the proposed Alternative 2, 3A and 3B road alignments. The potential for expansion of the red-cockaded woodpecker through augmentation within the PSSF would also be substantially diminished by new road corridors through the forest and along its western boundary. The Service and other resource agencies have strategically located off-site wetland mitigation and listed species compensation (particularly for the red-cockaded woodpecker) from hundreds of acres of development occurring on the west side of Collier Blvd. and developments within the urban boundary east of Collier Blvd. to the PSSF and PSSF west boundary. As part of these negotiated assessments, urban development was also intentionally sited in proximity to Collier Blvd to avoid impacting the State forest. The underlying purpose of siting these mitigation parcels at these locations was to maximize the potential for managed wetlands and listed species habitat to function over the long-term.

The wetlands and upland habitats within the study area also provide important habitat for a variety of other fish and wildlife species, including State-listed wading birds and the State-threatened Florida black bear (*Ursus americanus floridanus*). We note that research conducted by the FWC has shown that vehicle traffic is an impediment to bear movement, and that the long-term persistence of small isolated populations of bears in fragmented habitats is doubtful due to high levels of mortality attributable to close proximity to humans, and the inability of female bears to disperse through development into available remaining habitat (T. Gilbert, Personal Communication). The Service believes that the implementation of Alternatives 2, 3A, and 3b would result in adverse impacts to the Florida black bear similar to those discussed for the Florida panther.

In summary, the study area contains a large acreage of lands protected for conservation purposes including the PSSF, managed by the Florida Division of Forestry (DOF), as well as lands placed under conservation easement with the SFWMD through State Environmental Resource Permits and U.S. Army Corps of Engineers 404 permits. In addition, the area contains lands preserved as mitigation by Collier County for impacts to natural resources in the Belle Meade Area, and lands of national interest bound by agreements under WRDA 2000, WRDA 2007, and the 1996 Farm Bill. The Service finds that Alternatives 2, 3A, and 3B will result in significant direct and indirect adverse effects to these conservation lands, and we concur with the concerns and comments presented to you by the Florida Department of Environmental Protection (March 16, 2009), DOF (March 3, 2009), SFWMD (March 23, 2009), and FWC (April 29, 2009). To reiterate, adverse effects to conservation lands include, but are not limited to, the likely increase adverse effects to the endangered Florida panther, loss and degradation of natural communities, creation of barriers to management (*e.g.*, ability to conduct prescribed burning and exotic plant and animal control, etc.), creation of new sources of exotic species, and the potential alteration of wetlands scheduled or proposed for restoration under the CERP and local and regional restoration plans.

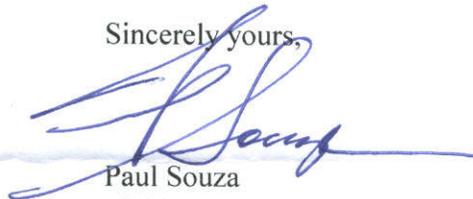
Due to the adverse impacts anticipated for the Florida panther, fish and wildlife resources, public conservation lands, and lands proposed for restoration within the CERP, we do not support Alternatives 2, 3A, and 3B and recommend that Collier County adopt the "no build" alternative. We urge Collier County to investigate other innovative means to reduce traffic congestion in the area, such as improvement of other sections of the existing transportation network. We look forward to working with Collier County to resolve this transportation issue while protecting federally listed species and other fish and wildlife resources.

We also encourage Collier County to consider a landscape level approach to conservation and development. Collier County's Rural Landscape Stewardship Area program to funnel future development to appropriate areas and conserve valuable natural resources such as wildlife habitat provides a framework that could be used in other locations. As discussed in our meeting with you on April 1, 2009, we look forward to continuing work with Collier County and the FWC to develop an agreement that identifies areas targeted for development as well as areas needed to conserve the panther and other federally listed species. Collier County also has the opportunity to comprehensively address impacts to listed species from development projects proposed by the county or private entities (*e.g.*, county roads or utility project, single-family homes, etc.) that do not have a Federal nexus (*e.g.*, projects that do not receive Federal funding or require a Corps permit to fill wetlands, etc.). Accordingly, we recommend that Collier County work with the Service to

Conservation Plan. We remain committed to providing you with technical assistance to complete this effort in partnership.

Thank you for allowing us to provide these comments and for your cooperation and effort in protecting federally listed species and fish and wildlife. If you have any questions regarding these comments, please contact John Wrublik at 772-562-3909, extension 282.

Sincerely yours,



Paul Souza  
Field Supervisor  
South Florida Ecological Services Office

cc:

Collier County BCC, Naples, Florida  
Corps, Jacksonville, Florida (Eric Summa, Richard Newton, Stu Applebaum)  
Corps, Ft. Myers, Florida (Skip Bergmann)  
DEP, Tallahassee, Florida (Greg Knecht, John Outland)  
DEP, Ft. Myers, Florida (Jennifer Nelson)  
DEP, Rookery Bay NERR, Naples, Florida (Gary Lytton)  
DOF, Naples, Florida (Greg Ihle)  
DOF, Tallahassee, Florida (James R. Karels)  
DOF, Ft. Myers, Florida (Hank Graham)  
Florida Wildlife Federation, Naples, Florida (Nancy Payton)  
FWC, Tallahassee, Florida (Mary Ann Poole)  
FWC, Naples, Florida (Darrell Land)  
FWC, Tallahassee, Florida (Kipp Frohlich)  
Service, Naples, Florida (Layne Hamilton, Kim Dryden)  
South Florida Ecosystem Restoration Task Force (Joan Lawrence)  
SFWMD, West Palm Beach, Florida (Ken Ammon)  
SFWMD (BCB), Naples, Florida (Clarence Tears)  
SFWMD, Ft. Myers, Florida (Janet Starnes)  
SWFRPC, Ft. Myers, Florida

**LITERATURE CITED**

Kautz, R., R. Kawula, T. Hoctor, J. Comiskey, D. Jansen, D. Jennings, J. Kasbohm, F. Mazzotti, R. McBride, L. Richardson, and K. Root. 2006. How much is enough? Landscape-scale conservation for the Florida panther. *Biological Conservation*.

U.S. Fish and Wildlife Service. 2007. Revisions to the Florida panther final interim standard local operating procedures (SLOPES) for endangered species. Fish and Wildlife Service; Vero Beach, Florida.

# **Agency Comments**

**Via Efficient Transportation Decision Making  
(ETDM) Website**

Agency Comments - Project Effects



**name of bookmark:**

**#9392 Wilson Boulevard Extension / Benfield Road Corridor Study**

<b>District</b>	District 1	<b>Phase</b>	Planning Screen
<b>County</b>	Collier County	<b>From</b>	US 41
<b>Planning Organization</b>	Collier County MPO	<b>To</b>	Wilson Blvd./Golden Gate Blvd.
<b>Plan ID</b>	601041	<b>Financial Management No.</b>	
<b>Contact Name / Phone</b>	Claudine Auclair (239) 774-8192	<b>Contact Email</b>	claudineauclair@colliergov.net
<b>Project Milestone Dates:</b>	Current Project • <a href="#">1/11/2008</a> • <a href="#">11/26/2007</a>		

**Project Milestone: Current Project Data**

Click one of the date links above to view other historical snapshots of the data.

expand all  collapse all

**Alternative #1**

**ETAT Review Overview**

Issue	Degree of Effect	Organization	Date Reviewed
<b>Natural</b>			
<a href="#">Air Quality</a>	<span style="background-color: #00FFFF; border: 1px solid black; padding: 2px;">0</span> None	<a href="#">US Environmental Protection Agency</a>	1/09/2008
<a href="#">Coastal and Marine</a>	<span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;">3</span> Moderate	<a href="#">National Marine Fisheries Service</a>	12/21/2007
<a href="#">Contaminated Sites</a>	<span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;">3</span> Moderate	<a href="#">US Environmental Protection Agency</a>	1/09/2008
<a href="#">Contaminated Sites</a>	<span style="background-color: #008000; border: 1px solid black; padding: 2px;">2</span> Minimal	<a href="#">FL Department of Environmental Protection</a>	1/09/2008
<a href="#">Farmlands</a>	<span style="background-color: #00FFFF; border: 1px solid black; padding: 2px;">0</span> None	<a href="#">Natural Resources Conservation Service</a>	12/19/2007
<a href="#">Floodplains</a>	<span style="background-color: #FFFF00; border: 1px solid black; padding: 2px;">3</span> Moderate	<a href="#">US Environmental Protection Agency</a>	1/10/2008

<a href="#">Navigation</a>	0 None	<a href="#">US Coast Guard</a>	12/17/2007
<a href="#">Special Designations</a>	3 Moderate	<a href="#">US Environmental Protection Agency</a>	1/10/2008
<a href="#">Special Designations</a>	5 Potential Dispute	<a href="#">FL Department of Agriculture and Consumer Services</a>	1/08/2008
<a href="#">Special Designations</a>	4 Substantial	<a href="#">US Fish and Wildlife Service</a>	12/12/2007
<a href="#">Water Quality and Quantity</a>	4 Substantial	<a href="#">FL Department of Environmental Protection</a>	1/09/2008
<a href="#">Wetlands</a>	4 Substantial	<a href="#">FL Department of Environmental Protection</a>	1/09/2008
<a href="#">Wetlands</a>	4 Substantial	<a href="#">Federal Highway Administration</a>	1/07/2008
<a href="#">Wetlands</a>	3 Moderate	<a href="#">National Marine Fisheries Service</a>	12/21/2007
<a href="#">Wetlands</a>	4 Substantial	<a href="#">US Fish and Wildlife Service</a>	12/12/2007
<a href="#">Wildlife and Habitat</a>	4 Substantial	<a href="#">FL Fish and Wildlife Conservation Commission</a>	1/10/2008
<a href="#">Wildlife and Habitat</a>	4 Substantial	<a href="#">US Fish and Wildlife Service</a>	12/12/2007
<b>Cultural</b>			
<a href="#">Historic and Archaeological Sites</a>	4 Substantial	<a href="#">FL Department of State</a>	1/09/2008
<a href="#">Historic and Archaeological Sites</a>	4 Substantial	<a href="#">Federal Highway Administration</a>	1/07/2008
<a href="#">Historic and Archaeological Sites</a>	4 Substantial	<a href="#">Miccosukee Tribe</a>	11/29/2007
<a href="#">Recreation Areas</a>	0 None	<a href="#">US Environmental Protection Agency</a>	1/10/2008
<a href="#">Recreation Areas</a>	4 Substantial	<a href="#">FL Department of Environmental Protection</a>	1/09/2008
<a href="#">Section 4(f) Potential</a>	4 Substantial	<a href="#">Federal Highway Administration</a>	1/07/2008
<b>Community</b>			
<a href="#">Aesthetics</a>	4 Substantial	<a href="#">Collier County MPO</a>	1/10/2008

<a href="#">Economic</a>	1 Enhanced	<a href="#">Collier County MPO</a>	1/10/2008
<a href="#">Land Use</a>	2 Minimal	<a href="#">Collier County MPO</a>	1/10/2008
<a href="#">Land Use</a>	3 Moderate	<a href="#">FL Department of Community Affairs</a>	1/09/2008
<a href="#">Mobility</a>	1 Enhanced	<a href="#">Collier County MPO</a>	1/10/2008
<a href="#">Relocation</a>	2 Minimal	<a href="#">Collier County MPO</a>	1/10/2008
<a href="#">Social</a>	4 Substantial	<a href="#">Collier County MPO</a>	1/10/2008
<a href="#">Social</a>	0 None	<a href="#">US Environmental Protection Agency</a>	1/10/2008
<a href="#">Social</a>	2 Minimal	<a href="#">FL Department of Community Affairs</a>	1/09/2008
<a href="#">Social</a>	4 Substantial	<a href="#">Federal Highway Administration</a>	1/07/2008
<b><a href="#">Secondary and Cumulative</a></b>			
<a href="#">Secondary and Cumulative Effects</a>	4 Substantial	<a href="#">FL Department of State</a>	1/09/2008

**ETAT Reviews: Natural**

**Air Quality**

**ETAT Reviews for Air Quality**

**0 US Environmental Protection Agency (01/09/2008)**

**Reviewed By:**

Maher Budeir, US Environmental Protection Agency (01/09/2008)

*Air Quality Effect: None*

**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

The following organizations did not review the Air Quality issue:

- No review submitted from the FL Department of Environmental Protection

- No review submitted from the Federal Highway Administration

[Back to Alternative #1](#)

**Coastal and Marine**

**ETAT Reviews for Coastal and Marine**

**3 National Marine Fisheries Service (12/21/2007)**

**Reviewed By:**

David A. Rydene, National Marine Fisheries Service (12/21/2007)

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*Coastal and Marine Effect: Moderate*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Nearby estuarine habitats in Rookery Bay and Cape Romano-Ten Thousand Islands, including mangrove, salt marsh, and seagrass, used by managed fish species and their prey.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 9392. Collier County and the Florida Department of Transportation propose constructing a new north-south roadway connecting US 41 to the terminus of the existing Wilson Boulevard segment (at Golden Gate Boulevard) in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on December 19, 2007, to assess potential concerns to living marine resources within the Rookery Bay and Cape Romano-Ten Thousand Islands areas. The lands adjacent to the proposed project are principally palustrine forested wetlands, and residential, agricultural, commercial, and industrial lands. It does not appear that the project will directly impact any NMFS trust resources. However, the road would run through Big Cypress Basin and appears likely to impact Picayune Strand State Forest as well. The impact of the new roadway on the local hydrology and drainage to the estuaries should be carefully considered during the corridor study. Construction and use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in the Rookery Bay and Cape Romano-Ten Thousand Islands. Therefore, NMFS recommends that stormwater treatment systems be designed to prevent degraded water from entering these estuarine systems. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

**Coordinator Feedback:** None

The following organizations did not review the Coastal and Marine issue:

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District

[Back to Alternative #1](#)

**Contaminated Sites**

**ETAT Reviews for Contaminated Sites**

**3 US Environmental Protection Agency (01/09/2008)**

**Reviewed By:**

Maher Budeir, US Environmental Protection Agency (01/09/2008)

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*Contaminated Sites Effect: Moderate*

---

**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Groundwater and soils

**Comments on Effects to Resources:**

Based on EST data, there are two RCRA regulated facilities, several petroleum tanks and other sources of potential contamination within 200 feet of the proposed project. EPA recommends developing a site specific survey to assess the potential to encountering contaminated media or hazardous waste during construction.

**Coordinator Feedback:** None

**2 FL Department of Environmental Protection (01/09/2008)**

**Reviewed By:**

Lauren P. Milligan, FL Department of Environmental Protection (01/09/2008)

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*Contaminated Sites Effect: Minimal*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

GIS data indicates that there are numerous geocoded petroleum tank sites, hazardous waste sites, solid waste facilities, geocoded dry cleaners and RCRA regulated facilities within the project corridor.

**Comments on Effects to Resources:**

The proposed project is not expected to significantly affect potential contaminated sites. A Contamination Screening Evaluation similar to Phase I and Phase II Audits may need to be performed along the proposed project right-of-way considering the proximity to potential petroleum and hazardous material handling facilities.

**Coordinator Feedback:** None

The following organizations did not review the Contaminated Sites issue:

- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District

[Back to Alternative #1](#)

#### -Farmlands

#### -ETAT Reviews for Farmlands

#### -0 Natural Resources Conservation Service (12/19/2007)

##### Reviewed By:

Rick Allen Robbins, Natural Resources Conservation Service (12/19/2007)

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*Farmlands Effect: None*

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**Coordination Document:** PD&E Support Document As Per PD&E Manual

**Dispute Information:** N/A

##### **Identified Resources and Level of Importance:**

Farmland resources (Prime and/or Unique farmland) does not exist within this project area according to GIS analysis. Additional supporting documentation to the absence of agricultural lands within the project area (any buffer width) was performed by photo interpretation of the online DOQQ.

##### **Comments on Effects to Resources:**

No effect to farmland resources or to agricultural land.

**Coordinator Feedback:** None

The following organizations did not review the Farmlands issue:

- No review submitted from the Federal Highway Administration

[Back to Alternative #1](#)

#### -Floodplains

#### -ETAT Reviews for Floodplains

#### -3 US Environmental Protection Agency (01/10/2008)

##### Reviewed By:

Maher Budeir, US Environmental Protection Agency (01/10/2008)

---

*Floodplains Effect: Moderate*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Flood plain

**Comments on Effects to Resources:**

Based on data available most area within the 200 foot buffer falls within flood plain. Building the proposed segment is likely to require fill and would reduce the flood plain capacity. It is necessary to address these factors at this point and assess ways to minimize the impact to the flood plain.

**Coordinator Feedback:** None

The following organizations did not review the Floodplains issue:

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District

[Back to Alternative #1](#)

**Infrastructure**

**ETAT Reviews for Infrastructure**

No reviews found for the Infrastructure Issue.

The following organizations did not review the Infrastructure issue:

- No review submitted from the Federal Highway Administration

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**Navigation**

**ETAT Reviews for Navigation**

**0 US Coast Guard (12/17/2007)**

**Reviewed By:**

Randy Overton, US Coast Guard (12/17/2007)

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*Navigation Effect: None*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

The following organizations did not review the Navigation issue:

- No review submitted from the US Army Corps of Engineers
- No review submitted from the Federal Highway Administration

[Back to Alternative #1](#)

#### **Special Designations**

#### **ETAT Reviews for Special Designations**

#### **3 US Environmental Protection Agency (01/10/2008)**

**Reviewed By:**

Maheir Budeir, US Environmental Protection Agency (01/10/2008)

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*Special Designations Effect: Moderate*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

PICAYUNE STRAND STATE FOREST  
1580 ROOKERY BAY NATIONAL ESTUARINE RESEARCH RESERVE  
983 COLLIER-SEMINOLE STATE PARK

**Comments on Effects to Resources:**

These resources are located within 500 feet of the proposed project

**Coordinator Feedback:** None

#### **5 FL Department of Agriculture and Consumer Services (01/08/2008)**

**Reviewed By:**

Dennis Hardin, FL Department of Agriculture and Consumer Services (01/08/2008)

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*Special Designations Effect: Potential Dispute*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Type:** Project is contrary to an agency program, plan or initiative

**Dispute Justification:**

Using the State Forest for such a linear facility would be inconsistent with the acquisition objectives for this state-owned property and inconsistent with the natural resource management objectives of the Resource Management Plan. Any such project would have to comply with the Board of Trustees' Linear Facilities Policy. To be consistent with our Plan and the Policy, we must encourage avoidance of the use of the State Forest.

**Dispute Citation:**

The new Picayune Strand State Forest Resource Management Plan, which is in the process of obtaining approval from the Acquisition and Restoration Council, states: "The DOF does not favor

the fragmentation of natural communities with linear facilities, consequently, easements for such uses will be discouraged. The DOF does not consider PSSF suitable for any new linear facilities. When such is unavoidable, previously disturbed sites will be the preferred location. The objectives, when identifying possible locations for new linear facilities, will be to cause no damage to sensitive resources (e.g., listed species and archaeological sites), to avoid habitat fragmentation, and to limit disruption of management activities and resource-based recreation."

The Board of Trustees of the Internal Improvement Trust Fund Policy, Use of Natural Resource Lands by Linear Facilities, states: "Owners and operators of linear facilities must avoid location on natural resource lands unless no other practical and prudent alternative is available and all steps to minimize impacts as set forth below are implemented. The test of practicality and prudence will compare the social, economic, and environmental effects of the alternatives."

**Recommended Actions for Dispute:**

Avoid public lands and provide as much buffer as possible. Develop a system of electronic signs that can be used to warn of smoke on the highway and that can be used to decrease speed limits during significant smoke and fog events.

**Identified Resources and Level of Importance:**

Picayune Strand State Forest, Belle Meade Tract. Highly important state-owned conservation and recreation lands managed as a State Forest.

**Comments on Effects to Resources:**

If the footprint of this project goes through Picayune Strand State Forest, the direct effects will be:

- Fragmentation of natural communities, wildlife habitat and recreation areas, and the creation of additional edge effects.
- Creation of barriers to management, especially access and the ability to conduct prescribed burning.
- Creation of an additional smoke sensitive area that will hamper and restrict prescribed burning.
- Impacts to listed species by creating barriers to movement and increasing road kills.
- Creation of new vector channels for invasive exotic species and diseases.
- Impacts to recreation by bisecting trails and creating noise and visual pollution.
- Increased transportation-related pollution, e.g., runoff and litter.
- Potential alteration of hydrology in the wetlands that drain into the State Forest.

**Additional Comments (optional):**

The Picayune Strand State Forest is a major contributor to the rural characteristics of the area.

**Coordinator Feedback:** None

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**4 US Fish and Wildlife Service (12/12/2007)**

**Reviewed By:**

John Wrublik, US Fish and Wildlife Service (12/12/2007)

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*Special Designations Effect: Substantial*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Public Conservation Lands

**Comments on Effects to Resources:**

Data provided by the environmental screening tool indicate that Public Conservation lands are abundant in the project study area south of Interstate 75. These lands are located in the Picayune Strand State Forest and provide valuable habitat for fish and wildlife including the endangered

Florida panther (*Puma concolor coryi*). To minimize the projects impacts to the public conservation lands, the roadway corridor should be located near the western boundary of the study area as close as possible to County Road 951. Moreover, the corridor should be sited in urbanized and disturbed lands to the greatest extent practicable. Finally, the corridor should be designed to completely avoid public conservation within the Picayune Strand State Forest and any other public conservation lands in the study area.

**Coordinator Feedback:** None

The following organizations did not review the Special Designations issue:

- No review submitted from the FL Department of Environmental Protection
- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District

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**-Water Quality and Quantity**

**-ETAT Reviews for Water Quality and Quantity**

**-4 FL Department of Environmental Protection (01/09/2008)**

**Reviewed By:**

Lauren P. Milligan, FL Department of Environmental Protection (01/09/2008)

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*Water Quality and Quantity Effect: Substantial*

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**Coordination Document:** Permit Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Stormwater runoff from the road surface may alter adjacent wetlands and surface waters through increased pollutant loading. Increased runoff carrying oils, greases, metals, sediment, and other pollutants from the increased impervious surface will be of concern. Natural resource impacts within and adjacent to the proposed road right-of-way may include alteration of the existing surface water hydrology and natural drainage patterns, and reduction in flood attenuation capacity of area creeks, ditches, and sloughs as a result of increased impervious surface within the watershed.

**Comments on Effects to Resources:**

Every effort should be made to maximize the treatment of stormwater runoff from the proposed roadway extension project, as area stormwater discharges to the Save Our Everglades CARL Project Megasite, Collier-Seminole State Park, Rookery Bay National Estuarine Research Reserve, Rookery Bay Aquatic Preserve and Rookery Bay CARL Project Macrosite, all designated Outstanding Florida Waters (OFW) under section 62-302.700(9), F.A.C., and afforded a high level of protection under sections 62-4.242(2) and 62-302.700, F.A.C. Rookery Bay is also designated Class II shellfish harvesting waters. Pursuant to section 373.414(1), F.S., direct impacts to these waterbodies and associated wetlands must be demonstrated to be "clearly in the public interest" as part of the ERP permitting process. We recommend that the PD&E study include an evaluation of existing area stormwater treatment adequacy and details on the future stormwater treatment facilities. The permit applicant may be required to demonstrate that the

proposed stormwater systems meet the design and performance criteria established for the treatment and attenuation of discharges to OFWs, pursuant to rule 40E-4, F.A.C., and the SFWMD Basis of Review for ERP Applications.

**Coordinator Feedback:** None

The following organizations did not review the Water Quality and Quantity issue:

- No review submitted from the US Environmental Protection Agency
- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District

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#### Wetlands

#### ETAT Reviews for Wetlands

#### 4 FL Department of Environmental Protection (01/09/2008)

##### Reviewed By:

Lauren P. Milligan, FL Department of Environmental Protection (01/09/2008)

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*Wetlands Effect: Substantial*

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**Coordination Document:** Permit Required

**Dispute Information:** N/A

#### **Identified Resources and Level of Importance:**

The National Wetlands Inventory GIS report indicates that there are 637.51, 38,791.06 and 146.06 acres of lacustrine, palustrine and riverine wetlands within 500 feet of the project corridor area. The Wetlands 2000 report indicates that there are 8935.53, 1841.63, 3111.59, 16,789.93, 26.31, 13.26, 18.73, 1516.07, 7.30, 602.84, 489.45 and 325.41 acres of cypress, cypress with wet prairies, cypress/melaleuca infested, cypress/pine/cabbage palm, freshwater marshes, mangrove swamps, mixed wetland hardwoods, mixed wetland shrubs, saltwater marshes, wet prairies, wet prairies with pine and mixed wetland forests, respectively, within the 500-ft. project buffer area.

#### **Comments on Effects to Resources:**

The proposed project will require an environmental resource permit (ERP) from the South Florida Water Management District. The ERP applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway construction to the greatest extent practicable:

- Minimization should emphasize avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits.
- Wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative.
- After avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values. Significant attention is given to forested wetland systems, which are difficult to mitigate.
- The cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

**Additional Comments (optional):**

In general, DEP recommends that transportation improvement projects not infringe upon environmentally sensitive areas such as flood zones, rare or endangered species' habitats, wetlands, or natural drainage courses. Such lands should be preserved for their environmental and aesthetic significance. The proposed corridor study area crosses floodplain, wetland systems, drainage ditches, sloughs, and canals that eventually connect to Rookery Bay - designated Outstanding Florida Waters and also Class II shellfish harvesting waters. The following OFWs are located within or downstream of the corridor: Save our Everglades CARL Project Megasite, Collier-Seminole State Park, Rookery Bay National Estuarine Research Reserve, Rookery Bay Aquatic Preserve and Rookery Bay CARL Project Macrosite. The designations thus reflected in Chapters 253, 258, 373, and 403, F.S., afford the highest level of state protection to the above state lands, OFWs and the downstream estuarine system of Rookery Bay.

**Coordinator Feedback:** None

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**4 Federal Highway Administration (01/07/2008)**

**Reviewed By:**

BSB Murthy, Federal Highway Administration (01/07/2008)

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*Wetlands Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Wetlands:

Cumulative effects analysis needed. The project should demonstrate that impacts to wetlands are avoided, minimized and/or mitigated.

**Comments on Effects to Resources:**

Wetlands:

Cumulative effects analysis needed. The project should demonstrate that impacts to wetlands are avoided, minimized and/or mitigated.

**Coordinator Feedback:** None

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**3 National Marine Fisheries Service (12/21/2007)**

**Reviewed By:**

David A. Rydene, National Marine Fisheries Service (12/21/2007)

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*Wetlands Effect: Moderate*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Nearby estuarine habitats in Rookery Bay and Cape Romano-Ten Thousand Islands, including mangrove, salt marsh, and seagrass, used by managed fish species and their prey.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 9392. Collier County and the Florida Department of Transportation propose constructing a new north-south roadway connecting US 41

to the terminus of the existing Wilson Boulevard segment (at Golden Gate Boulevard) in Collier County, Florida.

NMFS staff conducted a site inspection of the project area on December 19, 2007, to assess potential concerns to living marine resources within the Rookery Bay and Cape Romano-Ten Thousand Islands areas. The lands adjacent to the proposed project are principally palustrine forested wetlands, and residential, agricultural, commercial, and industrial lands. It does not appear that the project will directly impact any NMFS trust resources. However, the road would run through Big Cypress Basin and appears likely to impact Picayune Strand State Forest as well. The impact of the new roadway on the local hydrology and drainage to the estuaries should be carefully considered during the corridor study. Construction and use of the road could result in an increase in the amount of sediment, oil and grease, and other pollutants reaching estuarine habitats utilized by marine fishery resources in the Rookery Bay and Cape Romano-Ten Thousand Islands. Therefore, NMFS recommends that stormwater treatment systems be designed to prevent degraded water from entering these estuarine systems. In addition, best management practices should be employed during road construction to prevent siltation of these habitats.

**Coordinator Feedback:** None

#### **4 US Fish and Wildlife Service (12/12/2007)**

**Reviewed By:**

John Wrublik, US Fish and Wildlife Service (12/12/2007)

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*Wetlands Effect: Substantial*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Wetlands

**Comments on Effects to Resources:**

Data provided by the environmental screening tool indicate that wetlands are abundant in the project area. The Service recommends that the project be designed to avoid and minimize impacts to these valuable natural resources to the greatest extent practicable (please see our comments for the Florida panther. If impacts to wetlands are unavoidable, we recommend that the FDOT or Collier County provide mitigation that fully compensates for impacts to wetland resources.

**Coordinator Feedback:** None

The following organizations did not review the Wetlands issue:

- No review submitted from the US Environmental Protection Agency
- No review submitted from the US Army Corps of Engineers
- No review submitted from the South Florida Water Management District

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Wildlife and Habitat

ETAT Reviews for Wildlife and Habitat

4 FL Fish and Wildlife Conservation Commission (01/10/2008)

Reviewed By:

Scott Sanders, FL Fish and Wildlife Conservation Commission (01/10/2008)

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*Wildlife and Habitat Effect: Substantial*

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**Confidential:** Review will not be displayed on Public Access website

**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated an agency review of ETDM #9392 in Collier County, and provides the following comments related to potential effects on fish and wildlife resources on this Planning Phase project.

The Purpose and Need for the project is to relieve traffic congestion on CR-951 and Everglades Boulevard; and improve connectivity to I-75 and US-41 to aid in hurricane evacuation and emergency access. The Project Description relates that the purpose of the Wilson Boulevard Extension/Benfield Road Corridor Study is to explore the need for a new north-south road corridor in Collier County which would extend Wilson Boulevard from its current terminus at Golden Gates Estates south to US-41. The project description further states that several potential alignments will be examined as part of the study effort, however, none have been made available for the purposes of agency review and comparison during this important initial Planning Screen review. The focus of the study will be to: (1) Define the optimum location of Benfield Road south of I-75 connecting to US-41; (2) Determine the optimal crossing point over I-75 to connect Wilson Boulevard to Beck Boulevard and Benfield Road; and (3) Finalize the Wilson Boulevard Extension connecting points to Golden Gate Boulevard, Landfill Road, and CR-951 via Utilities Drive or City Gate Boulevard North. Furthermore, the project description also states that this project is a locally sponsored and locally funded project, and no federal or state monies are funding any part of any phase of this project. In addition, this ETDM screening is being used by Collier County to solicit comments and guidance from the ETAT; no approval, concurrence, and/or authorization is being requested at this time.

A GIS analysis was performed on the approximately 60,852-acre area which was designated as the Study Area. This assessment indicates that this area is predominately rural in nature, and predominated by native habitat consisting of wetlands (47.3 percent ) (28,793 acres), followed by uplands (29 percent) (17,637 acres), Agriculture (12.5 percent) (7,602 acres), and High and Low Impact urban Lands (7.7 percent) (4,681 acres). Native plant communities within the study area include cypress swamp, cypress/pine/cabbage palm hammock, freshwater marsh and wet prairie, hardwood swamp, mixed wetland forest, open water, and shrub swamp, while uplands include dry prairies, hardwood hammocks and forests, mixed hardwood-pine forests, pinelands, and shrub and brushland.

Our fish and wildlife assessment also provides some insight in terms of potential habitat quality within the Study Area: First, portions of the Study Area are within the U.S. Fish and Wildlife Service's Consultation Area for the American crocodile (E), and snail kite (E). Second, FWC's Integrated Wildlife Habitat Ranking System (IWHRS) Map identifies 43.4 Percent or 26,421 Acres of the Study Area as having a value of 6 to 10 (1 = Low, 10 = High); FWC's Priority Wetlands map for Wetland Dependent Listed Species also shows that over 80 percent of the Study Area or about 48,299 acres are ranked as capable of supporting 1 to 3 focal species in upland areas, and

from 4 to 6, and up to 7 to 9 focal species in wetlands areas; FWC Strategic Habitat Conservation Areas (SHCAs) have been established in the Study Area for the American Swallow-tailed Kite (1,980.4 acres), Florida panther (E) (67,626.1 acres), red-cockaded woodpecker (SSC) (844.7 acres), and Wading Birds (523.3 acres). The SHCAs are sensitive and critical habitat areas which while not in public ownership, their protection and proper management are very important to the long-term benefit to that species, and possibly other species.

Furthermore, public conservation lands of the Picayune Strand State Forest, Rookery Bay National Estuarine Research Reserve, and Collier Seminole State Park are located within the Study Area. In addition, portions of the Picayune Strand State Forest are also designated as a Wildlife Management Area by FWC. Florida Forever Board of Trustees Projects including the Belle Meade Florida Forever BOT Tract, and the Save our Everglades Florida Forever BOT project also occurs in the area. And finally, approximately 31 percent of the study area or 26,875 acres is rated as critical to Greenways Ecological Priority Linkages.

Based on known range and the presence of preferred habitat types, the following species listed by FWC as Endangered (E), Threatened (T), or Species of Special Concern (SSC) may occur with the defined study areas or be impacted by the proposed action in offsite areas: American Crocodile (E), loggerhead turtle (T), green sea turtle (E), Kemp's ridley turtle (E), gopher tortoise (T), eastern indigo snake (T), Big Cypress fox squirrel (T), Florida black bear (T), Florida panther (E), West Indian Manatee (E), brown pelican (SSC), little blue heron (SSC), tricolored heron (SSC), reddish egret (SSC), white ibis (SSC), roseate spoonbill (SSC), wood stork (E), Crested caracara (T), Southeastern kestrel (T), peregrine Falcon (E), limpkin (SSC), Florida sandhill crane (T), snowy plover (T), American oystercatcher (SSC), least tern (T), Black skimmer (SSC), Florida burrowing owl (SSC), red-cockaded woodpecker (SSC), Florida scrub jay (T), Gulf sturgeon (SSC), and mangrove rivulus (SSC).

Overall, the Study Area is very rural and undeveloped, and the vast majority of the area or 47 percent is comprised of native wetlands. At the present time, the habitat systems within the study Area are contiguous and interconnected with the surrounding regional natural systems and as such are collectively important in the long-term support of many listed wildlife species. The project is within Core Foraging Areas for the endangered wood stork, as determined by the U.S. Fish and Wildlife Service, for three stork rookeries; In addition, the majority of the Study Area is within the Focus Area for the Florida panther, and within the Primary and Secondary zones as defined by Kautz, et al., 2006. Telemetry data collected by FWC biologists well-document panther use in the Study Area, therefore the project could adversely impact the panther in a variety of ways including: direct loss of habitat from construction of the road and Drainage Retention Areas (DRAs); fragmentation, isolation; and degradation of panther habitat caused by urban sprawl facilitated by future development related to the current road project; and increased roadkills due to new roads within current road-less areas. A current review of panther mortality in this region shows that vehicle mortality is already a significant problem in the Study Area, as a total of 9 Florida panther roadkills have been recorded in the Study Area from January 2004 to the present time.

**Comments on Effects to Resources:**

Based on our initial analysis of the fish and wildlife resources associated with the Study Area, direct impacts to fish and wildlife resources resulting from a new roadway project could be substantial.

Indirect and cumulative impacts resulting from construction of new roads through this rural area could result in substantial habitat loss and habitat degradation over the long term from induced development. The increased need for flood control, inter-basin transfer of water, and water quality degradation from storm water runoff, could exacerbate adverse effects on fish and wildlife resources from inland freshwater areas to tidewater or estuarine habitats.

**Additional Comments (optional):**

Our analysis of the study area indicates that fewer impacts to fish or wildlife resources would

result from a road project located near the western boundary of the Study Area, at or near CR-951. The following recommendations are provided for determining a new roadway alignment within the study area: (1) The road corridor should be designed and sited to avoid public conservation lands in the Study Area including the Picayune Strand State Forest; (2) the road right-of-way should be located within urbanized and disturbed lands to the extent possible, and (3) FDOT or Collier County should purchase functional panther habitat to compensate for impacts to existing panther habitat. The extent, location, habitat type and quality of the target land acquisition area should be dictated by the results of the U.S. Fish and Wildlife Service's functional panther habitat assessment methodology.

In summary, important public conservation land occurs within the delineated Study Area that was specifically acquired for the long-term conservation and protection of the Florida panther. Impacting these public lands by the construction of a new road corridor would be inconsistent with the purpose of why these lands were originally acquired. Construction of the new road extension would also result in habitat fragmentation for the Florida black bear and the panther and potentially increase roadkills which are currently a mortality problem in this region. We intend to meet with the U.S. Fish and Wildlife Service, Collier County representatives, and others in Vero Beach on 23 January 2008 to fully discuss fish and wildlife issues associated with this proposed project area.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Terry Gilbert at (850) 402-6311 or email [terry\\_gilbert@urscorp.com](mailto:terry_gilbert@urscorp.com) to initiate the process for initial agency coordination on this project.

**Coordinator Feedback:** None

#### **4 US Fish and Wildlife Service (12/12/2007)**

**Reviewed By:**

John Wrublik, US Fish and Wildlife Service (12/12/2007)

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*Wildlife and Habitat Effect: Substantial*

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**Confidential:** Review will not be displayed on Public Access website

**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Federally-listed species and fish and wildlife habitat

**Comments on Effects to Resources:**

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources.

Wood Stork - The project is located in the Core Foraging Areas ((CFA) i.e., within 18.6 miles) of three active nesting colonies of the endangered wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost as a result of the action. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a Service Approved mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the

permitted service area of the bank. For projects that impact 5 or more acres of wood stork foraging habitat, the Service now requires a functional assessment be conducted using our Wood Stork Foraging Analysis Methodology (Methodology) on the foraging habitat to be impacted and the foraging habitat provided as mitigation. The Methodology can be found in the Services November 9, 2007, Eastern Indigo Snake and Wood Stork Key (Service Federal Activity Code Number 41420-2007-FA-1494) provided to the Corps to guide their effect determinations for these two species (enclosed). The Methodology is also described in the Services August 28, 2007, Biological Opinion for the Terafina (G.L. Homes) development project (Service Federal Activity Code Number 41420-2007-FA-0653) located at <http://www.fws.gov/filedownloads/ftp%5Fverobeach/BIOLOGICAL%5FOPINIONS/TERAFINA/>.

#### Florida Panther

The majority of the project study area is located within the Services Focus Area for the endangered Florida panther (*Puma concolor coryi*), and within the Primary and Secondary panther zones defined by Kautz et al., 2006. These lands are considered important to Florida panther conservation in south Florida. Telemetry data provided by the Florida Fish and Wildlife Conservation Commission (FWC) indicates that the panther has been well documented within the study area. Therefore, we believe that this project may adversely affect the panther. The adverse effects of the project would consist of direct, indirect, and cumulative effects to the panther and its habitat, and include: (1) the loss of panther habitat in the construction footprint, (2) potential fragmentation and loss of existing panther habitat outside the project corridor through additional development of panther habitat in the project area that would not go forward without the presence of a suitable transportation infrastructure, and (3) an increase in the likelihood of vehicle collisions with panthers in the panther Focus Area due to the presence of the roadway and the expected increase in vehicle use (A review of our database indicates that vehicle-related mortality is a significant source of panther mortality in the study area. A total of 9 panther mortalities due to vehicle collisions have been recorded in the proposed study area from January 2004 to the present.).

To minimize the project's impacts to the panther, the roadway corridor should be located near the western boundary of the study area as close as possible to County Road 951. Moreover, the corridor should be sited in urbanized and disturbed lands to the greatest extent practicable. Finally, the corridor should be designed to completely avoid public conservation within the Picayune Strand State Forest and all other public conservation lands in the study area.

The Service also recommends that the project be designed to minimize impacts to panther habitat within the project corridor to the greatest extent practicable. This could include eliminating or reducing the width of the center median usually constructed for a four-lane road project (a guard rail that is designed to prevent automobile collisions could be installed to address safety concerns). We also recommend designating a speed limit of no more than 55 miles per hour. Finally, depending on the final design of the project, barrier fencing could be installed along all or part of the corridor to keep panthers from entering the roadway. We look forward to working with the FDOT and Collier County to design a project footprint that minimizes impacts to the Florida panther and fish and wildlife.

To further protect the panther, we recommend that the FDOT or Collier County purchase panther habitat to compensate for impacts to panther habitat resulting from the project. The Services functional panther habitat assessment should be used to determine the habitat value of the lands impacted and the lands provided as compensation in Panther Habitat Units. A detailed description of the Services functional panther habitat assessment can be found in one of our recent biological opinions, available upon request from the Services Vero Beach Ecological Services Office.

No other federally listed species were identified on your project site. The Service has not conducted a site inspection to verify species occurrence or validate the GIS results. However, we

assume that listed species occur in suitable ecological communities and recommend site surveys to determine the presence or absence of listed species. Ecological communities suitable for listed species can be found in the species accounts in the South Florida Multi-Species Recovery Plan (1999). This document is available on the internet at [http://verobeach.fws.gov/Programs/Recovery/esvb recovery.html](http://verobeach.fws.gov/Programs/Recovery/esvb%20recovery.html).

The Service believes that the following federally listed species have the potential to occur in or near the project site: Florida panther, Red-cockaded woodpecker (*Picoides borealis*), wood stork and, Eastern indigo snake (*Drymarchon corais couperi*). Accordingly, the Service recommends that the Florida Department of Transportation (FDOT) prepare a Biological Assessment for the project (as required by 50 CFR 402.12) during the FDOT's Project Development and Environment process.

#### Fish and Wildlife Resources

The project has the potential to impact undeveloped uplands and wetlands that provide valuable habitat for a variety of fish and wildlife species. Accordingly, we recommend that the project be designed to minimize impacts to fish and wildlife to the greatest extent practicable (please see our comments for the endangered Florida panther).

**Coordinator Feedback:** None

The following organizations did not review the Wildlife and Habitat issue:

- No review submitted from the FL Department of Agriculture and Consumer Services
- No review submitted from the Federal Highway Administration
- No review submitted from the US Forest Service

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#### **ETAT Reviews: Cultural**

##### **Historic and Archaeological Sites**

##### **ETAT Reviews for Historic and Archaeological Sites**

#### **4 FL Department of State (01/09/2008)**

##### **Reviewed By:**

Sherry Anderson, FL Department of State (01/09/2008)

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*Historic and Archaeological Sites Effect: Substantial*

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**Confidential:** Review will not be displayed on Public Access website

**Coordination Document:** No Selection

**Dispute Information:** N/A

#### **Identified Resources and Level of Importance:**

Florida Site File Archaeological or Historic Sites

Buffer distance: 100 feet

CR00898 NEWTON HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00921 NO NAME CAMPSITE (PREHISTORIC) GLADES IA INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

CR00729 LONE FALLEN OAK CAMPSITE (PREHISTORIC) TWENTIETH CENTURY AMERICAN, 1900-PRESENT INELIGIBLE FOR NRHP POTENTIALLY ELIGIBLE FOR NRHP

CR00824 CROSBY LIKELY NRHP ELIGIBLE NOT EVALUATED BY SHPO

CR00825 KIRKLAND HAMMOCK CAMPSITE (PREHISTORIC) LATE ARCHAIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00826 SILVER HARD HAT LIKELY NRHP ELIGIBLE NOT EVALUATED BY SHPO

CR00840 BOTTOMS UP CAVE OR ROCKSHELTER PREHISTORIC LACKING POTTERY INSUFFICIENT INFORMATION INSUFFICIENT INFORMATION

CR00183 CONCH LAND-TERRESTRIAL GLADES, 1000 B.C.-A.D. 1700 INELIGIBLE FOR NRHP INSUFFICIENT INFORMATION

CR00184 DEER LEG LAND-TERRESTRIAL GLADES, 1000 B.C.-A.D. 1700 INELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00556 HUNTING CAMP HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP POTENTIALLY ELIGIBLE FOR NRHP

CR00557 PALMETTO CLUSTER PREHISTORIC BURIAL(S) INDETERMINATE NOT EVALUATED BY RECORDER NOT EVALUATED BY SHPO

CR00780 KYLE CAMPSITE (PREHISTORIC) GLADES, 1000 B.C.-A.D. 1700 INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00786 HUNTING CAMP HAMMOCK MIDDEN CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00787 MARSH SENTINEL SITE SPECIALIZED SITE FOR PROCUREMENT OF RAW MATERIALS LATE ARCHAIC ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00788 HAWKFEATHER HAMMOCK SITE CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00789 CITRUS CAMP SITE CAMPSITE (PREHISTORIC) LATE ARCHAIC ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00790 GNAT HAVEN HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00792 PALMETTO MOUND LAND-TERRESTRIAL GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00793 FROG CHORUS LITHIC SITE CAMPSITE (PREHISTORIC) MIDDLE ARCHAIC ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00794 SWAMP SURPRISE MIDDEN SITE CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00795 OAK CLEARING SITE SPECIALIZED SITE FOR PROCUREMENT OF RAW MATERIALS GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00796 CABBAGE PALM POINT SITE CAMPSITE (PREHISTORIC) LATE ARCHAIC ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

CR00853 EXOTIC ORCHID LAND-TERRESTRIAL GLADES IA INELIGIBLE FOR NRHP INSUFFICIENT INFORMATION

CR00854 HARDROCK HAMMOCK PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00855 LAST DAY HAMMOCK PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00856 NORTH TOWNSEND CAMP PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00857 OLD SAW MILL BUILDING REMAINS TWENTIETH CENTURY AMERICAN, 1900-PRESENT INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

CR00858 OMAR'S PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00867 LAST DAY HAMMOCK WEST PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00868 SNAKE SKIN HAMMOCK PREHISTORIC BURIAL(S) PREHISTORIC LIKELY NRHP ELIGIBLE NOT EVALUATED BY SHPO

CR00869 GREEN SCHOOL BUS PREHISTORIC MIDDEN(S) PREHISTORIC INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00873 NORTHWEST RATTLESNAKE HAMMOCK CAMPSITE (PREHISTORIC) GLADES, 1000 B.C.-A.D. 1700 INELIGIBLE FOR NRHP INELIGIBLE FOR NRHP

CR00874 ROCKEDGE MIDDEN CAMPSITE (PREHISTORIC) LATE ARCHAIC NOT EVALUATED BY RECORDER POTENTIALLY ELIGIBLE FOR NRHP

CR00875 HAMELLA MIDDEN PREHISTORIC BURIAL(S) LATE ARCHAIC NOT EVALUATED BY RECORDER POTENTIALLY ELIGIBLE FOR NRHP

CR00878 CLAMSHELL COVE MIDDEN CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 ELIGIBLE FOR NRHP POTENTIALLY ELIGIBLE FOR NRHP

CR00879 WHITE SHELL HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 INSUFFICIENT INFORMATION POTENTIALLY ELIGIBLE FOR NRHP

CR00880 DEEP MARSH HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D. 750 INSUFFICIENT INFORMATION POTENTIALLY ELIGIBLE FOR NRHP

CR00881 JUMP START HAMMOCK CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-A.D.

750 ELIGIBLE FOR NRHP POTENTIALLY ELIGIBLE FOR NRHP

CR00887 JUNGLE BARRY PREHISTORIC MIDDEN(S) GLADES, 1000 B.C.-A.D. 1700  
INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00896 NEWTON SQUARE RIDGE #1 CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-  
A.D. 750 INSUFFICIENT INFORMATION NOT EVALUATED BY SHPO

CR00897 NEWTON SQUARE RIDGE #2 CAMPSITE (PREHISTORIC) GLADES I, 1000 B.C.-  
A.D. 750 ELIGIBLE FOR NRHP NOT EVALUATED BY SHPO

**Comments on Effects to Resources:**

Large portions of this project area have been previously surveyed between 1999 and 2005 resulting in the recordation of 41 archaeological sites. Out of the previously identified sites, eight have been determined potentially eligible, three require additional information to be evaluated, and 27 have not been evaluated by our office.

Because the corridor study includes such a large geographic area, it is difficult to ascertain impacts until possible alignments are chosen but it appears that this project will likely affect significant archaeological sites. Potential alignments should avoid those resources already determined to be potentially eligible as well as the burial sites (CR557 and CR868). Although large portions of this project area have been previously surveyed, most of sites recorded have not been evaluated by our office. We recommend a cultural resource assessment survey for all feasible alignments to identify all resources within the area of potential effect and re-evaluate those resources already recorded.

**Coordinator Feedback:** None

**4 Federal Highway Administration (01/07/2008)**

**Reviewed By:**

BSB Murthy, Federal Highway Administration (01/07/2008)

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*Historic and Archaeological Sites Effect: Substantial*

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**Confidential:** Review will not be displayed on Public Access website

**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Archaeological/Historic Resources:

Extensive Section 106 coordination needed (including tribes) due to the possible location of important archaeological resources in the area that may be affected.

**Comments on Effects to Resources:**

Extensive Section 106 coordination needed (including tribes) due to the possible location of important archaeological resources in the area that may be affected.

**Coordinator Feedback:** None

**4 Miccosukee Tribe (11/29/2007)**

**Reviewed By:**

Steve Terry, Miccosukee Tribe (11/29/2007)

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*Historic and Archaeological Sites Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

There are 40 archaeological sites within 100' with 3 being burial sites of this project. A Cultural Resources Survey will need to be done to ascertain the impacts of this project to these sites.

**Comments on Effects to Resources:**

Once the Cultural Resources Survey is accomplished, then the effects can be ascertained.

**Additional Comments (optional):**

It appears that additional consultation with the Miccosukee Tribe on a government-to-government basis will need to take place.

**Coordinator Feedback:** None

The following organizations did not review the Historic and Archaeological Sites issue:

- No review submitted from the Seminole Tribe

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**Recreation Areas**

**ETAT Reviews for Recreation Areas**

**0 US Environmental Protection Agency (01/10/2008)**

**Reviewed By:**

Maher Budeir, US Environmental Protection Agency (01/10/2008)

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*Recreation Areas Effect: None*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

**4 FL Department of Environmental Protection (01/09/2008)**

**Reviewed By:**

Lauren P. Milligan, FL Department of Environmental Protection (01/09/2008)

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*Recreation Areas Effect: Substantial*

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**Coordination Document:** To Be Determined: Further Coordination Required

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The following public conservation lands are located within 500 ft. of the corridor study area: Picayune Strand State Forest, Rookery Bay National Estuarine Research Reserve and Collier-Seminole State Park. The Save Our Everglades Florida Forever BOT Project and Belle Meade Florida Forever BOT Project sites are also located within the project corridor.

**Comments on Effects to Resources:**

These lands contain significant natural communities and numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, contributions to regional spring complexes, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of the proposed roadway construction on the above public lands and proposed acquisition sites.

**Additional Comments (optional):**

Under Article X, Section 18 of the Florida Constitution (as amended in 1998), dispositions of state-owned conservation lands are restricted to those lands "no longer needed for conservation purposes." If the proposed roadway construction activities necessitate right-of-way creation within these state lands, the FDOT may need to request that the Board of Trustees of the Internal Improvement Trust Fund determine whether the subject properties are no longer needed for conservation purposes. This requirement must be met before the conveyance of these lands can proceed. In addition, please be advised that proposals to utilize state conservation lands may be required to meet the guidelines of the state's linear facility policy, POLICY Use of Natural Resource Lands by Linear Facilities As Approved By Board of Trustees of the Internal Improvement Trust Fund on January 23, 1996.

**Coordinator Feedback:** None

The following organizations did not review the Recreation Areas issue:

- No review submitted from the Federal Highway Administration
- No review submitted from the South Florida Water Management District
- No review submitted from the National Park Service

[Back to Alternative #1](#)

**Section 4(f) Potential**

**ETAT Reviews for Section 4(f) Potential**

**4 Federal Highway Administration (01/07/2008)**

**Reviewed By:**

BSB Murthy, Federal Highway Administration (01/07/2008)

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*Section 4(f) Potential Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Potential Section 4(f) resources:

There are large amounts of publicly owned land that may be protected 4(f) resources.

**Comments on Effects to Resources:**

Potential Section 4(f) resources:

There are large amounts of publicly owned land that may be protected 4(f) resources.

**Coordinator Feedback:** None

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**ETAT Reviews: Community**

**Aesthetics**

**ETAT Reviews for Aesthetics**

**4 Collier County MPO (01/10/2008)**

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

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*Aesthetics Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

100-Foot Buffer:

Picayune Strand State Forest  
Physicians Regional Medical Center  
Medical Center Professional Building

500-Foot Buffer:

Rookery Bay National Estuary Research Reserve  
Fresenius Dialysis Center  
Vision One  
Dental Dynamix

Half-Mile (2,640-Foot) Buffer:

Wayside Park  
International Institute for Cosmetic Dentistry  
AVOW Hospice  
Renaissance Aesthetic Dentistry

One-Mile (5,280-Foot) Buffer:

Collier-Seminole State Park  
Palm Springs Park  
Campground (Belle Meade)  
Picnic Areas  
Valentine Dental  
East Naples Family Medicine  
Nancy Peyton Reserve

**Comments on Effects to Resources:**

Approximately 11.2% of the existing land use within the one-mile project buffer is residential. In addition, the one-mile buffer contains one eye clinic, five dentists, one dialysis center, and one hospice center. As specific corridors are defined during the corridor study, potential noise and vibration related impacts should be assessed. Currently, impacts to community aesthetics are anticipated to be substantial.

Residential Land Uses within the One-Mile Buffer Area:

Description -Acres -Percent

Fixed Single Family Units -8,419.09 -9.7%

Fixed Single Family Units 5 DWL Units/Acre- 32.17- 0.04%

Multiple DWL Units-High Rise 3 Stories or More -37.60- 0.04%

Multiple DWL Units-Low Rise 2 Stories or Less- 199.86 -0.23%

Residential Mobile Home Units-All- 671.85- 0.77%

Residential, High Density- 10.03 -0.01%

Residential, Low Density-Less Than 2 Dwelling Units Per Acre- 264.94 -0.31%

Residential, Medium Density- 175.01 -0.02%

**Additional Comments (optional):**

Recommendation:

The residential communities of the project area are likely to express an interest in the aesthetic appeal of the corridor. During the Programming Screen phase, opinions should be solicited from community members and businesses on potential project effects related to corridor aesthetics.

**Coordinator Feedback:** None

The following organizations did not review the Aesthetics issue:

- No review submitted from the Federal Highway Administration

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**Economic**

**ETAT Reviews for Economic**

**1 Collier County MPO (01/10/2008)**

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

*Economic Effect: Enhanced*

**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

According to the Bureau of Economic Business Research (BEBR), the population of Collier County is forecasted to increase from 317,788 in year 2005 to 598,500 in year 2030. In

conjunction with population growth, employment within the county is projected to grow from 157,342 in year 2005 to 188,422 in year 2015. Population and employment growth adjacent to the corridor study area are forecasted to be minimal. However, it should be noted that there are two new hotels currently being constructed with the 500-foot buffer of the study area as well as numerous additional residential developments primarily associated with the six Developments of Regional Impact (DRIs) within the one-mile buffer.

Additionally, it should be noted that a proposed DRI (Big Cypress DRI) consisting of approximately 3,612 acres (8,997 residential dwelling units; 831,600 square feet of retail/commercial space; 496,530 square feet of industrial space; 858,330 square feet of office space; and a 500-room proposed hotel) will be within a 4.5-mile radius of the study area. This new development will have a significant impact on future population, employment and traffic along the new proposed corridor.

Though there is not a large amount of commercial land near the proposed corridor, the new corridor will provide for greater accessibility throughout Collier County. Thus, the economic effects can expect to be enhanced and improved accessibility will likely have a positive effect on the value of land and the Countys tax base. Additionally, the proposed corridor will likely benefit the community as a whole due to the notable development occurring within the area.

**Additional Comments (optional):**

Recommendation:

It is recommended that public outreach be conducted in the community during the Programming Screen phase to solicit input on the project from the general public, as well as businesses requiring access.

**Coordinator Feedback:** None

The following organizations did not review the Economic issue:

- No review submitted from the Federal Highway Administration

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Land Use

ETAT Reviews for Land Use

Collier County MPO (01/10/2008)

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

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*Land Use Effect: Minimal*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Collier County Growth Management Plan

Quarter-Mile (1,320-Foot) Buffer:

Golden Gate Estates

Lely Resort

One-Mile (5,280-Foot) Buffer:

Golden Gate Estates

Citygate Commerce Park

Lely Resort

Tollgate Commercial Center

Winding Cypress

Big Cypress (Proposed)

Toll Rattlesnake (Proposed)

**Comments on Effects to Resources:**

There are six Developments of Regional Impact (DRIs) in the one-mile project buffer. The most significant land use within the 500-foot project buffer is public/semi public, comprising 35% of existing land uses. The next significant land use type is agricultural, comprising nearly 29% of existing land uses.

Existing Land Use for Collier County (500-Foot project buffer):

Description- Acres -Percent

Acreage Not Zoned for Agriculture -10,437.30 -17.15%

Agricultural -17,471.20 -28.71%

Industrial- 710.60 -1.17%

Institutional - 138.30 -0.23%

Other- 445.40 -0.73%

Parcels with No Values -633.10 -1.04%

Public/Semi-Public -21,290.20- 34.99%

Recreation- 513.20- 0.84%

Residential - 6,017.90- 9.89%

Retail/Office- 77.80- 0.13%

ROW- 249.90 -0.41%

Vacant Non Residential- 631.50- 1.04%

Vacant Residential- 1,981.50- 3.26%

Water- 254.60 -0.42%

Future land use within the 500-foot project buffer area is designated under the following generalized land use categories. Approximately half of the future land use is designated as Preserve lands. Considering that the predominant form of existing land use is public/semi public it is evident that this area will remain largely oriented to public/preserve land uses.

Future Land Use (500-foot project buffer):

Description- Acres- Percent

Agriculture- 12,888.89-21.18%

Commercial- 0.84-0%

Estate- 5,758.33-9.46%

Industrial- 309.32-0.51%

Preserve- 37,212.84-61.15%

Single-Family -4,682.30-7.69%

Comprehensive Plan Consistency:

This project (a new north-south collector road) is reflected in the Collier County MPO 2030 Long Range Transportation Plan (LRTP) and the Interim 2015 Plan. The Collier County MPO 2030 LRTP minor update approved by the MPO Board on June 8, 2007 maintained the need for this collector. The Collier County MPO does identify this project in the 2030 LRTP as a financially feasible constrained project. It should be noted that the Wilson Boulevard Extension / Benfield Road Corridor Study is a locally sponsored and locally funded project.

**Additional Comments (optional):**

Recommendations:

It is recommended that public outreach be conducted in the community during the Programming Screen phase to solicit input on the project from residents and businesses.

**Coordinator Feedback:** None

**3 FL Department of Community Affairs (01/09/2008)**

**Reviewed By:**

Gary Donaldson, FL Department of Community Affairs (01/09/2008)

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*Land Use Effect: Moderate*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The Department of Community Affairs has reviewed the referenced project and, based on current information, the project alternatives associated with this project are not addressed within the local government's comprehensive plan. Therefore, at this time, the project should not be advanced into the Department's Five Year Work Program until a specified roadway alignment is identified and the comprehensive plan is amended to reflect the proposed roadway modification. Staff will make a determination of the consistency of the proposed roadway with the respective comprehensive plan when the comprehensive plan is amended to include the roadway on an adopted future traffic circulation map.

**Comments on Effects to Resources:**

see above

**Coordinator Feedback:** None

The following organizations did not review the Land Use issue:

- No review submitted from the Federal Highway Administration

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**Mobility**

**ETAT Reviews for Mobility**

**1 Collier County MPO (01/10/2008)**

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

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*Mobility Effect: Enhanced*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Identified Resources:

100-Foot Buffer:

Collier Seminole State Park Canoe Trails  
Picayune Strand Trail Walker Facility

Quarter-Mile (1,320-Foot) Buffer:

Bus routes (Routes 4, 5 and 6)  
Bus stops (Total = 6)

Half-Mile (2,640-Foot) Buffer:

Bus routes (Routes 4, 5 and 6)  
Bus stops (Total = 13)

One-Mile (5,280-Foot) Buffer:

Bus routes (Routes 4, 5, 6, 7 and 9)  
Bus stops (Total = 27)

**Comments on Effects to Resources:**

This new facility is anticipated to serve the evacuation needs of western Collier County residents as it will improve connectivity to CR 951 and I-75, designated evacuation routes, from US 41 and coastal areas of Collier County. As a new north-south collector, this facility is expected to accommodate countywide population and employment growth, as well as play an important role in the inter-county roadway network by improving access to US 41 and I-75.

In addition, this new roadway is anticipated to significantly enhance overall safety, emergency access, and traffic circulation, which will lead to improved response times and reduced incidents. This new capacity project provides a travel option that may alleviate traffic congestion on CR 951/Collier Boulevard and Everglades Boulevard, two parallel county facilities.

While bicycle and pedestrian improvements are not identified specifically in the 2030 Collier County MPO LRTP for this project, according to the policies of the Collier County Pathways Plan, these facilities are to be included on all new roadways.

**Additional Comments (optional):**

Recommendation:

Public outreach will be conducted during the Programming Screen phase of this corridor study in order to solicit community opinion and preferences relative to mobility needs along the corridor.

**Coordinator Feedback:** None

The following organizations did not review the Mobility issue:

- No review submitted from the Federal Highway Administration
- No review submitted from the Federal Transit Administration

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Relocation

ETAT Reviews for Relocation

Collier County MPO (01/10/2008)

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

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*Relocation Effect: Minimal*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None

**Comments on Effects to Resources:**

Comments on Effects to Resources:

The intent of the Wilson Boulevard Extension / Benfield Road Corridor Study is to explore the need for a new north-south corridor in Collier County connecting from US 41 to the terminus of the existing Wilson Boulevard roadway segment (at Golden Gate Boulevard).

During the course of the corridor study, several potential alignments will be examined. The actual right-of-way (ROW) width of the project has not yet been determined. Unless otherwise established by the Countys buildout evaluation, right-of-way will be acquired for an ultimate six-lane facility (consistent with the policies of the Collier County Growth Management Plan). This roadway is proposed to be constructed initially as a 4-lane divided facility with a rural typical section.

The existing right-of-way width (ROW) for Wilson Boulevard, south of Golden Gate Boulevard, is approximately 100 feet according to the recorded plats.

Existing Land Uses within the 200-Foot Project Buffer Area (subject to relocation):

Description- Acres- Percent

Fixes Single Family Units- 3,718.72- 6.27%

Multiple Dwelling Units Low Rise 2 stories or less-10.35-0.02%

Residential Mobile Home Units All- 136.85- 0.23%

Residential, Low Density Less than 2 dwelling units per acre -160.31 -0.27%

**Additional Comments (optional):**

Recommendation:

Relocations effects are expected to be minimal; however, it is recommended that further assessment of relocation effects be conducted in the Programming Screen phase since there is a potential for residential impacts.

**Coordinator Feedback:** None

The following organizations did not review the Relocation issue:

- No review submitted from the Federal Highway Administration

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Social

ETAT Reviews for Social

**4 Collier County MPO (01/10/2008)**

**Reviewed By:**

Brandy Otero, Collier County MPO (01/10/2008)

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*Social Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

100-Foot Buffer:

Collier County Junior Deputies  
Jonathan Green Studios  
Picayune Strand State Forest  
Catherines Caring Companions  
Mahanaim Seventh Day Adventist Church  
Saint Dak Tong (Church)  
Southern Conference Association  
Physicians Regional Medical Center  
Naples Alliance for Children  
Professional Community Services  
Non-designated Tribal Lands (Visually identified, not noted in available resources)  
Florida Highway Patrol  
Golden Gate Fire District  
Club Naples RV Resort  
Forest Glen Golf Course

500-Foot Buffer:

Florida Sports Park  
Rookery Bay National Estuary Research Reserve  
Kountry Kampin Kampground  
Hideout Golf Club  
Quality Inn & Suites Golf Course  
Cedar Hammock Golf Course  
Naples National Golf Course  
Naples Lakes Golf and Country Club  
Golden Gate Assembly of God  
First Assembly of God  
Saint Finbars Catholic Church  
KOA Kampground  
Fresenius Dialysis Center  
Vision One  
Dental Dynamix  
Tax Collector/Clerk of Courts Office

Quarter-Mile (1,320-Foot) Buffer:

Imperial Wilderness Condo Associations  
Collier County Library Estates Branch  
First Assembly Ministries  
Naples Golf Club South, Inc.  
San Marco Mission  
First Haitian Baptist Mission of Naples  
RCMA Migrant Headstart  
First Assembly Ministries  
Saint Ann Catholic Ministries

Allen Chappel Church  
WGUF FM Radio  
WAVV FM Radio

Half-Mile (2,640-Foot) Buffer:  
Wayside Park  
Verandas Homeowners Association  
International Institute for Cosmetic Dentistry  
Haitian First Assembly of God  
Gospel Power Church  
Lely Elementary  
Manatee Elementary  
Manatee Middle  
Golden Gate High School  
AVOW Hospice  
Renaissance Aesthetic Dentistry

One-Mile (5,280-Foot) Buffer:  
Collier Seminole State Park  
Palm Springs Park  
Belle Meade Campground  
Wind Dancer Airboat Tours  
Picnic Areas  
Moose Lodge  
Serinity Club  
Eagle Creek Golf and Country Club  
The Classics at Lely Golf Course  
Flamingo Island Club Golf Course  
Mustang Island Golf Course  
East Naples Family Medicine  
Renaissance Aesthetic Dentistry  
Valentine Dental  
Kiddie Kare Kompany  
Saint Demetrius Orthodox Church  
Estates Baptist Church  
Gospel Assembly of Naples  
Lutheran Services of Florida  
Golden Gate United Methodist Church  
Methodist Fellowship Church  
Edison Community College

Golden Terrace Elementary  
Golden Terrace Intermediate  
Woodside Lanes  
Nancy Payton Reserve

**Comments on Effects to Resources:**

Demographic- One-Mile Buffer- Collier County  
White- 66.09% - 73.75%  
African-American- 3.58% - 4.54%  
Other - 5.37% - 2.11%  
Hispanic- 24.03% - 9.60%  
Age 65+ - 15.82% - 24.48%  
Under age 18 - 23.23% - 19.85%  
Total Population - 44,840 - 251,544  
HH w/o car- 2.11% - 4.90%

With disability - 22.69% - 19.45%  
Med. Family Income- \$48,738 - \$48,812  
\*2000 Census Figures

The table above shows the demographics for the one-mile buffer as compared to Collier County. Overall, the one-mile buffer portrays a greater Hispanic population and a lower percentage of households without a car. With twenty-two census blocks containing a minority population greater than 40%, there is a potential for environmental justice issues to surface.

Census Block Number- 2000 Population Percent -Minority

120210104132037 - 7 - 43%  
120210104132054 - 10- 50%  
120210103132058 - 2 - 50%  
120210104132059 - 32- 41%  
120210104132060 - 29- 41%  
120210104102014 - 65- 42%  
120210104123033 - 148- 45%  
120210105024019 - 2- 50%  
120210108021000 - 236- 59%  
120210111012002 - 337- 73%  
120210111012004 - 175 - 81%  
120210111012006- 431- 55%  
120210111021384 - 6- 100%  
120210111021089 - 18 - 44%  
120210111021095 - 4- 75%  
120210111021102 - 5- 80%  
120210111021134 - 4- 100%  
120210111021139 - 538- 78%  
120210111021151 - 2 - 100%  
120210111021162- 8 - 100%  
120210111021166 - 7 - 100%  
120210111021167 - 355- 88%

\*2000 Census Figures

Projects effects to community focal points appear to be minimal. However, impacts to minority and low-income populations in the quarter-mile and one-mile buffers may be of concern. As a result, the project is anticipated to have substantial impacts to social aspects of the community.

**Additional Comments (optional):**

Recommendation:

It is important to consider potential impacts to transportation disadvantaged populations (e.g. elderly, youth, poor) and ensure that proper measures are taken to provide alternative forms of transportation for these groups. During the Programming Screen phase, it is recommended that public outreach be conducted in the community to assess and mitigate potential impacts to social cohesion.

**Coordinator Feedback:** None

 **US Environmental Protection Agency (01/10/2008)**

**Reviewed By:**

Maher Budeir, US Environmental Protection Agency (01/10/2008)

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*Social Effect: None*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

None found.

**Comments on Effects to Resources:**

None found.

**Coordinator Feedback:** None

**2 FL Department of Community Affairs (01/09/2008)**

**Reviewed By:**

Gary Donaldson, FL Department of Community Affairs (01/09/2008)

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*Social Effect: Minimal*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

The Department of Community Affairs has reviewed the referenced project and, based on current information, the project alternatives associated with this project are not addressed within the local government's comprehensive plan. Therefore, at this time, the project should not be advanced into the Department's Five Year Work Program until a specified roadway alignment is identified and the comprehensive plan is amended to reflect the proposed roadway modification. Staff will make a determination of the consistency of the proposed roadway with the respective comprehensive plan when the comprehensive plan is amended to include the roadway on an adopted future traffic circulation map.

**Comments on Effects to Resources:**

see above

**Coordinator Feedback:** None

**4 Federal Highway Administration (01/07/2008)**

**Reviewed By:**

BSB Murthy, Federal Highway Administration (01/07/2008)

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*Social Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**Identified Resources and Level of Importance:**

Social:

Consistency with local comprehensive plans and LRTPs should also address how the project would impact growth patterns that are projected for the area, including new intersections/interchanges that could serve as a stimulus for new growth areas and commercial nodes.

**Comments on Effects to Resources:**

Consistency with local comprehensive plans and LRTPs should also address how the project would impact growth patterns that are projected for the area, including new intersections/interchanges that could serve as a stimulus for new growth areas and commercial nodes.

**Coordinator Feedback:** None

The following organizations did not review the Social issue:

- No review submitted from the FL Department of Environmental Protection

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**-ETAT Reviews: Secondary and Cumulative**

**-Secondary and Cumulative Effects**

**-ETAT Reviews for Secondary and Cumulative Effects**

**4 FL Department of State (01/09/2008)**

**Reviewed By:**

Sherry Anderson, FL Department of State (01/09/2008)

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*Secondary and Cumulative Effects Effect: Substantial*

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**Coordination Document:** No Selection

**Dispute Information:** N/A

**At-Risk Resource:** Archaeological and Historic Resources

**Comments on Effects:**

Due to the large number of archaeological sites (41), located within the corridor study area, it is highly likely that secondary and cumulative impacts will be substantial. All effort should be taken to assess any possible impacts to significant sites identified and care taken to avoid staging and construction areas at these locations.

**Recommended Avoidance, Minimization, and Mitigation Measures:**

None found.

**Recommended Actions to Improve At-Risk Resources:**

None found.

**Coordinator Feedback:** None

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## **Advisory Committee Meetings**

**Pathways Advisory Committee: September 25, 2009**

**Technical Advisory Committee: September 28, 2009**

**Citizen's Advisory Committee: September 28, 2009**

**Collier Metropolitan Planning Organization: October 9, 2009**



# AGENDA PAC

Pathways Advisory Committee  
Collier County School Board Admin. Building  
Room 103  
5775 Osceola Trail, Naples

**Friday, September 25, 2009  
10:00 a.m.**

*This meeting of the Pathway Advisory Committee (PAC) to the Collier County Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition by the Chairman.*

*Any person desiring to have an item placed on the agenda shall make a request in writing, with a description and summary of the item, to the MPO Coordinator 14 days prior to the date of the next scheduled meeting of the PAC.*

*Any person who decides to appeal a decision of this committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-8192.*

1. **Call to Order/Roll Call**
2. **Open to the Public for Comment on Items Not on the Agenda**
3. **Approval of Agenda**
4. **Approval of the August 28, 2009 Meeting Minutes**
5. **Committee Action**
  - A. Endorsement of the Scope of Service for the General Planning Contract
  - B. Endorsement of the Wilson Blvd. Ext. / Benfield Rd. Corridor Study Report
6. **Reports and Presentations (may require committee action)**
  - A. Discussion of the Draft 2010 Calendar
  - B. Discussion Regarding Voting Procedures For Future Project Priorities
  - C. Discussion Regarding the Status of the Draft Bike/Ped Users Map
  - D. FDOT Update
  - E. Local Agency Update
7. **Other Business**
8. **Next Meeting Date**  
*October 30, 2009*
9. **Adjournment**

**PATHWAYS ADVISORY COMMITTEE**  
of the  
**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
Collier County School Board Administration Building  
Human Resources Training Room  
5775 Osceola Trail, Room 103  
Naples, Florida 34104

**September 25, 2009 MEETING MINUTES**

**1. Call to Order/Roll Call**

Chairman Bonness called the meeting to order at approximately 10:03 a.m. Ms. Tamika Seaton called the roll. A quorum was present and the following persons were in attendance:

**PAC MEMBERS**

Joe Bonness, Chairman, At-Large  
Gary Shirk, At- Large  
Patricia Spencer, At-Large  
Dayna Fendrick, At-Large  
Alan Musico, At-Large  
Dr. Mort Friedman, At-Large  
Jack Mischung, At-Large

**PAC MEMBERS ABSENT**

Joe Adams, Vice-Chairman, At-Large

**VACANCIES**

(1) At-Large

**MPO STAFF**

Phil Tindall, Director  
Lorraine Lantz, Principal Planner  
Sue Faulkner, Principal Planner  
Tamika Seaton, Planning Technician

**OTHERS**

Michelle Arnold, Director, Collier County Alternative Transportation Modes (ATM0)  
Cecilia Varga, City of Naples  
Maureen Bonness, Naples Pathways Coalition (NPC)  
Michelle Avola, NPC  
David Buchheit, Collier County Transportation Planning  
Nick Casalanguida, Collier County Transportation Planning  
Doug Fee, private citizen

Andrew Hill, private citizen

Self introductions were made.

## **2. Open to the Public for Comment on Items Not on the Agenda**

Ms. Bonness stated that she would like to provide an update on the River of Grass Greenway (ROGG) and the Joint PAC meeting held on September 15<sup>th</sup>.

Chairman Bonness stated that Ms. Bonness' update would be placed on the agenda under Item 7 (Other Business).

Mr. Hill requested that an item be added to the agenda to discuss trails in Collier County.

Mr. Fee stated that Collier County has requested a best value offer for the Vanderbilt Drive corridor pathway and that this pathway is designated in the Collier County Comprehensive Pathways Plan. He read the scope of services for the Vanderbilt Drive pathways and noted that Mr. Buchheit informed him that there was approximately \$900,000 left over from a developer settlement agreement. He stated that the agreement states that there will be roadway improving using the funds. Mr. Fee expressed that he supported pedestrian facilities, but was concerned if placing work out stations alongside the roadway was beneficial for the public and if there was enough space for the equipment and if the County is spending dollars that was allocated in the settlement that has nothing to do with the enhancement of the roadway or pathway. He stated that maybe the exercise equipment should be parks and recreation expenditure, not spent out of the settlement. He asked if the PAC had an opportunity to review this project and advise the County as to the types of facilities should be used for the project.

Mr. Shirk arrived at approximately 10:08 a.m.

Mr. Casalanguida arrived at approximately 10:13 a.m.

Discussion ensued regarding the Vanderbilt Drive project. Chairman Bonness asked if the project went through the 30, 60, and 90 percent design phases. Mr. Buchheit stated that he provided information about the project during his local agency update. A presentation will be made after the engineering firm designs the greenway and the amenities for the project. Mr. Fee was concerned if the cyclist needs on the road was being addressed in the scope. Mr. Casalanguida noted that the scope for the project was still open and there are opportunities to make comments and suggestions at the public meetings and the consultant will evaluate and take into consideration. He encouraged everyone to make comments on the project at the first public meeting. Mr. Fee asked if constructing a 12 ft pathway accommodates all users and not have to worry about a bike lane on the roadway. Mr. Buchheit noted that the PAC had its own Box funding for projects and the committee determines how the funding is expended. He stated that he presents projects to the PAC for comments. Mr. Musico stated that the PAC could not make comments on the project until the engineering design is completed and felt that Mr. Buchheit was doing the right thing. Mr. Casalanguida stated that a 12ft wide multi-use pathway is designated to accommodate high speed bicyclist. Mr. Musico confirmed that a 12 ft wide pathway is the national standard and is the most desirable type of pathway. Mr.

Fee asked if there is a line item in the purchase order to present this project to the PAC. Mr. Buchheit stated that the consultant would have to give presentations at multiple public meetings. Mr. Casalanguida stated that due to budget constraints, Mr. Buchheit may be making a presentation to the PAC. Mr. Buchheit stated that he would make a presentation before the PAC if it is not feasible for the consultant to do so.

**3. Approval of Agenda**

**Mr. Musico: I move to approve the agenda as amended.**

**Ms. Fendrick: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

**4. Approval of the August 28, 2009 Meeting Minutes**

Chairman Bonness entertained a motion to approve the meeting minutes.

**Ms. Spencer: I move to approve the August 28, 2009 meeting minutes as presented.**

**Mr. Musico: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

**5. Committee Action**

**A. Endorsement of the Scope of Services for the General Planning Contract**

Ms. Lantz presented an overview of the Scope of Services for the General Planning Contract and noted asked for the committee's approval contingent upon comments and recommendations from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

Ms. Arnold stated that there were a couple of studies the MPO coordinated with the ATM Department on and asked if the projects were specifically identified in the scope.

Ms. Lantz noted that transit was included in the scope under major types of work and the scope includes language including but not limited to.

Chairman Bonness entertained a motion to endorse the scope of services for the general planning contract.

**Mr. Musico: I move to approve.**

**Dr. Friedman: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

**B. Endorsement of the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report**

Mr. Casalanguida provided background information on the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and distributed copies of the PowerPoint for the presentation. He stated that based on the review of all critical factors, the study team reached a consensus that Alternative 3A and 3B (Wilson/Benfield) would provide significant relief to CR 951/Collier Blvd. and adjacent parallel facilities. The project should remain as a critical facility on the Long Range Transportation Plan (LRTP) Financially Feasible Plan and should be recognized as a “managed corridor” when development or redevelopment takes place. Mr. Casalanguida he noted that the PAC is concerned about having bike/pedestrian facilities on the corridor, but because this is only a “managed corridor” and design is not near, these facilities are not part of the recommendation. He stated that the engineer would analyze bike lanes, multi-use pathways on the east side, and a sidewalk on the Westside as part of the right-of-way (ROW) analysis. A good time to review bike/pedestrian facilities is during the final design phase to ensure all of the amenities are included. He asked the committee to endorse Alternative 3A/3B as the preferred corridor.

Discussion ensued regarding the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report. Ms. Arnold asked if transit was factored into the transportation model when capacity was reviewed. Mr. Casalanguida stated that transit was not built in the transportation model. He stated that Florida Rock will be building a 10ft or 12ft wide multi-use pathway on the eastside of their two-lane roadway in contemplation of a four-lane roadway. A private developer is designing a rural section with a 10ft or 12ft wide off-street multi-use pathway on the eastside with shoulders south of Wilson Blvd. Chairman Bonness asked if the project would be modified once coordination with the landowners begins. Mr. Casalanguida stated that land owners were notified and the Project Manager Claudine Auclair went through extensive public involvement and met with each community along the corridor.

Mr. Casalanguida asked the committee to endorse the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and that the corridor include multi-use pathways.

**Dr. Friedman: I move to endorse the to endorse the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and that the corridor include multi-use pathways.**

**Mr. Musico: I second the motion.**

Mr. Casalanguida stated that he will bring back the study during the design phase for the committee to review.

**MOTION CARRIED UNANIMOUSLY.**

**6. Reports and Presentations (may require committee action)**

A. Discussion of the Draft 2010 Calendar

Mr. Tindall presented an overview of the Draft 2010 Calendar and noted that some meeting locations may change due to unforeseen circumstances or to take advantage of opportunities to stimulate more public involvement in the MPO planning process.

Ms. Seaton proposed holding future PAC meetings at the South Regional Library and asked the committee for feedback.

Discussion ensued regarding meeting locations. Ms. Spencer suggested checking out the Golden Gate Community Center and the Collier County Supervisor of Elections Training facility. Mr. Buchheit suggested checking out the North Naples Government Services Center. Ms. Seaton stated that she would research the feasibility of said locations. Mr. Fee suggested the Collier County Community Development Building. Ms. Seaton stated that the building did not have a transit facility close nor were sidewalks available at the location.

Ms. Seaton noted that the MPO would continue to research meeting locations and that the 2010 Calendar would be presented to the committee for endorsement next month.

B. Discussion Regarding Voting Procedures for Future Project Priorities

Mr. Tindall stated that at last month's Transportation Enhancement prioritization, it was brought to the MPO's attention that there might be the potential, or perceived potential, for a conflict of interest with members who are presenting project and then voting on the prioritization of them. The MPO will be addressing this issue with the Collier County Attorney's Office (CAO) and will update the committee regarding the CAO's findings during the discussion.

Mr. Musico suggested coming up with criteria with rational guidelines to remedy the concerns of the voting procedures.

C. Discussion Regarding the Status of the Draft Bike/Ped Users Map

Ms. Faulkner reported that Sprinkle Consulting under the management of Dyer, Riddle, Mills and Precourt has been contracted to update the Bike/Ped. Map for Collier MPO. She noted that the draft map would be presented to the committee in October and the final will be presented in November for endorsement. Ms. Faulkner asked the committee for comments and suggestions on the maps presented.

Discussion ensued regarding the Draft Bike/Ped. Users Map. Dr. Friedman suggested including Imperial Road on the map. Ms. Avola suggested taking out the gray background on the map and replacing it with a white background so that it is easier to read. She asked that Ms. Faulkner email the NPC a copy of the map so that the group could provide comments. Chairman Bonness stated that the map is compromised with the bike safety information and he suggested enlarging the map so that it is readable. Dr. Friedman stated that he enjoyed reading the bike safety information on the map. Dr. Friedman suggested marketing the map as

being available to view on the MPO's web site as the public could download the document on the cell phone. **Ms. Faulkner stated that she would ask Ms. Seaton to send the map to the committee electronically and she encouraged comments and suggestions.**

D. FDOT Update

There was no update.

E. Local Agency Update

Mr. Buchheit reported that the sidewalks funded with payment-in-lieu in Immokalee are designed and will be constructed in the next several months and more sidewalks will be designed and constructed thereafter. The Draft Naples Manor Walkable Community Study will be presented at the next meeting for endorsement.

Discussion ensued regarding the Draft Naples Manor Study. Ms. Spencer asked about the purpose of the study. Mr. Buchheit stated that the data collected from the study will be incorporated in the Collier County Comprehensive Pathways Plan. He asked the committee for suggestions and comments to help improve the study. Chairman Bonness stated that the study could be a basis for a municipal services taxing unit.

**7. Other Business**

Ms. Bonness provided an update on the River of Grass Greenway (ROGG) and noted that a grant was awarded from the National Park Service under their rivers, trails, and conservation systems program and the assistance of a Park employee is available to help with a feasibility study. She presented an overview of the letters of support received for the ROGG. For more information about the ROGG, please visit the web site at [www.evergladesROGG.org](http://www.evergladesROGG.org). She announced that the Naples Pathways Coalition (NPC) and the National Park Service are co-applicants for a regional transportation enhancement grant for the design of the pathway and the estimated cost for the project is \$165,000. The application was presented at the Joint PAC meeting and will be presented at the Joint Technical and Citizens Advisory Committee meetings as well as the MPO Board. She noted that the applications were presented at the Joint PAC meeting and the Collier PAC did not attain quorum and she stated that the Joint PAC's prioritization was 1). Design, 2.) feasibility study, 3. Old US 41, and 4. SR 82.

Chairman Bonness noted that Lee County added a lot of facilities on the map.

Ms. Bonness asked the committee to endorse the ROGG prioritization for the regional enhancement projects.

**Dr. Friedman: I move to accept Joint PAC's prioritization for regional enhancements.**

**Mr. Shirk: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

Mr. Hill presented an overview of creating low impact trails in Collier County and proposed creating a trail on the south and west corner of the Naples Municipal Airport. He asked the committee for input.

Discussion ensued regarding trails in Collier County. Chairman Bonness suggested that Mr. Hill contact Ted Soliday with the Naples Airport. Ms. Lantz suggested that Mr. Hill contact Margaret Bishop with the Collier County Stormwater Department and Melissa Hennig with Conservation Collier.

Mr. Buchheit announced that on September 29<sup>th</sup> the Board of County Commissioners will be hearing a presentation at 3 pm (time certain) right red light. He encouraged everyone who was concerned to attend the meeting to voice their concerns.

**8. Next Meeting Date**

*The next meeting will be held on October 30, 2009, at 10:00 am, at the Collier County Collier County Government Center, Building B (Human Resources Training Room), located at 3301 E. Tamiami Trail, Naples.*

**9. Adjournment**

**Mr. Musico: I move to adjourn.**

**Mr. Mischung: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

Having no further business, the PAC adjourned at approximately 12:31 p.m.



# AGENDA TAC

Technical Advisory Committee  
Naples City Hall  
735 Eighth Street South  
Naples, Florida 34102

**Monday, September 28, 2009  
9:00 a.m.**

This meeting of the Technical Advisory Committee (TAC) to the Collier County Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson.

Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or TAC Chair 14 days prior to the date of the next scheduled meeting of the TAC.

Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier County Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-8192.

## **7. Next Meeting Date:**

*Regular Meeting:*

*October 26, 2009*

*Joint Lee / Collier Meeting:*

*October 1, 2009*

## **D. Adjournment**

- 1. Call to Order/Roll Call**
- 2. Open to the Public for Comment on Items not on the Agenda**
- 3. Approval of Agenda**
- 4. Approval of June 29, 2009 and August 31, 2009 meeting minutes**
- 5. Committee Action**
  - A. Endorsement of the Scope of Services for the General Planning Contract
  - B. Endorsement of the Wilson Blvd. Ext. / Benfield Rd. Corridor Study Report
- 6. Reports and Presentations (may require committee action)**
  - A. Discussion of the Draft 2010 Calendar
  - B. Discussion Regarding Voting Procedures for Future Project Priorities
  - C. FDOT Update

**TECHNICAL ADVISORY COMMITTEE**  
OF THE  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
Naples City Hall  
735 Eighth Street South  
Naples, Florida 34102

9:00 A.M.

September 28, 2009

**1. Call to Order/Roll Call**

Chairman Chuck Mohlke called the meeting to order at approximately 9:05 a.m. Ms. Tamika Seaton, Metropolitan Planning Organization (MPO) Planning Technician, called the roll. A quorum was present. Those in attendance were as follows:

**TAC MEMBERS PRESENT**

Chuck Mohlke, Chairman, Representing Everglades City  
Nick Casalanguida, Collier County Transportation Planning  
Don Scott, Lee County MPO  
George Archibald, City of Naples Engineering  
Tim Pinter (Alt. for Rony Joel), City of Marco Island  
Steve Olmsted, City of Marco Island  
Michelle Arnold, Collier County Alternative Transportation Modes (ATM)  
Trinity Caudill-Scott, Florida Department of Transportation (FDOT)  
Beth Yang, Collier County Community Development & Environmental Services (CDES)

**TAC MEMBERS ABSENT**

Erv Dehn, Naples Airport Authority  
Dave Hutchinson, Southwest Florida Regional Planning Council (SWFRPC)  
Robert Tweedie, Collier County Airport Authority  
Tammie Nemecek, Economic Development Council (non-voting)  
Amy Taylor, Collier County School Board (non-voting)

**MPO STAFF**

Phil Tindall, Director  
Lorraine Lantz, Principal Planner  
Sue Faulkner, Principal Planner  
Tamika Seaton, Planning Technician

**OTHERS PRESENT**

Claudine Auclair, Collier County Transportation Planning

**2. Open to the Public for Comment on Items not on the Agenda**

There were no public comments.

**3. Approval of Agenda**

Ms. Caudill-Scott asked if the Joint Automated Capital Improvement Plans (JAICP) should be on the agenda as the committee did not take action on it last month and the MPO Board tabled it.

Mr. Tindall stated that the airport authority will present this item at the October meeting and that the JACIP will be on the November MPO Agenda.

Chairman Mohlke asked that the agenda be amended to include: Agenda Item 6F (Discussion of the upcoming October 1<sup>st</sup> Joint TAC meeting), Agenda Item 6D (Discussion about procedures for reports and presentations), and Agenda Item 6E (Report about the September 11<sup>th</sup> MPO Board Meeting).

**Ms. Caudill-Scott: I move to approve the agenda as amended.**

**Mr. Pinter: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

**4. Approval of June 29, 2009 and August 31, 2009 Meeting Minutes**

Ms. Lantz noted a correction on Page 7 of the June 29, 2009 meeting minutes. She stated that the first paragraph, fourth sentence, should state that the Transit Development Plan (TDP) would be presented to the Board of County Commissioners (BCC) on September 29, not September 22.

**Mr. Archibald: I move to approve the June 29, 2009 Meeting Minutes as amended and the August 31, 2009 Meeting Minutes.**

**Ms. Caudill-Scott: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

**5. Committee Action**

**A. Endorsement of the Scope of Services for the General Planning Contract**

Ms. Lantz presented an overview of the Scope of Services for the General Planning Contract (GPC) and asked for the committee's approval contingent upon comments and recommendations from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

Deleted:

Discussion ensued regarding the Scope of Services for the GPC. Mr. Archibald asked if the scope had provisions that allowed the municipalities to piggy back on the contract. Chairman Mohlke

asked that the three municipalities be added to be allowed to use consultants on the GPC and asked for a consensus from the committee. Vice-Chairman Casalanguida noted that the County was moving towards a broad based approach with regards to consultants and putting all vendors who submit bids on the GPC list. Ms. Lantz noted that Mr. Tindall, Ms. Auclair, Mr. Mike Greene of the Collier County Transportation Planning Department, Mr. Mike Bosi of the Collier County Comprehensive Planning Manger, Ms. Caudill-Scott, and she would be on the selection committee for the GPC.

**Vice-Chairman Casalanguida: I move to endorse the Scope of Services for the GPC with the amendment to allow the three municipalities to piggy back on the contract.**

**Mr. Pinter: I second the motion.**

Ms. Caudill-Scott referred to page 40, Exhibit B and stated that Mr. Scott had a revised version with the construction language taken out and the Federal Transit Administration (FTA) language is included. She suggested including more explicit language with regards to the consultant's budget on prior performance on page six, Tab IV. She noted that local preference could not be used on Federal contracts.

Vice-Chairman Casalanguida amended his motion to include Ms. Caudill-Scott's comments and Mr. Pinter agreed to amend his second to the motion.

**Vice-Chairman Casalanguida: I move to endorse the Scope of Services for the GPC with the amendment to allow the three municipalities to piggy back on the contract and to revise Exhibit B to take out the construction language, including the FTA language, and to add more explicit language with regards to the consultant's budget on prior performance.**

**Mr. Pinter: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

B. Endorsement of the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report

Vice-Chairman Casalanguida provided background information on the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and noted that the Project Manager Claudine Auclair met with land owners and went through extensive public involvement and also met with each community along the corridor. He stated that the Wilson Blvd. Ext./Benfield Rd. Corridor was first identified and adopted in the Long Range Transportation Plan (LRTP) in 2006. The Transportation Planning Department is working with MPO staff on the project, and the alignment on the map is not firm and will be determined at a later date.

Ms. Yang arrived at approximately 9:25 a.m.

Ms. Auclair presented an overview on the Wilson Blvd. Ext./Benfield Rd. Corridor Study and stated that based on the review of all critical factors, the study team reached a consensus that Alternative 3A and 3B (Wilson/Benfield) would provide significant relief to CR 951/Collier Blvd. and adjacent parallel facilities.

Discussion ensued regarding the LRTP. Chairman Mohlke asked if the MPO foresees many LRTP amendments. Mr. Scott stated that the good part of the 2035 is that it is updated in five year increments and it serves as a need beyond 2035. He discussed the need to have a procedure to amend the LRTP, if it is not government driven as there will be associated costs. Ms. Caudill-Scott encouraged the MPO to write a brief procedure with regards to amending the LRTP and present to Federal Highway Administration (FHWA). Chairman Mohlke asked Vice-Chairman Casalanguida for clarification on the staff recommendation number two of the executive summary. Mr. Archibald suggested that the Wilson Blvd. project be segmented so that the price tag is broken down. **Vice-Chairman Casalanguida added the following addendum to staff recommendation number two, "to be updated and to refine the alignment and incorporate it into the 2035 LRTP Update and segmented into the plan as to what is feasible and what is needed."** Ms. Auclair noted that the Study was broken down into four segments. Chairman Mohlke suggested that the next presentations provide a clear understanding that the project will be segmented.

**Ms. Arnold:** **I move to recommend adoption of staff recommendation number one and number two with the addendum to be updated and refine the alignment and incorporate it into the 2035 LRTP Update and have it segmented into the plan as to what is financially feasible and what is needed.**

Chairman Mohlke asked Mr. Tindall and Vice-Chairman Casalanguida to coordinate on the language so that it is clear for the Citizens Advisory Committee and the MPO Board.

**Mr. Pinter:** **I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

Chairman Mohlke complimented the study.

## **6. Reports and Presentations (may require committee action)**

### A. Discussion of the Draft 2010 Calendar

Mr. Tindall presented an overview of the Draft 2010 Calendar and noted that some meeting locations may change due to unforeseen circumstances or to take advantage of opportunities to stimulate more public involvement in the MPO planning process.

Discussion ensued regarding meeting locations. Chairman Mohlke suggested meeting at Freedom Park located on Golden Gate Parkway. Ms. Arnold stated that more east/west corridors

are need for transit routes and noted that the Collier Area Transit bus does not have a route on Golden Gate Parkway. She stated that the Major Transit Development Plan Update will include an analysis of the bus system. Chairman Mohlke suggested looking into the new Senior Resource Center at the Golden Gate Library, upon completion, because it would have a variety of meeting rooms.

Ms. Seaton asked that the committee review the Draft 2010 Calendar and stated that the calendar will be presented next month for approval.

B. Discussion Regarding Voting Procedures for Future Project Priorities

Mr. Tindall stated that at last month's Transportation Enhancement prioritization, it was brought to the MPO's attention that there might be the potential for, or perception of, conflicts of interest with members who are presenting projects and then voting on the prioritization of them. The MPO will be addressing this issue with the Collier County Attorney's Office (CAO) and will update the committee regarding the CAO's findings.

**Chairman Mohlke asked that the CAO's findings be read into the record when they are received.**

C. FDOT Update

Ms. Caudill-Scott reported that FDOT has sent solicitations for the County Incentive Grant Program (municipalities will have to coordinate with the County to submit priorities; and transit is an eligible item). Approximately \$14 million is available over the next five years for programming. The programming begins this fall and requires a 50 percent match. This does not have to go through the MPO process, and all of the municipalities have been notified. Vice-Chairman Casalanguida announced that Collier County has one capital project (CR 951 and US 41 Interchange) that will be the number one CIGP application. Ms. Caudill-Scott stated that she appreciated everyone's help in trying to program projects and that the projects submitted to FDOT would not necessarily be programmed in priority order, but would be programmed based on what best fits production schedules and budgets.

Vice-Chairman Casalanguida asked for an update on the Jolley Bridge.

Ms. Caudill-Scott stated that a winning bid was chosen, fishing piers will not be included, and funding in the amount of \$540,000 was left over from the project and will be allocated to the City of Naples to rehab the Mooring Line Drive Bridge repair project. She stated that there should be a Transportation Improvement Program (TIP) amendment prepared to include this project. She stated that the MPO would have to have emergency TAC and CAC meetings to be able to have a TIP amendment on the October 9<sup>th</sup> MPO agenda.

Ms. Seaton suggested having an emergency meeting prior to the October 1 Joint TAC and CAC meetings.

Chairman Mohlke suggested having the special meeting 15 minutes before the scheduled joint meetings and that the MPO send the agenda packets electronically to the committee.

Mr. Scott left at approximately 10:30 a.m.

D. Procedures for Reports and Presentations

**Chairman Mohlke asked the MPO to put an item on the October 26<sup>th</sup> agenda to discuss procedures for reports and presentations to come up with ways to improve the agenda item review process. He stated that he would work with Mr. Tindall on the specific language.**

E. Update on the September 11<sup>th</sup> MPO Board Meeting

Mr. Tindall reported that the Board approved the 2009 Pathways Box Priorities to include the three Immokalee projects being combined and prioritized as number one. The Board also approved the Transportation Enhancement Priorities as prioritized by the composite committee ranking, the 2009 Transportation Disadvantaged Service Plan, the 2009 Transit Development Plan Annual Progress Report and the population assumptions for the 2035 LRTP Update.

F. October 16<sup>th</sup> Joint MPO Board Meeting

Chairman Mohlke presented an overview of the Joint MPO Board agenda and asked the committee about issues the joint committee should be aware of.

Vice-Chairman Casalanguida and Mr. Tindall stated that nothing presented a concern.

Ms. Caudill-Scott stated that the regional priorities for Strategic Intermodal System may spur some discussion.

**7. Next Meeting Date**

*The next regular TAC meeting will be held on October 26, 2009*

**8. Adjournment**

**Ms. Caudill-Scott: I move to adjourn.**

**Mr. Pinter: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

Having no further business, the TAC meeting was adjourned at approximately 10:40 a.m.



**AGENDA**  
**CAC**  
**Citizen Advisory Committee**  
**Transportation Services Division**  
**2885 South Horseshoe Drive**  
**Naples, Florida 34104**

**Monday, September 28, 2009**  
**3:00 p.m.**

This meeting of the Citizen Advisory Committee (CAC) to the Collier County Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson.

Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Manager or CAC Chair 14 days prior to the date of the next scheduled meeting of the CAC.

Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier County Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-8192.

1. **Call to Order/Roll Call**
2. **Open to the Public for Comment on Items not on the Agenda**
3. **Approval of Agenda**
4. **Approval of August 31, 2009 meeting minutes**
5. **Committee Action**
  - A. Endorsement of the Scope of Services for the General Planning Contract
  - B. Endorsement of the Wilson Blvd. Ext. / Benfield Rd. Corridor Study Report
6. **Reports and Presentations (may require committee action)**
  - A. Discussion of the Draft 2010 Calendar
  - B. Discussion Regarding Voting Procedures for Future Project Priorities
  - C. FDOT Update

7. **Next Meeting Date:**

*Regular Meeting:*

*October 26, 2009*

*Joint Lee / Collier Meeting:*

*October 1, 2009*

8. **Adjournment**

**METROPOLITAN PLANNING ORGANIZATION  
CITIZENS ADVISORY COMMITTEE**

**Transportation Services Division  
2885 South Horseshoe Drive  
Naples, Florida  
Main Conference Room**

**3:00 P.M.**

**September 28, 2009 Meeting Minutes**

**1. Call to Order/Roll Call**

Chairman Tim Nance called the meeting to order at approximately 3:05 p.m. A quorum was present. Ms. Tamika Seaton, Metropolitan Planning Organization (MPO) Planning Technician, called the roll. Those in attendance were as follows:

**Members Present**

Timothy Nance, Chairman, Collier County District V  
Fred Thomas, Vice-Chairman, Minority  
Shannon Holland, At-Large  
Richard Rice, At-Large  
Karen Homiak, Collier County District I  
Jack Pointer, Collier County District II  
Floyd Chapin, Collier County District III

**Members Absent**

Alan Ryker, City of Naples  
George Schroll, City of Marco Island  
Mike Klein, Everglades City

**MPO Staff**

Phil Tindall, Director  
Lorraine Lantz, Principal Planner  
Sue Faulkner, Principal Planner  
Tamika Seaton, Planning Technician

**Others**

Trinity Caudill-Scott, Florida Department of Transportation  
David Buchheit, Collier County Transportation Planning  
Nick Casalanguida, Collier County Transportation Planning  
Claudine Auclair, Collier County Transportation Planning

**2. Open to the Public for Comment on Items not on the Agenda**

There were no public comments.

**3. Approval of Agenda**

**Vice-Chairman Thomas:** I move to approve the agenda.

**Mr. Rice:** I second the motion.

**MOTION CARRIED UNANIMOUSLY.**

**4. Approval of August 31, 2009 Meeting Minutes**

**Mr. Rice:** I move to approve the August 31, 2009 Meeting Minutes.

**Vice-Chairman Thomas:** I second the motion.

**MOTION CARRIED UNANIMOUSLY.**

**5. Committee Action**

A. Endorsement of the Scope of Services for the General Planning Contract (GPC)

Ms. Lantz presented an overview of the Scope of Services for the General Planning Contract and asked for the committee's approval contingent upon comments and recommendations from the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT).

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Mr. Holland arrived at approximately 3:06 p.m.

Ms. Lantz noted that the Technical Advisory Committee (TAC) requested that the other municipalities be added to the GPC to authorize them to piggy back on the MPO's contract.

Chairman Nance entertained a motion to approve the Scope of Services for the GPC.

**Vice-Chairman Thomas:** I move to recommend approval of the Scope for the GPC to the MPO Board as amended to add the other municipalities within the district and is subject to approval by FHWA and FDOT.

**Mr. Chapin:** I second the motion.

**MOTION CARRIED UNANIMOUSLY.**

Ms. Caudill-Scott arrived at approximately 3:10 p.m.

B. Endorsement of the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report

Mr. Casalanguida provided background information on the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and noted that the Project Manager Claudine Auclair met with land owners and went through extensive public involvement efforts, and she also met with each community along the corridor. He stated that the Wilson Blvd. Ext./Benfield Rd. Corridor was first identified and adopted in the Long Range Transportation Plan (LRTP) in 2006 and that the Transportation Planning Department is working with MPO staff on the project and that the alignment on the map is not firm and will be subsequently determined.

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Ms. Auclair presented an overview of the Wilson Blvd. Ext./Benfield Rd. Corridor Study and stated that based on the review of all critical factors, the study team reached a consensus that Alternative 3A and 3B (Wilson/Benfield) would best provide significant relief to CR 951/Collier Blvd. and adjacent parallel facilities.

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Discussion ensued regarding the Wilson Blvd. Ext./Benfield Rd. Corridor Study. Chairman Nance asked if the environmental groups opposed all of the alternatives of the study. Mr. Casalanguida stated that the environmental groups always want to see a need for a project. Vice-Chairman Thomas asked about the Big Cypress rural land stewardship. Mr. Casalanguida stated that because there is no current development east of Everglades Blvd. Vice-Chairman Thomas stated that a large development (three times the size of Ave Maria) will be coming and is four miles north of SR 846. He suggested moving the connection to Everglades Blvd. and stated that there will be a major activity center at the intersection of Oil Well Road and Desoto Blvd. that will impact the area.

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Ms. Auclair stated that the project should remain as a critical facility on the LRTP Financially Feasible Plan and that the project should be recognized as a "managed corridor" when development or redevelopment takes place. She asked the committee to approve the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report.

**Mr. Chapin: I move to approve the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report.**

**Mr. Rice: I second the motion.**

Ms. Seaton noted that the TAC endorsed the Wilson Blvd./Ext./Benfield Rd. Corridor Study Report, and found the selected corridor for the Wilson Blvd. Ext./Benfield Rd. alignment consistent with the adopted LRTP; and that the alignment or the updated, refined, segmented or phased alignment related to the Wilson Blvd. Ext. / Benfield Road alignment, be incorporated into the 2035 LRTP Update as appropriate.

Mr. Casalanguida explained that the TAC asked that the project show what is feasible, show what five-year increments will be funded, break down the project into separate portions, and bring back the design phases for review.

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Mr. Chapin amended his motion to include the TAC's recommendations and Mr. Rice agreed to amend his second.

**Mr. Chapin: I move to approve the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and the TAC's recommendations.**

Mr. Rice: I second the motion.

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**MOTION CARRIED UNANIMOUSLY.**

Discussion ensued regarding the Wilson Blvd. Ext./Benfield Rd. Corridor Study. Ms. Caudill-Scott cautioned the committee about the local Interchange Justification Report as the location of the project may be refined after the Project Development and Environment study is conducted. Mr. Casalanguida emphasized the importance of showing a need for the project.

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Mr. Casalanguida and Ms. Auclair left the meeting at approximately 3:50 p.m.

**6. Reports and Presentations (may require committee action)**

A. Discussion of the Draft 2010 Calendar

Mr. Tindall presented an overview of the Draft 2010 Calendar and noted that some meeting locations may change due to unforeseen circumstances or to take advantage of opportunities to stimulate more public involvement in the MPO planning process. Discussion ensued regarding possible CAC meeting locations. Vice-Chairman Thomas proposed holding meetings at Ave Maria. Mr. Rice proposed holding meetings at the Corkscrew Fire Station. Chairman Nance proposed holding meetings at the Golden Gate Fire Station.

Ms. Seaton asked that the committee reviewed the Draft 2010 Calendar and stated that the calendar will be presented next month for approval.

Vice-Chairman Thomas was in favor of approving the calendar.

Mr. Rice: I move to accept the Draft 2010 Calendar.

Vice-Chairman Thomas: I second the motion.

**MOTION CARRIED UNANIMOUSLY.**

B. Discussion Regarding Voting Procedures for Future Project Priorities

Mr. Tindall stated that during last month's Transportation Enhancement prioritization, it was brought to the MPO's attention that there might be the potential for, or perception of, a conflict of interest with members who are presenting projects and then voting on the prioritization of them. The MPO will be addressing this issue with the Collie County Attorney's Office (CAO) and will update the committee regarding the CAO's findings.

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C. FDOT Update

There was no report.

Mr. Holland announced that effective today; he is resigning as a member of the CAC.





# AGENDA MPO

Metropolitan Planning Organization  
Board of County Commissioners Chambers  
3301 Tamiami Trail East, Naples

October 9, 2009  
10:00 a.m.

This meeting of the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson.

Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or MPO Chairman 14 days prior to the date of the next scheduled meeting of the MPO.

Any person who decides to appeal a decision of this Board will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-8192.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Florida Department of Transportation District One Title VI Coordinator Gina Gilbreath at (863) 519-2345 or by writing Ms. Gilbreath at Post Office Box 1249, Bartow, Florida 33831.

1. **Call to Order/Roll Call**
2. **Pledge of Allegiance**
3. **Open to the Public for Comment on Items not on the Agenda**
4. **Approval of Agenda**
5. **Committee Chairman's Report**
  - A. Technical Advisory Committee Report
  - B. Citizens Advisory Committee Report
  - C. Pathway Advisory Committee Report
  - D. Local Coordinating Board Report
  - E. Congestion Management System/ Intelligent Transportation System Stakeholders Committee Report
6. **Consent Section**
  - A. September 11, 2009 Meeting Minutes
7. **Public Hearing**
  - A. Approval of a Transportation Improvement Program (TIP) Amendment to Incorporate Economic Stimulus Projects and a Resolution Authorizing an Exception to the MPO Public Involvement / Participation Plan
8. **Board Action Items**
  - A. Approval of the Wilson Boulevard Extension / Benfield Road Corridor Study Report
  - B. Approval of the Scope of Services for the General Planning Contract
9. **Reports and Presentations (May Require Board Action)**
  - A. Review of the Draft Collier County Bus Stop / Shelter Needs Plan
  - B. Review of the Draft 2010 Calendar
  - C. Discussion of the Joint Lee / Collier Joint MPO Meeting
  - D. FDOT Update
10. **Manager's Report( May Require Board Action)**
11. **Member Comments**
12. **Next Meeting Dates**

*Regular Meeting:  
November 13, 2009*

*Joint Lee / Collier MPO Meeting:  
October 16, 2009*
13. **Adjournment**

**COLLIER METROPOLITAN PLANNING ORGANIZATION**  
**BCC Meeting Chambers**  
**3301 Tamiami Trail East**  
**Naples, Florida**

**10:00 A.M.**

**October 9, 2009**

**1. Call to Order/Roll Call**

Chairman Frank Halas called the meeting to order at approximately 10:00 a.m. Ms. Tamika Seaton, Metropolitan Planning Organization (MPO) Planning Technician, called the roll. A quorum was present. Those in attendance were as follows:

**Members Present**

Commissioner Frank Halas, Collier County, BCC District 2, Chair  
Commissioner Jim Coletta, Collier County BCC District 5, Vice-Chair  
Commissioner Donna Fiala, Collier County BCC District 1  
Commissioner Tom Henning, Collier County BCC District 3  
Commissioner Fred Coyle, Collier County BCC District 4  
Councilman Dr. William D. Trotter, City of Marco Island  
Councilman William Willkomm III, City of Naples

**Members Absent**

Mayor Sammy Hamilton, City of Everglades City  
Councilwoman Dee Sulick, City of Naples

**Non-Voting Members**

Secretary Stan Cann, Florida Department of Transportation (FDOT)  
Johnny Limbaugh, FDOT, Southwest Florida Area Office (SWAO)

**MPO Staff**

Phil Tindall, Director  
Lorraine Lantz, Principal Planner  
Tamika Seaton, Planning Technician

**Others Present**

Trinity Caudill-Scott, FDOT, SWAO  
Scott Teach, Deputy County Attorney  
Michelle Arnold, Director, Collier County Alternative Transportation Modes (ATM)  
Norman Feder, Collier County Transportation Administrator  
Tim Nance, Chairman, CAC  
George Archibald, Chairman, CMS/ITS Stakeholders Committee  
Nick Casalanguida, Collier County Transportation Planning Director  
Mike Greene, Collier County Transportation Planning  
Claudine Auclair, Collier County Transportation Planning

Gina Downs, Citizens Transportation Coalition (CTC)  
Michelle Avola, Naples Pathways Coalition

## **2. Pledge of Allegiance**

Commissioner Fiala led the Pledge of Allegiance.

## **3. Open to the Public for Comment on Items not on the Agenda**

Mr. Tindall announced that there were no registered speakers.

## **4. Approval of Agenda**

**Commissioner Coyle: I move to approve the agenda.**

**Commissioner Fiala: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

## **5. Committee Chairman's Report**

### **A. Technical Advisory Committee (TAC) Report**

Mr. Tindall, MPO Director, reported on the following:

- The committee had a special meeting on October 1<sup>st</sup> and a quorum was attained:
  - The committee endorsed the FY 2009/10- FY 2013/14 Transportation Improvement Program (TIP) amendment to incorporate the Collier MPO Economic Stimulus Project List and a resolution authorizing an exception to the MPO Public Involvement Plan (PIP) (allows MPO Board approval of the TIP amendment prior to the end of the public comment period);
- The committee had a Joint meeting with the Lee County TAC on October 1<sup>st</sup> and a quorum was attained;
  - The committee endorsed:
    - Amendments to the Bi-county Regional Pathways Map;
    - Joint Regional Enhancement Priorities;
    - Updates to the regional priorities for Strategic Intermodal Systems (SIS);
    - Long Range Transportation Plan (LRTP) Goals and Objectives;
  - The committee heard Report & Presentations on:
    - Update on the proposed Lee-Collier transit route connection on US 41;
    - Status of the CR 951 Project Development & Environment (PD&E) Study;
    - Regional coordination on future stimulus funding;
    - LRTP update and process and the status of other studies that affect the final plan;

- The committee had a regular meeting on September 28<sup>th</sup> and a quorum was attained:
  - The committee endorsed:
    - The Scope of Services for the General Planning Contract;
    - The Wilson Blvd. Ext./Benfield Rd. Corridor Study Report;
  - The committee heard Reports & Presentations on:
    - The Draft 2010 Meeting Calendar;
    - Voting procedures for future project priorities; and
- The next regular TAC meeting will be held on October 26<sup>th</sup>.

#### B. Citizens Advisory Committee (CAC) Report

Mr. Tim Nance, CAC Chairman, reported on the following:

- The committee had a special meeting on October 1<sup>st</sup> and a quorum was not attained, therefore, the committee approved items as a committee of the whole:
  - The committee endorsed the FY 2009/10- FY 2013/14 TIP amendment to incorporate the Collier MPO Economic Stimulus Project List and a resolution authorizing an exception to the MPO PIP (allows MPO Board approval of the TIP amendment prior to the end of the public comment period);
- The committee had a Joint meeting with the Lee County CAC on October 1<sup>st</sup> and a quorum was not attained, therefore, the committee voted as a committee of the whole:
  - The committee endorsed:
    - Amendments to the Bi-county Regional Pathways Map;
    - Joint Regional Enhancement Priorities;
    - Updates to the regional priorities for SIS;
    - LRTP Goals and Objectives;
  - The committee heard Report & Presentations on:
    - An update of the proposed Lee-Collier transit route connection on US 41. The committee voted to write a letter to the Joint MPO Board to ask that this project be funded because it is important and would make a difference;
    - Status of the CR 951 PD & E Study;
    - Regional coordination on future stimulus funding;
    - LRTP update and process and the status of other studies that affect the final plan;
- The committee had a regular meeting on September 28<sup>th</sup> and a quorum was attained:
  - The committee endorsed:
    - The Scope of Services for the General Planning Contract;
    - The Wilson Blvd. Ext./Benfield Rd. Corridor Study Report;
  - The committee heard Reports & Presentations on:
    - The Draft 2010 Meeting Calendar;
    - The voting procedures for future project priorities;
- Committee Resignation:
  - Shannon Holland, At-Large member, resigned and this was his last meeting; and
- The next regular CAC meeting will be held on October 26<sup>th</sup>.

Councilman Willkomm arrived at approximately 10:03 a.m.

C. Pathways Advisory Committee (PAC) Report

Mr. Tindall reported on the following:

- The committee had a regular meeting on September 25<sup>th</sup> and a quorum was attained;
- The committee endorsed:
  - The Scope of Services for the General Planning Contract;
  - The Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and the committee asked that the corridor include multi-use pathways;
- The committee heard Reports & Presentations on:
  - The Draft 2010 Meeting Calendar;
  - The voting procedures for future project priorities;
  - An update on the Draft Bike/Ped Users Map;
- The committee had a joint meeting with the Lee County PAC on September 15<sup>th</sup> and a quorum was not attained, therefore, the committee approved items as a committee of a whole;
- The committee endorsed:
  - Amendments to the Bi-County Regional Pathways Map;
  - Regional Enhancement Priorities;
  - Bicycle/pedestrian facility update on roadway crossings in Lee and Collier counties;
  - The River of Grass Greenway; and
- The next regular PAC meeting will be held on October 30<sup>th</sup>.

D. Local Coordinating Board (LCB) Report

Mr. Tindall reported on the following:

- There is no report because the last meeting was held on September 9<sup>th</sup> ; and
- The next LCB meeting will be held on December 9<sup>th</sup>.

E. Congestion Management System/Intelligent Transportation System (CMS/ITS) Stakeholders Committee

Mr. Tindall reported on the following:

- There is no report because the last committee meeting was held on July 22 and the September 23<sup>rd</sup> meeting was cancelled; and
- The next CMS/ITS meeting will be held on November 18<sup>th</sup> at which time the committee will focus on signal coordination and make recommendations for maintaining signal operations during construction projects.

**6. Consent Section**

A. September 11, 2009 Meeting Minutes

**Vice-Chairman Coletta: I so move.**

**Commissioner Coyle: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

## **7. Public Hearing**

- A. Approval of a TIP Amendment to Incorporate Economic Stimulus Projects and a Resolution Authorizing an Exception to the MPO PIP

Chairman Halas opened the public hearing.

Mr. Tindall noted that that this item required the chairman to open the public hearing, have Board discussion, listen to public comments, close the public hearing, and, finally, have a roll-call-vote.

Mr. Tindall asked that the MPO Board approve the requested TIP amendment and to approve a resolution that would authorize an exception to the PIP to allow for approval of the subject TIP amendment prior to the end of the prescribed public comment period, subject to subsequent public comment that may be received during the remainder of the public comment period. He noted that at the September 11<sup>th</sup> MPO Board meeting, the Board requested of FDOT that American Recovery and Reinvestment Act (ARRA) funds be reprogrammed for the Mooring Line Drive and Park Shore Drive Bridge Repair project to address bridge deficiencies and that FDOT and the City of Naples asked that the project be broken into two projects. Mr. Tindall stated that Mr. Feder requested to add two more projects to the Economic Stimulus List.

Discussion ensued regarding the proposed projects to be added to the Economic Stimulus List. Mr. Feder asked the MPO Board to allow two projects to be added at the end of the Economic Stimulus List as numbers 64 (US 41 at CR 951 Single Point Interchange) and 65 (bicycle/pedestrian facilities at Immokalee Rd. and I-75). He noted that next month a TIP amendment would be presented to the MPO committees to change the project description (landscaping) for the Immokalee Rd. and I-75 project to a bicycle/pedestrian feasibility study and subsequent design and construction, and that the \$315,100 currently programmed for landscaping would be used. Chairman Halas asked Mr. Feder why a pedestrian pathway at Immokalee Rd. and I-75 was not addressed during the improvements to the intersection. Mr. Feder stated after the interchange has been completed, Collier County could apply for an after-the-fact design variance. Chairman Halas stated that after the project has been completed, there will be 12 lanes under the bridge (including four turn lanes, two in each direction) and that there could possibly be space remaining to incorporate pedestrian facilities. Mr. Feder stated that it was not just the state's project as it also had to do with the availability of right-of-way on both sides.

Discussion ensued regarding the Economic Stimulus List. Commissioner Henning asked how much Stimulus funding had been spent in Collier County. Mr. Feder referred to FDOT to answer Commissioner Henning's question. Secretary Cann stated that there are several small projects, such as sidewalks, being built in other counties in Florida, but he did not have a figure as to how much had been spent to date. Chairman Halas noted that the biggest hold up with the Stimulus funds had nothing to do with bids. Secretary Cann stated that the Bald Eagle pathway project on Marco Island was \$400,000 and a notice-to-proceed had been issued to the contractor, and the contractor will be paid when FDOT has received the invoice for the project. Councilman Trotter asked if the priority list had changed. Mr. Tindall stated that the list remained in the same priority as before; the only difference is the addition of the 13

Transportation Enhancement projects that the MPO Board previously approved, and they were added to the end of the list as well as the two projects (number 64 and 65) Mr. Feder had requested to be added. Councilman Willkomm asked how the Mooring Line Drive project would be broken up into two projects. Mr. Limbaugh stated that the projects would be numbers 15 (Mooring Line Drive) and 16 (Park Shore Drive), and all of the other projects would move down on the list.

Mr. Tindall noted that there were no registered speakers.

Chairman Halas closed the public hearing and asked for a roll call vote.

**Councilman Willkomm: I move to accept the Economic Stimulus List with the changes noted.**

**Commissioner Fiala: I second the motion.**

Mr. Tindall asked that the motion include adding numbers 64 (US 41 at CR 951 Single Point Interchange) and 65 (Bicycle/Pedestrian Facilities at I-75 and Immokalee Rd.) to the Economic Stimulus List and a resolution authorizing an exception to the MPO's PIP to allow for approval of the subject TIP amendment prior to the end of the prescribed public comment period, subject to subsequent public comment that may be received during the remainder of the public comment period.

Councilman Willkomm and Commissioner Fiala agreed to amend their motion to include Mr. Tindall's recommendations.

**Councilman Willkomm: I move to amend my motion to approve the Economic Stimulus List with the changes noted, to include Attachment B (Resolution 2009-10) and Mr. Tindall's recommendations.**

**Commissioner Fiala: I second the motion.**

Ms. Seaton called the Roll.

**Vice-Chairman Coletta Yes.**

**Commissioner Henning Yes.**

**Chairman Halas Yes.**

**Commissioner Fiala Yes.**

**Commissioner Coyle Yes.**

**Councilman Trotter Yes.**

**Councilman Willkomm Yes.**

**MOTION CARRIED 7 TO 0.**

## **8. Board Action Items**

### **A. Approval of the Wilson Boulevard Extension/Benfield Road Corridor Study Report**

Mr. Casalanguida provided background information on the Wilson Blvd. Ext./Benfield Rd. Corridor Study Report and noted that Project Manager Claudine Auclair had met with land owners and gone through extensive public involvement, and she had also met with each community along the corridor. He stated that the Wilson Blvd. Ext./Benfield Rd. Corridor was first identified and adopted in the LRTP in 2006. The Transportation Planning Department worked with the MPO staff on the project, and he noted that when a new roadway alignment is identified in the LRTP, but not on an existing corridor (new corridor), it will be identified on official maps with a dash or shaded area because the corridor would not have been defined yet and would have to go through a PD&E study first.

Ms. Auclair presented an overview of the Wilson Blvd. Ext./Benfield Rd. Corridor Study and stated that based on the review of all critical factors, the study team reached a consensus that Alternative 3A and 3B (Wilson/Benfield) would provide the most significant relief to CR 951/Collier Blvd. and adjacent parallel facilities.

Discussion ensued regarding the Wilson Boulevard Extension/Benfield Road Corridor Study Report. Commissioner Fiala complimented Ms. Auclair on the report and presentation and asked where the project starts. Ms. Auclair stated that the project starts at Golden Gate Boulevard to the north. Commissioner Fiala mentioned concerns that this project would go through residential areas and allow for truck traffic. She asked if there was a way to divert commercial traffic to CR 951 and allow only passenger cars on the new alignment. Mr. Casalanguida stated that a facility could be assigned to certain truck limits, but it may be unadvisable to totally eliminate access. One of the issues during the study was freight mobility as CR 951 is a critical corridor for freight mobility. He expressed that it was tough to preclude truck traffic as the design would be rural and would be designed to allow heavy vehicles.

Commissioner Fiala asked if there was a way to identify corridors if people want to build in that area and in 20 years people are not caught off guard. Ms. Auclair stated that parcels in the area are flagged and given a message to contact the Transportation Planning Department for additional information so that potential future property owners can be made aware. Commissioner Coyle asked when the Board would be advised as to which route would be the best option for sending and receiving areas in the rural fringe. He expressed that the Benfield Road alignment would serve the County's interest better than any other alignment and suggested that the Miller Road alternative be eliminated because it is too destructive to conservation areas and would result in more development. Mr. Casalanguida referenced all of the alternative alignments and noted that the recommended alternative was the Benfield Road alignment. Commissioner Coyle stated that the county does not want to have any development east of that road and there should be nothing in the plan that facilitates development east of that road. Mr. Casalanguida stated there is an application underway for a Development of Regional Impact (Toll-Rattlesnake) and they did have development east of the road, that is not a function of this facility and they will be applying and may ask for more density west of the road and eliminate their development rights east of the road, and they know that the road is the dividing line that everyone's concerned about. This application will come in separate from what is being presented today.

Chairman Halas referred to the traffic counts on page 44 of the report and asked when the data was compiled. Mr. Casalanguida stated that the data was compiled in 2007. Chairman Halas asked if there

was anything that diminished this traffic count. Mr. Casalanguida answered yes. Chairman Halas spoke of the potential for Lely to be built out and the need to address "ghost units." Mr. Casalanguida confirmed that they are considered "ghost units" and they are taken into consideration in the model. Some of the roads in Lely are public roads and, as CR 951 starts to become congested, those roads and Santa Barbara Blvd. and Rattlesnake Hammock Rd. will be the filter roads and those units cannot be removed unless they are given up; until then they have to be considered. Vice-Chairman Coletta complimented Mr. Casalanguida on the Report.

**Vice-Chairman Coletta: I move to approve staff's recommendations.**

**Commissioner Coyle: I second the motion.**

Dr. Trotter asked if the expansion of CR 951 was a feasible alternative.

Mr. Casalanguida stated that improvements on CR 951 are considered in the Study. Even within the new parallel facility there will need to be complete interchange reconstruction at some point in time. If a parallel facility is not adopted, the County would have to review potentially 8-laning CR 951 and perhaps constructing overpasses in certain areas to make the system work.

**MOTION CARRIED UNANIMOUSLY.**

Commissioner Coyle left the meeting at approximately 10:57 a.m.

B. Approval of Scope of Services for the GPC Planning Contract

Mr. Tindall presented an overview of the GPC and noted that the scope was sent to FDOT and FHWA for review and that MPO staff is awaiting comments to incorporate into the final scope. He introduced Ms. Lantz and noted that she prepared the scope and could answer any questions.

**Commissioner Henning: I move to approve.**

**Commissioner Fiala: I second the motion.**

Commissioner Fiala asked about PL Funds.

Ms. Lantz stated that PL Funds were planning funds from the federal transportation authorization bill, SAFETEA-LU.

**MOTION CARRIED UNANIMOUSLY.**

**9. Reports and Presentations (May Require Board Action)**

A. Review of the Draft Collier County Bus Stop/Shelter Needs Plan

Mr. Tindall introduced Mr. Greene as the project manager for the Draft Collier County Bus Stop Shelter/Needs Plan.

Mr. Greene stated that in 2008, the Collier MPO hired the Collier County Transportation Planning staff to conduct a Bus Stop/Shelter Needs Plan, as outlined in subtask 4.5 of the 2008/09-2009/10 Unified Planning Work Program (UPWP). The objective of the UPWP subtask was to collect current ridership data by stop and to propose a list of stops where shelters may be warranted based on the ridership numbers.

Commissioner Fiala stated that the map on the cover was not clear as to where the recommended bus stops would be located and asked if a map with this information existed. She asked if all of the bus stops recommended in the study will be constructed this year.

Mr. Greene stated that all of the recommended bus stops in the study would not be done this year and that he is working with the ATM Department and helping them to prioritize shelters. He stated that he did not have a map of where the recommended bus stops would be located.

**Commissioner Henning: I move to approve.**

**Councilman Willkomm: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

B. Review of the Draft 2010 Calendar

Mr. Tindall presented an overview of the Draft 2010 Calendar and stated that no action is required on this item, but member feedback would be appreciated. He noted that the calendar will be presented to the Board for final adoption in November.

C. Discussion of the Joint Lee/Collier Joint MPO Meeting

Mr. Tindall presented an overview of the action items and reports and presentations that will be presented at the Joint MPO Meeting on October 16<sup>th</sup> and asked the MPO Board for agenda items. He offered to meet with Board members to answer any questions.

Chairman Halas stated that there may be some disagreement regarding the Joint Regional Priorities for SIS or Statewide Discretionary Funding and the placement of the I-75/CR 951/SR 84 Interchange project on that priority list.

Mr. Tindall stated that the project started off at the Joint TAC and CAC meetings as number five on the list and was moved up to number three after additional research on the history of the SIS priorities to consider where the projects had been on the list in prior years. He stated that he worked with Mr. Don Scott, Lee County MPO Director, to regroup and rearrange the projects in a logical order, resulting in moving up the I-75 and CR 951/Davis Blvd. Interchange to number three, up from number five on the list. He stated that the Joint staff's recommendation to the Joint MPO Board is to ask for approval of the priority list as presented, and, subsequently, as part of the LRTP update, to conduct a more in-depth needs based assessment.

D. FDOT Update

Secretary Cann reported on the following:

- The number two priority on the list is the collector-distributor facility to connect I-75 to the Southwest Florida International Airport. "Mr. Limbaugh and I prepared a Transportation Investment Generating Economic Recovery (TIGER) Grant application for the project and the Secretary of Transportation accepted it and sent it to Washington D.C. as one of four projects Florida has submitted for TIGER funding," he said. If it is selected, then the I-75/CR 951/Davis Blvd. Interchange project would move up to number two on the list;
- Mast Arms in the City of Naples:
  - A new contractor is on board and will start with the intersection at US 41 and 10<sup>th</sup> St. next week and continue through the list (hopefully, at the next meeting I will report that a vast majority of the mast arms are now complete);
- Vanderbilt Dr. Bridge: and
  - There were some issues with the contractor's pile driving operation. FDOT is working with the project superintendent and FDOT anticipates that the project will be completed by December 17<sup>th</sup>.

#### **10. Manager's Report (May Require Board Action)**

Mr. Tindall stated that an update on the 2035 LRTP will be provided at the Joint MPO meeting on October 16<sup>th</sup> and that there were no other updates at this time.

#### **11. Member Comments**

**Vice-Chairman Coletta requested information on the following information from the County and FDOT regarding the efforts taking place in lieu of the panther overpass on US 41. We are reviewing alternatives such as flashing lights and speed bumps in panther zones. The state has offered these amenities to Collier County and the only thing that has not been offered is the mechanism for maintenance. This alternative would help to prevent a lot of panther deaths. He requested that a report come back at the next meeting.**

#### **12. Next Meeting Dates**

*The Joint Lee-Collier MPO meeting will be on October 16<sup>th</sup> and next regular Collier MPO Board meeting will be held on November 13<sup>th</sup> at 10 a.m.*

#### **13. Adjournment**

**Commissioner Fiala: I move to adjourn.**

**Councilman Willkomm: I second the motion.**

**MOTION CARRIED UNANIMOUSLY.**

Having no further business, the MPO Board meeting was adjourned at approximately 11:11 a.m.

**Board of County Commissioners  
Public Hearing October 27, 2009**

**Executive Summary  
Meeting Minutes**

## EXECUTIVE SUMMARY

**Recommendation that the Board of County Commissioners approves the Wilson Boulevard Extension/Benfield Road Corridor Study (Study). Due to the size of the draft Final Report and the appendices, a copy is available at the County Manager's office for review.**

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**OBJECTIVE:** That the Board of County Commissioners, for the purpose of addressing long term transportation needs east of CR 951 (Collier Boulevard), approves the Study.

**CONSIDERATIONS:** The Study was initiated by the Collier County Transportation Planning Department in July 2007. The area studied is approximately 20 miles long and 9 miles wide, bordered by US 41 to the south, CR 951/Collier Boulevard to the west, Golden Gate Boulevard to the north and Everglades Boulevard to the east. The Collier County Growth Management Plan requires transportation system enhancements to maintain the adopted roadway level of service to accommodate approved and anticipated development. The existing CR 951 facility serves as the primary corridor for north-south mobility connecting Marco Island to the northern limit of Collier County at Immokalee Road and is planned to be extended into Lee County. Although growth along the corridor has subsided due to the current economic downturn, the development of remaining land in Golden Gate Estates and along the corridor will ultimately causes the CR 951 facility to fail.

The need for a north-south arterial road was identified in the Collier Metropolitan Planning Organization (MPO) 2030 Long Range Transportation Plan approved by the Board of County Commissioners on January 12, 2006. The Collier MPO 2030 LRTP minor update approved by the MPO Board on June 8, 2007 maintained the need for this facility. The Wilson Boulevard Extension/Benfield Road facility is identified in the 2030 LRTP as a financially feasible project.

The Study was conducted consistent with Objective 3 of the Transportation Element of Collier County's adopted Growth Management Plan adopted by Ordinance No. 2007-8, January 25, 2007. Policy 3.2 of Objective 3 which states: *"The County shall continue to include funding specifically earmarked for use in the advanced Right-of-Way Acquisition Program in its annual Capital Improvement Element funding. Studies shall be conducted periodically to identify the long-range right-of-way needs of the transportation system based on buildout. Following the completion of these studies, the Transportation Administrator will present a program of funding that includes actions necessary to protect and acquire needed right-of-way."*

Public input has been sought throughout the study process. Since the study began in 2007, Collier County has conducted a series of public outreach events, including two major public workshops, the Benfield Road community meeting, the VeronaWalk community meeting and other meetings/presentations to agencies, associations (Golden Gate Estates Area Civic Association), stakeholders and groups such as Leadership

Collier. Many of the meetings and coordination efforts were conducted by County staff, with participation by the Consultant Team. In addition, two newsletters were prepared and information was posted on the County's website to provide project information and updates. In addition, meetings were held with environmental and other government agencies and individual property owners to discuss the project alternatives in detail and to obtain comments. It is important to note that these comments received by the county have been documented, reviewed, and in some cases, accounted for by additions, deletions or /modifications of the proposed alternative alignments.

The Study team examined existing transportation demands, traffic volumes, facility operations, conditions of existing facilities and committed plans for improvements. Corridor alternatives were initially developed based on the location of existing roadways, environmentally sensitive lands, existing and planned developments as well as connectivity, functionality, public comments received from the first Study workshop and key stakeholder meetings. Multiple segments were combined to develop fourteen (14) potential north/south corridors. Environmental issues such as potential wetland impacts, public land impacts, and impacts to protected species and their habitat, were a critical component of selecting feasible alignment alternatives within the environmentally sensitive study area. All of the segments examined have some potential to impact wetlands, public lands, and protected wildlife species' habitat. The elimination of segments and alternatives were justified using the analysis of cultural, social, engineering, traffic, contamination and significant stakeholders input. The corridors that were not clearly viable were identified, discussed, and upon consensus, removed from further evaluations.

The Study was refined to consider the following alternatives:

#### No Build

Although a no build condition was modeled, capacity improvements may be considered should there be no alternate parallel roadway constructed in an effort to reduce congestion and delay. This may include geometric enhancements at key intersections within the corridor, widening CR 951 to an eight lane condition, enhancements at the I-75 interchange, and new interchanges at key locations such as US 41.

#### Alternative 2: Miller Boulevard

The Miller Boulevard alternative would provide a north/south connection to the Collier County Hurricane Evacuation Route Plan. It would improve access to the interstate system for evacuees during an emergency event and improve regional evacuation and emergency response time.

Portions of Alternative 2 currently exist as Miller Boulevard, a non-functionally classified local roadway. In order for this alternative to be viable, this facility would be upgraded to meet current design standards. As with the No Build scenario, an eight-lane facility within the vicinity of I-75 does not provide sufficient capacity to achieve acceptable LOS.

### Alternative 3A/3B: Wilson/Benfield

This alternative provides greater relief to the parallel facility of CR 951 than Alternative 2 (Miller Boulevard). This stands to reason due to its greater proximity to CR 951. Nevertheless, there are projected volumes on CR 951 that are still projected to operate below the LOS standard. As with the No Build scenario, an eight lane facility within the vicinity of I-75 does not provide sufficient capacity to achieve acceptable LOS.

### **Conclusion and Recommendations**

Utilizing feedback from the workshops, technical analysis, and collaboration with Collier County Transportation staff, the consultants have produced a final Study report with the following conclusions and recommendations:

- The No Build alternative would not only result in increased congestion on CR 951/Collier Boulevard, but would also encourage diversion to adjacent parallel facilities west of CR 951/Collier Boulevard therefore increasing congestion on those facilities.
- Under the No Build alternative, additional portions of the CR951/Collier Boulevard corridor will ultimately fail shortly after the 2035 study year. Similarly, congestion on parallel facilities west of CR 951/Collier Boulevard would increase.
- With or without the construction of an additional north-south corridor, the interchange at I-75 and CR 951/Collier Boulevard will require a complete reconstruction prior to the year 2035. Estimates have ranged between \$125 million and \$250 million depending on the limits of the reconstruction.
- Alternative 2 (Miller Boulevard) does not provide significant relief to CR 951/Collier Boulevard, however it does provide a secondary connection between development along the US 41, Marco Island and Golden Gate Estates. It also provides an excellent opportunity for an emergency evacuation route. Due to the significant environmental impacts and the minimal mobility benefit, this alternative would not satisfy the requirements identified in the purpose and need statement of this corridor study.
- Alternative 3A/3B (Wilson/Benfield) would provide significant relief to CR 951/Collier Boulevard and adjacent parallel facilities.
- Costs associated with each build alternative prohibit the feasibility of constructing this facility as one project. However, it should be noted that alternative 3A/3B is approximately twenty miles long and represents a corridor that would be developed in phases concurrently with development and growth along the corridor.
- Florida Rock Industries, Inc. which entered into a Developer Contribution Agreement with the County on June 26, 2007 is moving forward with their

project. The agreement requires the developer to provide to the County 60% Design Plans for the roadway to be located within the Wilson Boulevard Extension as identified in the North Belle Meade Overlay of the GMP.

Typically the next phase associated with developing the corridor would include engineered 60% design plans. Due to the length of time before physical construction would begin it would not be practical to begin the design phase at this time. Therefore, based upon the review of all critical factors, the study team has reached a consensus that alternative 3A/3B should remain as a critical facility on the LRTP Financially Feasible Plan and should be treated as a “Managed Corridor” when development or redevelopment takes place. For the purposes of the final recommendation a Managed Corridor is defined as a 300’ alignment that will be monitored by transportation for opportunities to coordinate and negotiate the preservation of the corridor. Staff will use advanced right of way purchases, Developer Contribution Agreements, zoning approvals and reservation agreements to maintain the integrity of this corridor as development and redevelopment takes place. Transportation will coordinate with the building department to identify “flag” all lots that may be impacted by this future corridor. During development, staff would also consider alternative alignments and bring back any changes to the BCC.

**FISCAL IMPACT:** There is no fiscal impact at this time.

**GROWTH MANAGEMENT IMPACT:** The recommended alternative is consistent with the LRTP and Policy 3.2 of the Growth Management Plan.

**LEGAL CONSIDERATIONS:** This item has been reviewed by the County Attorney. Based upon the recent denial of the Miller Boulevard alternative by the MPO, the County Attorney did not review the Miller Boulevard alternative for legal sufficiency. The item is otherwise legally sufficient for Board action. -JAK

**RECOMMENDATION:** That the Board of County Commissioners approves the 3A/3B Alignment as the chosen alternative consistent with the LRTP Financially Feasible Plan and direct the County Manager or his designee to treat this approved alignment as a Managed Corridor.

Prepared by: Claudine Auclair, Principal Planner, Transportation Planning

Attachments:

- 1) Wilson Boulevard Extension/Benfield Road Corridor Study Report – Final Draft  
September 2009
- 2) Appendix 1 – Existing Conditions Report
- 3) Appendix 2 – Environmental Data Exhibits
- 4) Appendix 3 – ACI Existing Conditions
- 5) Appendix 4 – Traffic Analysis Support Documents
- 6) Appendix 5 – Public Involvement Documents
- 7) Recommended Managed Corridor

COMMISSIONER HENNING: Yeah. I can't let this one go. This is -- this is -- this is something.

Look, I have a battery beside my house. I'm going to take it up to the Naples Airport, and your employees are going to accept it. It's no different than they do on Marco Island. I have paint that I'm not going to put in my garage, and I'm going to take it up to the Naples Airport facility, and your employees will take it. They charge by the ton, as we had discussion not too long ago.

I disagree, what you're presenting here, because you already offer this service. Forty-three thousand, 44,000 a year -- by not spending \$1.9 million, you're going to make money more than that pay for this lease just with interest alone. And the right thing that we need to do -- and I will be promoting it out in the public -- is reduce the annual collection fee so we don't make mistakes of spending this kind of money in the future.

You know, we -- you have a facility, you don't have to spend money, and it works fine. So that's what I needed to say.

CHAIRMAN FIALA: Commissioner Coyle?

COMMISSIONER COLETTA: Yeah, thank you. First off --

CHAIRMAN FIALA: No.

COMMISSIONER COLETTA: Oh, I'm sorry. Commissioner Coyle.

CHAIRMAN FIALA: Commissioner Coyle.

COMMISSIONER COLETTA: I'm sorry, sir. Age before beauty.

COMMISSIONER COYLE: That's okay. Go ahead, Mr. Coyle.

COMMISSIONER COLETTA: Oh, thank you. Thank you very much.

My first question is, is Commissioner Henning's battery in his side yard, can I turn him in to code enforcement and get a share of the fine?

CHAIRMAN FIALA: We needed to laugh.

COMMISSIONER COLETTA: Second, is there any possibility,

Item #10C

**RECOMMENDATION THAT THE BOARD OF COUNTY COMMISSIONERS APPROVE THE WILSON BOULEVARD EXTENSION/BENFIELD ROAD CORRIDOR STUDY (STUDY) – MOTION TO APPROVE THE PLAN OR STUDY AND NOT THE EXPENDITURE OF MONEY – APPROVED**

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MR. OCHS: 10C, ma'am, is a recommendation that the Board of County Commissioners approves the Wilson Boulevard extension/Benfield Road corridor study. Due to the size of the draft, a final report is available in the County Manager's Office for review. And Ms. Claudine O'Claire from your transportation planning department with present along with Mr. Casalanguida, I see.

MR. CASALANGUIDA: She's much cuter than me. For the record, Nick Casalanguida with Collier County Transportation Planning.

Good afternoon, Commissioners. The Wilson/Benfield study is a project that took over almost two-and-a-half years to accomplish. And I'd like to recognize some of the project team that's here from our consultant team.

Mr. Rutledge -- if you could stand up -- Bob Rutledge from DRMP, and Shawn Donahue (phonetic). These are private consultants that worked with the county staff, and especially Ms. Claudine O'Claire, who will take you through the project.

COMMISSIONER COYLE: May I ask a question?

CHAIRMAN FIALA: Sure, go ahead.

COMMISSIONER COYLE: Didn't we all get this presentation at the --

MR. CASALANGUIDA: Yes, sir.

COMMISSIONER COYLE: -- MPO --

MR. CASALANGUIDA: MPO, yes, sir.

COMMISSIONER COYLE: -- meeting?

MR. CASALANGUIDA: It's a little different than the county.

COMMISSIONER COYLE: It's a little diff- -- you've changed the plan?

MR. CASALANGUIDA: No, sir. But what it is, for the MPO process, you've just confirmed that it's consistent with the long-range plan. Now you're directing county staff to actually act. We don't represent work for the MPO. We work for the board.

COMMISSIONER COYLE: Well, I understand the outcome, but the plan we've seen.

MR. CASALANGUIDA: Yes, sir, you have.

COMMISSIONER COYLE: Do you need to present us a plan again?

MR. CASALANGUIDA: I do not, sir. I'd like to put a few things on the record, if I could.

COMMISSIONER COYLE: That would be great for me, and I'd be happy to make a motion to approve the plan, not the expenditure of money, but the plan, if there's no one here who objects to it.

MR. CASALANGUIDA: Well, Commissioner, there are --

CHAIRMAN FIALA: There are five speakers.

COMMISSIONER COYLE: There are two people. Okay. Then I'll withhold my motion.

CHAIRMAN FIALA: Okay. We've got five speakers. And I guess this is a different audience today than we would have had at the MPO anyway.

MR. CASALANGUIDA: Yes, ma'am.

CHAIRMAN FIALA: A lot of people don't watch the MPO, but they do --

COMMISSIONER COYLE: Yeah, but I'm not sure that his explanation is going to be all that helpful to somebody watching it on television, but nevertheless. Whatever way you want to do it.

MR. CASALANGUIDA: Well, a couple things I want to put on the record, sir. As staff and consultants have done this project, we considered safety concerns, environmental factors, costs, long-range planning needs, alternative routes, and existing homes and residential and commercial businesses.

Your long-range transportation plan is done by your MPO. And on that plan they identified a needs analysis, and they identified corridors that's put on there as far as needs are concerned.

The next phase is the county takes those corridors and they do the next phase, which is a corridor study. And depending on whether it's going on to design shortly thereafter or not to design for a long time depends on the detail of the corridor. So we have taken that upon ourselves to do that over the past two-and-a-half years.

And I have to give credit to staff and you, the commissioners, because we call it retro-planning, in a sense. You are taking a community that's somewhat developed and platted and you're trying to plan backwards to try and, you know, take care of some of those needs. And it's always a challenge, because when you have a situation like that, you are unable to make everybody happy because you're stuck with an existing footprint and homes and commercial.

To the credit of the consultants and Claudine, it's a nine-mile by 20-mile corridor, and that's probably the biggest project that most anybody's taken on for a corridor study. It's really probably three corridor studies in one because we've broken them down. So I have to give a lot of credit to those folks.

With that said, Claudine O'Claire, I think, has done a terrific job. She's done a -- you know, spent a lot of time on public outreach. There was one gentleman, Mark Teaters, who I spoke to on the phone last night. Commissioner Coletta, you've spoken to him this morning, and he had to leave. He did have concerns that when you do a corridor study, that you're going to identify certain properties that might be affected in the future a long ways out and how those properties have a

cloud on top of them.

And staff's response was, your long-range transportation plan has that issue all the time. You have roads right now that you're not going to widen for ten or 20 years that are existing roads that will be widened some day, and so there is that issue.

We will be bringing back an ordinance to the board probably in January or February with the county attorney that will talk about managing corridors and maybe ways that we can compensate those people for that. But it's not something you can take care of easily on any one given study.

That said, I'd like to let Claudine go forward with her presentation.

Would you like her to do the whole presentation or -- no, sir?

COMMISSIONER COLETTA: Commissioner Fiala, if I may.

CHAIRMAN FIALA: Yes.

COMMISSIONER COLETTA: This is very important to a lot of people in my district, and I really -- I really do think -- I know it's been a long meeting day, but the full presentation, I think, is necessary.

MR. CASALANGUIDA: Very good.

COMMISSIONER COYLE: May I make a comment concerning that? What the MPO did was to approve a particular recommendation to be forwarded to the Board of County Commissioners, okay. I would think that a full presentation on that recommendation is appropriate, but why would you spend the time talking about the other recommendations and alternatives that were not reported by the MPO?

MR. CASALANGUIDA: We could focus on the final recommendation.

COMMISSIONER COYLE: That's what I'm saying. If you focused on the final recommendation and the recommended route, that would inform the people about what we are actually considering, because we are considering telling you to proceed with a study for this

particular recommendation. We're not considering telling you to do anything other than that.

MR. CASALANGUIDA: What we're asking the board to do is to tell staff to treat this as a managed corridor, and all that means is that as folks develop and redevelop along that corridor, they become flagged and they come talk to us, and we let them know, so in the future --

COMMISSIONER COYLE: I understand that.

MR. CASALANGUIDA: Very good.

COMMISSIONER COYLE: But I mean, it serves no purpose to the public for you to spend 30 minutes talking about alternatives that were never selected, right?

MR. CASALANGUIDA: I agree with you, sir. I think the idea is just to make sure that we've put on the record as a Board of County Commissioners that we've gone through that process, even though --

COMMISSIONER COYLE: You've got the document. It will be part of the record.

MR. CASALANGUIDA: Okay, sir.

MS. O'CLAIRE: If I may just add a couple of things, and I don't know, maybe a suggestion. I know we have some registered speakers. Maybe what we could do is let those speakers come up to the podium, bring -- share their concern with us, and if there's something we can answer with a or two slides in the presentation or just by answering their question, maybe that will provide the information that is necessary at the same time.

COMMISSIONER COYLE: Well, Commissioner Coletta is --

CHAIRMAN FIALA: Is that okay with you, Commissioner Coletta?

COMMISSIONER COYLE: -- correct that we ought to talk about -- let the viewing audience see the recommendation path and lets us -- let them understand -- his constituents understand what we're considering, but all I'm saying is, why spend time on things we're not

even considering?

MR. CASALANGUIDA: Very good. Let me describe the recommended path for the record. It's on the viewer right now.

The current recommendation as it sits in front of you is Golden Gate Boulevard and Wilson intersection is the beginning point, and it would head due south under the existing Wilson Boulevard as it terminates at the canal.

At that point in time you have an existing mining lake that exists, and then you have three or four homes there. That's the first conflict point where, in the future, a design issue would have to come into play whether you would have to possibly take those homes or fill in a portion of that lake to continue south.

From there it heads due south consistent with -- it's -- if I can use the --

CHAIRMAN FIALA: Leo, should she put the poster up on the board there?

MR. CASALANGUIDA: From there it continues due south, sir, and it follows the North Belle Meade overlay haul route that was laid out in the North Belle Meade study. As soon as it hits I-75, it goes due west. And we were just informed in the past couple days that FDOT has donated existing extra right-of-way back to the county for that road that we're not going to pay for.

So it follows I-75 into what -- today actually -- until it crosses the public utility site. At that point in time, the options are unclear how to cross I-75, because you would get into a design issue. But there's probably three or four or five different ways to cross I-75.

From there it would go north and tie into the back of the existing City Gate, and in December you will be seeing a DCA with City Gate that continues that road as a public road all the way west to 951.

Upon crossing I-75 south, there's Benfield Road that exists over here, and there are three or four different ways to cross I-75, as Claudine is pointing at right now.

October 27, 2009

As it connects back down farther south, it is one mile east of 951 at the urban line and continues due south from that point in time until it hits U.S. 41 to the south. That is the recommended alignment that's in front of you right now.

And if we'll take speakers, then we can answer questions.

CHAIRMAN FIALA: Okay, very good. Is that okay with you?

COMMISSIONER COLETTA: That's fine, thank you.

CHAIRMAN FIALA: Oh, okay, fine. Would you call the speakers, please.

MS. FILSON: Yes, ma'am. Karen Acquard. She'll be followed by Pat Humphries.

MS. ACQUARD: Good evening, Commissioners. For the record, Karen Acquard.

We had hoped to get this continued to another time when we could have Mark here to speak.

I'm asking that you not move forward with this because I see this as a -- actually a death sentence for the people who own homes on this road. I can tell you, I would never buy a home on a road that is earmarked for future development, increased in size and so on, and that have increased truck traffic on. I would be looking at a street with a dead end and find out that it was going to be bridged and be a main thoroughfare. I wouldn't want it.

And people -- if you do this now, that -- with 20 years down the road, that means they've got this thing hanging over their head if they want to try to sell their house for the next 20 years. It may happen. It may not happen. Because as we all know, we plan, God laughs, things change.

I'm going to use myself and my husband as an example. I'm 66; he's 72. Twenty years from now I'm going to be in my 80s, and God willing, he'll be 92, but if he follows his family genes, he's either going to be dead or in a home with Alzheimer's.

I would want to sell my house. Now, how am I going to sell that

house if I've got this plan hanging over my head?

I think you should wait until you are closer to being able to do something before you implement approval of these type of things.

Five-year plans, ten-year plans I can see, but 20-year? Approval of things? I just have a problem with that. I thank you very much.

MS. FILSON: The next speaker is Pat Humphries. She'll be followed by Sherry (sic) Teaters.

MS. HUMPHRIES: My name is --

MS. FILSON: Mark Teaters?

MS. HUMPHRIES: Mark's not here. He had to leave.

MS. FILSON: Bruce Anderson?

MS. HUMPHRIES: He's here.

My name is Pat Humphries. I am past director of the Golden Gate Estates Area Civic Association and presently a member of the Golden Gate Estates Homeowners Association. I also serve on the Golden Gate Estates Land Trust Committee.

Today I am speaking for myself. It's been so peaceful in the Estates, hardly any dump trucks, the way a rural residential community should be. But eventually they will be back.

Several years ago I counted 161 dump trucks speeding back and forth on Wilson Boulevard between the hours of 6:30 and 8:30 a.m. That's 80 an hour, multiply that to eight to ten hours a day. That same year, there were 40 accidents in Collier County involving dump trucks.

Now there's a plan to bridge Wilson Boulevard south so we can have even more of these trucks plus all other kinds of commercial vehicles coming from the industrial park and the landfill in North Belle Meade.

It doesn't matter if it's in the near future or far future. This industrial traffic is not compatible with a residential community. In fact, it has never been compatible. It's unsafe for residents, lowers real estate values, bad for the environment, creates more traffic, puts undue

stress on the roads. This bridge is a very bad idea.

I would like to go on record that I am requesting a postponement of this item because the president of the Wilson Boulevard Homeowners Association had to leave. We've been here since ten a.m., that three homeowners on Wilson Boulevard South who will lose their homes were not notified. The Golden Gate Estates Homeowners Association was not able to take a position because they were not notified.

This extension is not compatible with the Golden Gate Master Plan. This will have a devastating effect on the residents of the Estates because of excessive industrial traffic.

Thank you.

MS. FILSON: Your next speaker's Bruce Anderson.

MR. ANDERSON: (Waves hand.)

MS. FILSON: Oh. That's your final speaker, ma'am.

CHAIRMAN FIALA: Okay, fine.

Okay. We have Commissioner Coletta first.

COMMISSIONER COLETTA: Thank you. Nick, if you would, please. This has been something that's been in the works for, what, three years now?

MR. CASALANGUIDA: About two-and-a-half years, sir.

COMMISSIONER COLETTA: Two-and-a-half years. And there's been a couple public meetings on it?

MR. CASALANGUIDA: More than a couple.

Claudine, if you want to go through them.

MS. O'CLAIRE: There's been one public meeting at St. Agnes, there's been one public meeting at Shepherds of the Glades, there's been a public meeting with the -- at the Golden Gate Estates Civic Association, there was another meeting at Verona Walk, there was another meeting at Lely Elementary School with the folks who reside along Benfield area. We've had several, you know, calls, emails, people coming into the office asking questions. Anyone who had, you

know, concerns, we talked to them.

We've also had -- we received one public petition about an RV resort on Beck Boulevard, Panthers RV Resort, that is opposing 3A. They're not opposed to the project, they're just proposing an alignment.

COMMISSIONER COLETTA: Yeah, I get the picture. It's been -- it's been something that's been vetted considerably in the public.

Now, there's a couple of things that were mentioned. And one of the concerns that we have out in the Estates, of course -- and it's always been a concern. It's a little bit of competition for the road right-of-way with the residents and the dump trucks, and with the mines being out in that area, it has been something in the past, especially during the building boom where numerous ones, as Pat Humphries referred to, were on the road, and it's a big concern where they're going to come out and how it's going to work.

Now, Nick, can you please elaborate on it? I understand that this road cannot be built and opened unless a couple of things take place first. And what is that?

MR. CASALANGUIDA: We told -- the folks from the Florida Rock Mining application came forward, and they're going to build a road to the south and back to the west, that we would not connect the south portion with the north portion until we had all the intersections in place and we had another way to get them out of there, and that's in taking with this study, authorizes no design, no right-of-way acquisition, no construction.

It's just a planning study that allows you to manage the corridor. So we're keeping with that promise. There's no construction plan with that project right now.

COMMISSIONER COLETTA: Now, into this whole plan, what you're talking about is also -- has to do with the four-laning of Golden Gate Boulevard and Wilson?

MR. CASALANGUIDA: Correct. Part of that intersection

improvement is making that facility -- upgrading that facility at the intersection of Golden Gate and Wilson, because you wouldn't want to send any vehicles up to that intersection until it was improved.

COMMISSIONER COLETTA: Now, at this point in time, too, in order to be able to keep the traffic at a manageable level, if I remember correctly, the new mines have been coming on. We have them using 5th, and they can only use what traditional traffic would -- allotted was. Is something like that possible also in the future?

MR. CASALANGUIDA: What we've asked and proposed -- and it will come through as a conditional use application to this board -- is the existing mine that's there now wants to permit another section of land, not a full section, but a portion of it. We've asked them to consider to start splitting the traffic up between 5th and Wilson, if they could, only for the fact that the people who lived on 5th expected the first application to expire and didn't think that they'd just keep coming back and always have that traffic on that road.

But then again, sir, that will come back as a conditional use application for this board to consider.

COMMISSIONER COLETTA: Okay. Now, Nick, there's one thing, and I -- and you alluded to it earlier and I talked to you about it this morning. My concern over the fairness of it. And as you know, this commission had to wrestle with the idea of Vanderbilt Beach Road and the taking of homes for that, and it was very traumatic.

In the end, we -- most of those people came forward and said they were treated very fairly and they were very happy with what happened. And I think in lieu of what happened to the housing market right after that, they were probably -- realized the benefit of what they got.

But once -- we got a situation here, 20 years out, maybe 25 years out, a generation removed, before such a road is going to happen, if it's going to happen. These are options that are open for the future.

How do we protect the rights of these people? Remember I

suggested one idea to you, and you came back with a second one, and my suggestion was something whereby we might have -- and we can discuss this at another time, but it's important that the people --

MR. CASALANGUIDA: Sure.

COMMISSIONER COLETTA: -- that are listening to this understands it. That something be built in where they -- what do you want to call it -- like a 10 percent override on any houses. When we did Vanderbilt, we paid them above-market rate for it. When we got all through, they were way above what it would have been for the market in almost every single case.

In this case here, if we had a 10 percent override, then that would allow for people to be able -- I'm talking about the future when this would happen. If it ever did happen where they had to have their home taken, that 10 percent would kick in and it would be an incentive for somebody that bought the house to realize that whatever they got it for at value, that it's always going to be work 10 percent above the market value. But there's -- there might even be a better way, and you were talking about a tax incentive?

MR. CASALANGUIDA: Right. We considered, with your corridor management ordinance that's going to come forward to the board probably in January or February, working with the County Attorney's Office, is, this isn't the only project that's like this. Every road east of 951 that's planned to be widened, Wilson Boulevard to the north, Golden Gate Boulevard, Everglades, DeSoto, Randall, that long-range transportation plan, the comments have been, it's a cloud over our head. We live on a two-lane road now.

Way to maybe incentivize that by saying -- or reimbursing it by providing a tax credit saying that there's an adjustment on your taxable value if you front that road and you live on that property.

And I think it's up to us for staff to bring the details back to you so you could analyze that and see if that makes sense for you. But that's maybe a way of offsetting some of the potential future damages

of a future roadway expansion.

COMMISSIONER COLETTA: Thank you, Nick.

CHAIRMAN FIALA: Okay. Commissioner Coyle?

COMMISSIONER COYLE: Okay. I -- let me try to address that long-term issue. There is just no way to treat people fairly when it comes to taking their property for us to build a road. There's nothing fair about it at all. The only way that we could proceed fairly is to find a corridor for the road where there is no public -- or no private property.

MR. CASALANGUIDA: Almost impossible.

COMMISSIONER COYLE: That's right. And that is not possible. So what we try to do is plan as far ahead so we can tell people where we might build a road in the future so that more people don't buy up property in there and then get disappointed when we have to condemn the property to build the road.

I don't know of a better way to do it, but it still doesn't treat everybody fairly. And we either build roads or we just stop building roads and not provide people access. So it's a difficult problem, and I don't know the solution, but I think the strategy is sound. Let people know as far in advance. Don't let hundreds or thousands of people build homes along this corridor and then come in one day and say, well, we're going to tear your house down.

So, I think that getting way out in the future is a good thing, but it's going to be very unfair to the people who are there right now. So I really, really believe that we ought to take a look at the possibility of helping the people who are there right now as much as we possibly can, and once we've notified the others, they're taking a risk.

Now, we should try to protect the current people from any substantial reductions in the value of their properties because, Ms. Acquard is absolutely right, she's not going to get as good a price for her property if we publish this and we go forward with it.

I think we should do something about that. We should give some

assurances to people that we're going to try to be fair with you on that.

The people who follow and disregard the warnings, I don't know that there's anything we can do for them. But if there's a way we can keep that in mind -- but I'm always mindful of the fact that it makes no difference what we -- this board says, another board of directors or commissioners can come along and completely undo everything that we said.

So there's always a risk of that. So I don't know of an ironclad guarantee, but at least we can make our best efforts.

CHAIRMAN FIALA: Well, the thing is, you're just going to just have to stay in office then. That's the way it is.

COMMISSIONER COYLE: Well, I think I'm a lot like Ms. Acquard's husband.

MR. CASALANGUIDA: Commissioner Coyle, I can't stress enough how accurate you are, especially staff. We're put in the undesirable position of trying to do the board's bidding in terms of long-range planning and the consistency with the Growth Management Plan, and also trying to be fair with these people by providing them as much information as we can. And it's a balancing act. And I can tell you, it is the least pleasurable part of my job.

COMMISSIONER COYLE: Yeah, ours too.

CHAIRMAN FIALA: Yep.

Commissioner Henning?

COMMISSIONER HENNING: Claudine, what are you looking at to build in Golden Gate Estates on Wilson? Keep it at two lane or four lane or six lane?

MS. O'CLAIRE: The current LRTP indicates a four-lane facility.

COMMISSIONER HENNING: Would that be a collector or arterial level of service?

MS. O'CLAIRE: Arterial.

MR. CASALANGUIDA: It'd be an arterial. Rural, sir, to the south, a rural design.

COMMISSIONER HENNING: Rural arterial, correct?

MR. CASALANGUIDA: Yes.

CHAIRMAN FIALA: And a rural arterial is?

MR. CASALANGUIDA: It's just a roadway classification. You would get it classified as an arterial. Right now it's probably labeled -- the existing Wilson to the north is probably consistent -- a collector road.

COMMISSIONER HENNING: I guess my concern moving forward is -- and our Growth Management Plan says it is protecting existing neighborhoods. Vanderbilt Beach Road is going all the way out past DeSoto to Big Cypress stewardship area. And I'm not sure that design is really protecting Golden Gate Estates.

And my concern is, you know, chopping up Golden Gate Estates and being contiguous to serve the greater good. I'm not sure if we're really serving our existing residents when we do something like that.

MR. CASALANGUIDA: The conflict -- and again, as I pointed out, if you take the Estates and you turn everything on, part of that is to provide access in and out for them.

COMMISSIONER HENNING: The answer is, good land use.

MR. CASALANGUIDA: Yes, sir, it is.

COMMISSIONER HENNING: And if we can do that, we can spend a hell of a lot less money building capital facilities and putting jobs and services where it's needed.

MR. CASALANGUIDA: Sir, you are going to see the county transportation staff work with Comp. Planning for the master mobility plan. And one of the issues that comes up is, as staff, if our job is to provide mobility and we can't fund that, then we need to look at alternatives to lower the demand, exactly what you're saying. Putting services where they are strategically located to reduce those vehicle miles traveled so we build less roads.

COMMISSIONER HENNING: Well, how do we do that? I mean, instead of -- I can understand the corridor next to Collier

Boulevard.

MR. CASALANGUIDA: Yes, sir.

COMMISSIONER HENNING: And really, once you get into the Northern Belle Meade, it's really serving those pits. They call them borrow pits.

MR. CASALANGUIDA: Right.

COMMISSIONER HENNING: I don't know why they call them borrow. They never bring it back.

COMMISSIONER COYLE: It's a long-term borrow.

COMMISSIONER HENNING: Yeah.

MR. CASALANGUIDA: If you look -- I mean, I just -- I don't want to spend too much time, but to answer your question, the issue that you have is, Golden Gate Estates right now, as a residential community, gets all its services from the urban area, such as landfills or employment centers.

So right now you -- places like City Gate and White Lake Boulevard or Tollgate Industrial Park where people work, they have to commute back and forth into the Estates, and our public utilities landfill site right now has to go up 951.

COMMISSIONER HENNING: Right. Well, I don't have a problem providing facilities for people in Golden Gate Estates to get there.

MR. CASALANGUIDA: Sure.

COMMISSIONER HENNING: What I have a problem is, again, slicing and dicing up a community for landowners to the north, east, or south of it. That's all.

MR. CASALANGUIDA: I understand.

COMMISSIONER HENNING: And if we can, somehow through our long-range transportation plan or mobility plan -- is to look at land uses to reduce the need for public facilities, we're really serving the -- not only our existing residents better, but our future residents better.

MR. CASALANGUIDA: That's our goal. If we can reduce

vehicle miles traveled, that -- how much people drive, we can build less roads.

COMMISSIONER HENNING: Do you think we can take Wilson Boulevard and keep it at two lane and just improve intersections and --

MR. CASALANGUIDA: Quite honestly, sir, if you look at your long-range transportation plan, you're still woefully underbuilt in terms of roads. I can't answer that until we do that master mobility plan. But I can tell you that you'll probably need some version of Wilson in there.

COMMISSIONER HENNING: We need to get -- we need to get jobs to the east of Golden Gate Estates and leave that a rural community that it is.

CHAIRMAN FIALA: Commissioner Coyle?

COMMISSIONER COYLE: Yeah. I would like to make a motion to approve the plan. I don't want to have that indicate that I'm approving expenditure of money for this project.

MR. CASALANGUIDA: Not at all.

COMMISSIONER COYLE: Just the plan or the study, with one request, and that is that on this slide, the third line up from the bottom, you take out the word threat and put in the word treat.

MS. O'CLAIRE: If I may make a comment. Our county manager pointed it out to me. But I think all of you know that I have some problems with the letter H. Being French-Canadian, I either put them where I'm not supposed to or I don't put them where I should put them.

COMMISSIONER COYLE: Well, we'll assume with enough practice you'll learn to speak English and we'll all understand you.

MS. O'CLAIRE: You would think after 20 years, yes, but --

MR. CASALANGUIDA: Commissioners, we went --

COMMISSIONER COYLE: Motion to approve.

COMMISSIONER HALAS: I'll second that.

MR. CASALANGUIDA: -- so far as to take the H off her

computer.

COMMISSIONER COYLE: Okay.

COMMISSIONER HALAS: I second that motion.

CHAIRMAN FIALA: Okay. Thank you. I have a motion on the floor to approve, and --

COMMISSIONER HALAS: The plan.

CHAIRMAN FIALA: -- by Commissioner Coyle, and a second by Commissioner Halas.

Commissioner Coletta?

COMMISSIONER HENNING: Well, I don't want people to think after Commissioner Henning's statements that I haven't given consideration to the people that are out there. I am. I'm thinking for the people in the future, too. This has been something that we've known we'd need for a long time. It's going to come up in the future. And if we don't protect the corridor, we're going to have a disaster on our hands with everybody building right next to the road.

People can still do it, but at least now they're forewarned. There's nothing to prevent them from building next to the road and -- but now, most -- when people come aboard and they're going to build, they're going to be building back a bit.

But once again, too, I'll be looking to work with the county attorney on what's going to be coming forward and you, too, Nick, to be able to see what can be done to make some sort of monetary type of arrangements to make these people reasonably whole.

MS. O'CLAIRE: Commissioner Coletta, if I may add something also. We will do the same thing as we did with the VBR extension. I will work with Joe Schmitt and community development and ask his staff to red flag those properties that fall under the identified corridor, so there's a message there that says to contact transportation department like we did for VBR.

COMMISSIONER COLETTA: Thank you.

CHAIRMAN FIALA: But I'm hoping that you'll keep into

consideration the suggestion that Commissioner Henning made, as well as Commissioner Coletta, and that is to protect the integrity of the character of the ruralness of Golden Gate Estates. That's what makes it so special throughout this whole country. There's nothing else like it.

So if when you're planning this road you can keep that in your consideration, I think that that will, again, protect the people who want to live in that rural character.

MS. O'CLAIRE: The same as we do with any other corridor, when we go to the design phase, we'll have the same process again and all the public meetings, and citizens will have the opportunity to come make comments on what we propose to them.

CHAIRMAN FIALA: But I'm telling you, while you're planning it, you know, keep that in mind.

MS. O'CLAIRE: Yep.

COMMISSIONER COLETTA: Yeah, one last comment.

CHAIRMAN FIALA: Sure.

COMMISSIONER COLETTA: And of course, if the land planning ever takes place, which I don't know how we're ever going to be able to tell people they can't build on individual lots out there that they purchased unless we come up with a Conservation Collier that's out of this world to buy those lots, but if we ever do reach that point, we can always go ahead and do away with a road here and there or scale it down considerably to be able to meet that demand; is that not correct?

MR. CASALANGUIDA: That's correct.

MS. O'CLAIRE: Correct.

COMMISSIONER COLETTA: Thank you.

CHAIRMAN FIALA: Okay. I have a motion on the floor and a second.

Any further discussion?

(No response.)

CHAIRMAN FIALA: All those in favor, signify by saying aye.

COMMISSIONER COYLE: Aye.  
COMMISSIONER HALAS: Aye.  
CHAIRMAN FIALA: Aye.  
COMMISSIONER COLETTA: Aye.  
COMMISSIONER HENNING: Aye.  
CHAIRMAN FIALA: Opposed, like sign?  
(No response.)  
CHAIRMAN FIALA: 5-0. Thank you.  
MS. O'CLAIRE: Thank you.

Item #8A

ORDINANCE 2009-57: AN ORDINANCE AMENDING CHAPTER 74 OF THE COLLIER COUNTY CODE OF LAWS AND ORDINANCES (THE COLLIER COUNTY CONSOLIDATED IMPACT FEE ORDINANCE) BY PROVIDING FOR THE INCORPORATION BY REFERENCE OF THE IMPACT FEE STUDY ENTITLED, COLLIER COUNTY PARKS AND RECREATION IMPACT FEE UPDATE STUDY, DATED JUNE 26, 2009; AMENDING SCHEDULE THREE OF APPENDIX A TO REFLECT THE REVISED RATES SET FORTH IN THE IMPACT FEE STUDY AND PROVIDING FOR AN EFFECTIVE DATE OF NOVEMBER 1, 2009 FOR THE REGIONAL PARKS IMPACT FEE RATES AND A DELAYED EFFECTIVE DATE OF FEBRUARY 1, 2010 FOR THE COMMUNITY PARKS IMPACT FEE RATES IN ACCORDANCE WITH THE NOTICE PERIOD REQUIREMENTS OF SECTION 163.31801(3)(D) FLORIDA STATUTES; THE CUMULATIVE RESULTS OF THE RATE CHANGES BEING AN OVERALL DECREASE IN PARKS IMPACT FEES - MOTION TO ADOPT REDUCTION OF COMMUNITY PARKS IMPACT FEES BY 12% AND APPROVE ALL OTHER RECOMMENDATIONS BY THE PRODUCTIVITY