THE VILLAGE OF ESTERO
VILLAGE COUNCIL MEETING
WEDNESDAY, JUNE 5, 2019

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PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

9:29:27AM >>Mayor Ribble: GOOD MORNING.
9:29:28AM I WOULD ENCOURAGE EVERYONE TO PLEASE TURN OFF THEIR PHONE OR
9:29:31AM IF YOU HAVE TO TAKE A CALL, PLEASE GO OUTSIDE.
9:29:34AM I'D LIKE TO START WITH THE PLEDGE TO THE FLAG.
9:29:37AM PLEASE RISE.
9:29:38AM [PLEDGE OF ALLEGIANCE]
9:29:50AM >>Mayor Ribble: GOOD MORNING.
9:29:57AM I'M PLEASED TO INTRODUCE OUR PASTOR FROM THE LIVING WATERS
9:30:02AM CHURCH, PASTOR JACK STROM.
9:30:04AM PASTOR, WOULD YOU PLEASE DO THE INVOCATION FOR US?
9:30:10AM >> WELL, KNOWING THAT I WAS INVITED TO BE HERE TODAY, I TOOK
9:30:15AM THE LIBERTY OF WRITING MY PRAYER.
9:30:18AM VERY SELDOM DO THAT, BUT I'VE BEEN KNOWN TO WRITE GOD
9:30:23AM LETTERS EVERY ONCE IN A WHILE SO I CAN REMEMBER THE NEXT
9:30:26AM WEEK WHAT HE AND I TALKED ABOUT.
9:30:28AM I JUST FELT LIKE THIS IS IMPORTANT AND I WANT TO SAY IT
9:30:33AM RIGHT.
9:30:34AM OUR FATHER IN HEAVEN, WE HALLOW YOUR NAME.
9:30:38AM AS ON BEHALF OF THE VILLAGE OF ESTERO COUNCIL MEMBERS, I
9:30:44AM INVOKE YOUR PRESENCE IN THIS COUNCIL CHAMBERS WITH THAT OF
9:30:48AM WHAT IS CONCERNING THE AFFAIRS OF OUR CITIZENS, AS COUNCIL
9:30:52AM MEMBERS MAY THEY COLLECTIVELY MAKE WISE AND PRUDENT
9:30:56AM DECISIONS FOR OUR COMMUNITY.
9:30:59AM WE PRAY THAT YOU WOULD BLESS AND PROTECT THE LARGE TASK
9:31:06AM FORCE WHO DEVELOP AND MAINTAIN OUR COMMUNITY AND SERVICE
9:31:09AM INCLUDING YOUNG AND OLD ALIKE.
9:31:12AM WHETHER IT BE IN THE CLASSROOM OF OUR SCHOOLS OR ON THE
9:31:15AM PLAYGROUNDS OR IN THE PARKS OF OUR COMMUNITY, OUR MEDICAL
9:31:19AM AND CARE CENTERS, THE SAFETY AND LAW ENFORCEMENT, THOSE WHO
9:31:24AM SERVE US AND THEN PROTECT US.
9:31:27AM OUR FIRE AND RESCUE PEOPLE, IN OTHER WORDS, GOD, ALL THOSE
9:31:32AM WHO SERVE THIS COMMUNITY AND MAKE IT WHAT IT IS.
9:31:35AM MAY A SPIRIT OF PARTNERSHIP PREVAIL IN RESOLVING THE VARIOUS
9:31:41AM CHALLENGES THAT COME WITH BEING A GROWING AND EXPANDING
COMMUNITY.

I REQUEST THAT THE VALUED AND MANY CHURCHES AND SYNAGOGUES OF OUR COMMUNITY CONTINUE WITH THEIR PASTORS, PRIESTS AND RABBIS AS A KEY PART OF THE PARTNERSHIP THAT MAKES US THIS VILLAGE.

THIS IS OUR PRAYER.

AMEN.

BLESSED YOU.

I'M PRIVILEGED TO BE HERE.

YES, I DID WANT TO MAKE A COMMENT ABOUT LIVING WATERS CHURCH.

AS WE'RE GETTING INTO STORM SEASON, I WANT TO OFFICIALLY AGAIN THANK YOU FOLKS FOR ALL YOU DID LAST YEAR FOR ALL OUR FOLKS THAT WERE IN NEED.

WE HOPE WE'RE NOT NEEDED THAT WAY AGAIN RIGHT AWAY.

THE CITY RESPONDED.

OTHER CHURCHES HELPED.

IT WASN'T A SOLO FLIGHT FOR US.

IT WAS MANY, MANY WHO CAME ALONGSIDE AND HELPED.

WE THANK THE COMMUNITY FOR THE PRIVILEGE OF SERVING.

THANK YOU FOR YOUR LEADERSHIP.

THANK YOU.

BLESS YOU GUYS.

AND LADIES AS WELL, WHEN I SAY GUYS.

[ LAUGHTER ]

MY GENERATION, I JUST TRY AND GET THEM ALL IN IN ONE WORD, BUT SO BE IT.

MR. MAYOR, WE NEED A MOTION TO APPROVE THE ATTENDANCE VIA TELEPHONE BY COUNCILOR LEVITAN BASED ON CIRCUMSTANCES.

I SO MOVE.
9:33:34AM >>Mayor Ribble: COUNCILMAN BATOS AND COUNCILMAN McLAIN.

9:33:38AM PLEASE CALL THE ROLL.

9:33:44AM >>Howard Levitan: AYE.

9:33:46AM >>Jon McLain: AYE.

9:33:48AM >>Jim Boesch: AYE.

9:33:49AM >>Nick Batos: AYE.

9:33:50AM >>Jim Wilson: AYE.

9:33:51AM >>Mayor Ribble: AYE.

9:33:55AM >>Vice-Mayor Errington: AYE.

9:33:55AM >>Mayor Ribble: NEXT ON THE AGENDA IS THE APPROVAL OF THE

9:33:57AM AGENDA.

9:33:58AM DOES ANYONE HAVE ANY CHANGES OR DELETIONS?

9:34:00AM STEVE?

9:34:00AM >>Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL.

9:34:02AM GOOD MORNING.

9:34:03AM I PROPOSE AT THIS POINT THAT WE WITHDRAW FROM THE AGENDA

9:34:07AM ITEM 6-C, THE RIGHT OF WAY REVIEW SERVICES, REQUEST FOR


9:34:14AM THAT NEEDS SOME ADDITIONAL WORK BY STAFF, AND WE'LL BRING

9:34:17AM THAT BACK AT THE NEXT MEETING.

9:34:18AM IT'S NOT, IN ITS PRESENT FORM, TIME SENSITIVE.

9:34:23AM THIS DOESN'T CAUSE US ANY MAJOR CONCERNS.

9:34:27AM >>Mayor Ribble: ANY COMMENTS FROM COUNCIL ABOUT PULLING THAT

9:34:29AM ITEM C?

9:34:30AM CAN I HAVE A MOTION?

9:34:33AM >> SO MOVED.

9:34:35AM >> SECOND.

9:34:35AM >>Mayor Ribble: SECONDED BY COUNCILMAN JIM WILSON.

9:34:39AM PLEASE CALL THE ROLL.

9:34:42AM >>Jim Wilson: AYE.

9:34:43AM >>Nick Batos: AYE.

9:34:44AM >>Jim Boesch: AYE.

9:34:46AM >>Jon McLain: AYE.

9:34:48AM >>Howard Levitan: AYE.

9:34:50AM >>Vice-Mayor Errington: AYE.

9:34:50AM >>Mayor Ribble: AYE.

9:34:51AM ANY OTHER CHANGES?

9:34:53AM ON THE AGENDA?

9:34:54AM OKAY.

9:34:55AM HEARING NONE, LET'S GO ON TO PUBLIC COMMENTS.

9:35:00AM IS ANYONE SIGNED UP TO SPEAK?

9:35:00AM >>Kathleen Hall: YES, THE FIRST PERSON IS BARBARA SAXTON.

9:35:07AM >> GOOD MORNING, COUNCIL.

9:35:08AM BARBARA SAXTON, CHAIR OF FRIENDS OF RIVER OAKS.

9:35:12AM I THOUGHT I'D COME BY AND GIVE YOU A REPORT OUT, UPDATE ON

9:35:16AM THE EVENT WE HAD ON MAY 18th OVER AT THE RIVER OAKS
PROPERTY.
WE HAD PROBABLY ABOUT 70 OR 80 PEOPLE THERE.
I DID PROBABLY FIVE TOURS, TWO VERY LARGE TOURS AND THREE SMALL TOURS.
WE HAD NUMEROUS RESIDENTS THERE, CHILDREN FROM THE
COMMUNITY.
The press was there.
I'm not sure if you saw this, but the banner did a beautiful article.
This is actually their third or fourth article that they've done on River Oaks.
So we're definitely getting the visibility.
The News Press, I believe, also did an article as well.
So we had a lot of great momentum at the event.
It was, in our mind, a big success.
We thank all the sponsors.
In particular, we thank Pelican Landing.
They really rose to the occasion and helped us out as volunteers.
They really owned that event.
And they have pledged their support of future events, and
we're looking to do a very large event now in September, the end of September.
In addition to that, Debbie Osborne and her team have done a brochure that I think was distributed by Kathy on the River Oaks property.
Very well done.
So that is something I put out here and will continue to distribute to the community.
Paul has also hired a caretaker for the property.
I believe the gentleman lives right around the corner, and
he is visiting on a regular basis just to make sure that there's no drama going on, no abandoned vehicles, nobody pitching a tent back there, which is tempting, especially now that we've cleaned the area.
I also noticed that the village put up more signage back there, so that's great because we did have people kind of sneaking around the side, if you will.
So, you know, we continue to lobby the community for their support.
This time around I've heard nothing negative.
I hope in September after our big event that we will be able to come and ask you to move forward on River Oaks.
We also hope that once they finally get somebody over in Lee County to replace Larry, that we will be lobbying Lee County as well in 2020.
9:37:55AM IT’S ALL VERY GOOD, AND MOVING IN THE RIGHT DIRECTION.
9:38:01AM I APPRECIATE YOUR GUYS’ SUPPORT AS WELL.
9:38:04AM HAVE A GREAT DAY.
9:38:04AM >>Mayor Ribble: THANK YOU.
9:38:05AM THANK YOU, BARBARA.
9:38:08AM >>Kathleen Hall: GARY ISRAEL.
9:38:12AM >> GOOD MORNING.
9:38:13AM GARY ISRAEL, 21684 WINDHAM RUN IN STONEYBROOK.
9:38:18AM I’M HERE TODAY REPRESENTING THE ROTARY CLUB OF ESTERO.
9:38:21AM I’M SURE ALL OF YOU ARE AWARE OF THE ISSUES IN THE CAPE WITH
9:38:28AM THE YOUNG GIRL WHO WAS KILLED AT A BUS STOP AND THE REACTION
9:38:32AM FROM THE ROTARY CLUB -- THE MAIN ROTARY CLUB.
9:38:35AM THERE ARE THREE OVER IN THE CAPE.
9:38:36AM BUT THE MAIN ROTARY CLUB IN CAPE CORAL TO PROVIDE SAFETY
9:38:42AM BENCHES, PICNIC TABLES, WHATEVER.
9:38:46AM THEY TAKE IN A COUPLE OF FORMS, AND THEY ARE GETTING THINGS
9:38:49AM CONSOLIDATED.
9:38:50AM BUT WE HAVE ALSO RECEIVED SOME INQUIRY THROUGH OUR CLUB FROM
9:38:53AM PARENTS IN THE AREA WONDERING IF WE PLAN TO DO SOMETHING.
9:39:00AM WE HAD GIVEN SOME THOUGHT, BUT I THOUGHT MY SUGGESTION WOULD
9:39:03AM BE TO COME TO YOU AND TO SUGGEST THAT MAYBE YOU INCORPORATE
9:39:09AM BUS SAFETY IN A WORKSHOP AT SOME POINT IN TIME.
9:39:14AM SOMETIME BETWEEN NOW AND THE START OF SCHOOL.
9:39:18AM WHAT I SEE HAPPENING IN THE CAPE IS SOMEBODY TOOK THE
9:39:23AM INITIATIVE WITHOUT NECESSARILY COORDINATING THINGS WITH THE
9:39:28AM SCHOOL DISTRICT OR THE CITY AT FIRST.
9:39:32AM AND THEY JUST STARTED UP HERE.
9:39:35AM IN KEEPING WITH OUR ARCHITECTURAL STANDARDS AND THE BEAUTY
9:39:39AM OF OUR COMMUNITY, WE WOULD RATHER HAVE SOME HELP FROM THE
9:39:43AM COUNCIL AND THE SCHOOL BOARD AND YOUR RELATIONSHIP WITH THEM
9:39:47AM TO IDENTIFY THOSE BUS STOPS THAT MAY BE AT RISK.
9:39:51AM WE KNOW IN ESTERO, MANY OF THE BUSES GO INTO THE GATED
9:39:55AM COMMUNITIES, SO THOSE ARE PRETTY SAFE, OR WE’RE ASSUMING.
9:39:59AM BUT THOSE ONES SIMILAR TO THE COVERED WAGON COMMUNITY OVER
9:40:04AM THERE WHERE THE KIDS ARE STANDING ON U.S. 41, PROBABLY NOT A
9:40:08AM GREAT IDEA.
9:40:09AM AND SO IF WE CAN IDENTIFY THOSE, WE WOULD LIKE TO
9:40:13AM FINANCIALLY WORK WITH THE VILLAGE IN SOME WAY TO HELP COVER
9:40:17AM SOME OF THESE COSTS TO PROVIDE BENCHES AND SLABS AND SO
9:40:21AM FORTH.
9:40:22AM BUT WE WANT IT AESTHETICALLY PLEASING AND NOT WILLY-NILLY.
9:40:27AM SO THAT’S OUR SUGGESTION.
9:40:29AM AND WHATEVER WE CAN DO TO FACILITATE THIS IN OUR COMMUNITY,
9:40:33AM WE WERE HAPPY TO DO SO.
9:40:38AM THANK YOU.
9:40:41AM >> THANKS, GARY.
9:40:42AM COUNCIL MEMBERS, WE CAN LOOK AT THAT AND BRING YOU BACK A REPORT.
9:40:46AM >> MAKE IT A WORKSHOP ITEM?
9:40:47AM >>Steven Sarkozy: SURE.
9:40:56AM >> GOOD MORNING, EVERYBODY.
9:40:57AM THIS IS BILL DAUBMANN.
9:41:01AM 13491 BROWN BEAR RUN IN THE PRESERVE AT CORKSCREW.
9:41:03AM A FEW OF YOU I HAVEN'T SEEN IN A WHILE, BUT I'M HERE BECAUSE I HAVE A NEW INITIATIVE THAT I'M ASKING FOR THE COUNCIL SUPPORT FOR.
9:41:13AM IT DOESN'T COST A CENT.
9:41:15AM HOPEFULLY YOU'LL BE SUPPORTIVE OF THIS, AND I'LL GIVE YOU AN EXPLANATION OF WHAT WE'RE TRYING TO DO.
9:41:21AM TWO YEARS AGO, I CAME IN FRONT OF THIS BOARD.
9:41:24AM MR. RIBBLE GOT ME IN TOUCH WITH FGCU TO WORK WITH DR. KAUANUI WITH THE SCHOOL OF ENTREPRENEURSHIP AT FGCU WHICH I'VE BEEN VERY INVOLVED IN AND GOT ON THEIR ADVISORY BOARD.
9:41:35AM ALSO, I'VE BEEN INVOLVED WITH ESTERO HIGH SCHOOL CULINARY DEPARTMENT WITH MR. BATOS.
9:41:41AM I'VE WORKED WITH PHIL OLIVE ON THE ESTERO HIGH SCHOOL ATHLETIC ASSOCIATION AND WE'RE A SPONSOR THERE, AND THE PINEWOOD SCHOOL GOLF TOURNAMENT.
9:41:52AM BUT WHAT I'VE FOUND OUT THROUGH THE SCHOOL OF ENTREPRENEURSHIP IS COLLEGE ISN'T FOR EVERYBODY.
9:41:59AM THERE ARE MANY KIDS COMING OUT OF OUR SCHOOLS IN LEE COUNTY THAT AREN'T GOING TO COLLEGE.
9:42:07AM THEY JUST EITHER FALL THROUGH THE CRACKS OR GO DIRECTLY INTO THE WORKFORCE.
9:42:08AM SO THE IDEA THAT I HAD COME UP WITH AND I PRESENTED IT IN FRONT OF OUR EDC COUNCIL, AND IT GOT AMAZING SUPPORT AND I'VE RUN IT BY A COUPLE OF COUNCILORS ON OUR PRIVATE MEETINGS, IS THAT WE WANT TO HAVE A SIGNING DAY SIMILAR TO WHAT THE ATHLETES DO WHEN THEY LEAVE HIGH SCHOOL AND GO TO COLLEGE AND PLAY FOR SCHOOL.
9:42:29AM BUT I'D LIKE TO HAVE A SIGNING DAY SET UP FOR KIDS THAT ARE GOING DIRECTLY INTO THE WORKFORCE.
9:42:34AM SO WE'RE GOING TO CELEBRATE THEM.
9:42:36AM THE FACT THAT THEY ARE GOING RIGHT INTO THE WORKFORCE, IT COULD BE FOR A FAMILY BUSINESS.
9:42:43AM THEY MAY NOT BE ABLE TO AFFORD COLLEGE.
9:42:45AM THEY MAY NEED MONEY FOR WHATEVER REASON, BUT WE'D LIKE TO GET THEM RIGHT INTO THAT, AND WE WANT TO CELEBRATE IT.
9:42:51AM IT WILL BE A WIN-WIN FOR EVERYBODY -- FOR THE COUNCIL, FOR THE SCHOOL DEPARTMENT, FOR THE EMPLOYERS THAT NEED THE HELP SO DESPERATELY.
WHEN YOU THINK ABOUT THE AMOUNT OF JOB OPPORTUNITIES OUT THERE FOR YOUNGSTERS COMING OUT OF SCHOOL, YOU CAN LOOK AT THE HOSPITALITY INDUSTRY, YOUR GATED COMMUNITIES ALL NEED SERVERS AND STAFF. LOCAL BUSINESSES, LOCAL SMALL BUSINESSES, WHETHER IT'S MECHANICS, I.T. PEOPLE. AND, QUITE HONESTLY, THERE ARE KIDS THAT ARE AVAILABLE TO GO RIGHT INTO ENTREPRENEURSHIP AND START THEIR OWN BUSINESS. AND WE'LL BE THERE TO SUPPORT IT. SO ALL I'M LOOKING FOR IS TO MAKE YOU AWARE THAT THIS IS COMING DOWN. THIS IS GOING TO BE FOR NEXT YEAR'S GRADUATING CLASS. SO I'VE GOT, LIKE, TEN MONTHS OF PLANNING OF THIS. WHAT I'D LIKE YOUR SUPPORT, I'VE GOT THE SUPPORT OF ONE SCHOOL COMMITTEE MEMBER RIGHT NOW, CHRIS PATRICCA. SHE IS SETTING UP A MEETING WITH ALL OF THE OTHER -- SHE ALREADY MADE PHONE CALLS TO THE LOCAL PRINCIPALS. THIS WILL BE A SIGNING DAY FOR ALL OF LEE COUNTY. SO THE CAPE, SANIBEL, BONITA, ESTERO, FORT MYERS. SO I'D JUST LIKE YOUR SUPPORT ON THIS. ANY POSITIVE IMPACT YOU MAY HAVE OR INPUT WOULD BE GREATLY APPRECIATED. I THINK YOU ALL KNOW HOW TO GET HOLD OF ME IF YOU NEED TO. I'M MAKING YOU AWARE IT WILL BE OUT THERE. YES, SIR. >> ONE POINT THAT I THINK IS ESSENTIAL TO MAKE, I THINK THE STATEMENT YOU MAKE SHOULD BE -- I DON'T KNOW IF YOU'RE SAYING -- COLLEGE IS AN IMPORTANT MESSAGE TO GIVE. I USED TO DO A LOT OF AUDITS WITH DIFFERENT BUSINESSES. MOST OF THE PEOPLE WOULD BE VERY WELCOME TO HAVE A PERSON, MAYBE NOT EVEN AN INTERN, BUT A WORKER THAT'S GOING TO SCHOOL, WHATEVER THE CASE MAY BE. ALSO THE PEOPLE THEY -- THAT PLAN TO STAY MAYBE A LIFETIME. TO TELL THE KIDS, IT'S NO EMBARRASSMENT TO BE A PLUMBER. NO EMBARRASSMENT TO BE AN ELECTRICIAN. NO EMBARRASSMENT TO BE A COP. THEY PROBABLY MAKE MORE THAN THE AVERAGE STUDENT WHO GOES TO COLLEGE. WE'VE GOT TO GET THAT EMPHASIS OUT TO THE PEOPLE THAT SOME OF THOSE STUDENTS THINK THEY HAVE TO GO TO COLLEGE BECAUSE IT'S THE THING TO DO INSTEAD OF SOMETHING THEY LIKE. I HOPE YOU'RE BRINGING THE CONCEPT INTO THIS WHOLE THING, BECAUSE IT'S ESSENTIAL. >> THAT IS THE WHOLE POINT OF THIS, YES. UNFORTUNATELY, THE KIDS THAT DO GO RIGHT INTO THE WORKFORCE JUST GET FORGOTTEN.
SOMETIMES THEY ARE LOOKED AT AS LOSERS BECAUSE THEY DIDN’T GO TO COLLEGE.
By far, that’s not the case.
Some of the most successful people I know did not go to college.
I’m not saying college is bad.
As a matter of fact, we’re supporters of FGCU and the school of entrepreneurship.
This is just another alternative.
The whole idea is to keep people in the area, start good, thriving, clean businesses in the area.
That’s one thing FGCU has had a problem with is having four-year students stay all four years and then stay in the area.
>> Let me suggest something here so we don’t take up all of council’s time here this morning.
You contacted -- Sunday night, and I totally support what you’re trying to do.
I think we ought to have a workshop, and I think we should lean on our partners at ECCL a little bit to bring some folks here.
I know, Bill, you have a big business there.
It would be great to start with you to councilman Boesch’s point about internships.
I’m a big fan of internships.
He’s exactly right.
If we could get plumbers, carpenters, yourself, even if you only do one as an example, we ought to have a workshop and talk about this and invite the ECCL folks to bring some of these folks along so we can start with the nucleus of maybe six or seven businesses that are going to be involved in internships.
I don’t know what you think about that, Steve, but that might be a start.
>> Steven Sarkozy: We can schedule a discussion about it.
That’s no problem.
Have a sign-up day for electricians.
Sign-up day for plumbers.
>> Mayor Ribble: It will be all different buckets.
That’s right.
If they are graduating and they know they have a job, we want to highlight those employers that are hiring them as well.
And we want to highlight their families that the kids are going to be supportive of that.
Yes, Katy.
Vice-Mayor Errington: YOU'RE GOING TO DO THAT THE SENIOR YEAR INSTEAD OF THE JUNIOR YEAR?

> SENIOR YEAR.

AS THEY ARE GRADUATING, THEY PROBABLY ALREADY HAVE A JOB.

SO THEY ARE SIGNING ON THAT THEY ARE GOING INTO THE WORKFORCE, NO DIFFERENT THAN AN ATHLETE IS SIGNING TO GO TO A COLLEGE TO PLAY SPORTS.

Mayor Ribble: KATY'S POINT, I'VE BEEN INVOLVED IN THIS IN PHILADELPHIA.

IN JUNIOR YEAR, THEY SIGN UP TO BE AN INTERN.

THEN THROUGH THEIR SENIOR YEAR, THEY ARE INTERNS.

SO THEN WHAT HAPPENS, THEY WORK FOR BILL THE PLUMBER.

BILL THE PLUMBER IS THERE WITH THE PLUMBER SHIRT ON AND HAVE MY PLUMBER HAT ON AND I SAND UP AND SAY, HAPPY TO INTRODUCE MS. KATY AS SHE'S OUR EXECUTIVE PLUMBER GOING INTO THE WORKPLACE JUNE 1st.

WE HAD A GREAT EXPERIENCE THIS YEAR AND THERE'S NO PIPE SHE CAN'T BEND, TYPE OF THING.

THAT'S HOW IT WORKS.

WHEN WE GET THE SCHOOLS INVOLVED, KATY, WE'LL HAVE A PIPELINE SET UP OF KNOWING WHICH KIDS ARE GOING TO BE DOING THAT.

WHEN IT COMES TO SCHOOLS, THERE ISN'T ANYTHING I HAVEN'T TOUCHED.

I SPENT 30 YEARS IN VOCATIONAL EDUCATION.

I KNOW WHERE YOU'RE COMING FROM.

BUT I THINK YOU NEED TO START AT THE JUNIOR YEAR WITH THIS.

THIS WILL ENCOMPASS PUBLIC SCHOOLS, PRIVATE SCHOOLS, TRADE SCHOOLS.

ALL OF THAT AGES.

WE'LL COME TOGETHER AS A COMMUNITY.

PARTNER WITH MR. ESSRIG BACK THERE AND GET HIM INVOLVED.

I'M SURE WITH THE ORGANIZATION THAT THEY'VE BEEN DOING WITH NICK THROUGH THE SCHOOLS, LIKE -- YOU WILL HAVE A HECK OF A TEAM.

I'VE WORKED WITH HIM.

THANK YOU.

ALL RIGHT.

THANK YOU.

Kathleen Hall: I HAVE NO FURTHER CARDS.

MOVING ALONG WITH THE CONSENT AGENDA.

ARE THERE ANY COMMENTS CONCERNING THE CONSENT AGENDA,
MINUTES OR FINANCIAL REPORT?

>> I MAKE A MOTION TO MOVE.

>> I WOULD LIKE TO MOVE ITEM 4-A DOWN TO 5 BECAUSE I WOULD LIKE TO COMMENT ON IT.

IF WE LEAVE IT ON THE CONSENT AGENDA, I CAN'T.

>> MR. MAYOR, IF IT'S JUST A COMMENT, YOU CAN MAKE A COMMENT BEFORE THE VOTE, CERTAINLY.

IF IT'S JUST A COMMENT.

MR. MAYOR: DON'T GO LONGER THAN DAUBMANN.

WE HAVE TIME CONSTRAINTS.

THANKS, BILL.

THEN I'LL SECOND THIS MOTION TO APPROVE.

WOULD REQUEST TO BE RECORDED TO COMMENT ON THE FINANCIAL REPORT.

IN OUR ITEM SUMMARY SHEET, WE SEE THAT THE VERY FIRST DEBT SERVICE PAYMENT WAS MADE, AND I WAS CURIOUS HOW MUCH OF THAT WAS PRINCIPAL.

BUT I ACTUALLY FOUND THE ANSWER IN HERE.

IT LOOKS LIKE 76% OF WHAT WE PAID WENT TO PRINCIPAL.

THAT'S A REALLY GOOD START ON OUR DEBT.

THE OTHER COMMENT THAT I HAD WAS THAT WE HAVE ESTABLISHED THEN A DEBT REDUCTION FUNDING OF $4 MILLION, WHICH WENT INTO -- ACTUALLY, IT WAS TRANSFERRED FROM THE GENERAL FUND.

BUT MY QUESTION IS TO STEVE, WHEN WOULD WE USE THAT?

THE THINKING HERE IS THAT WHEN WE PRESENTED THE ACQUISITION OF ESTERO ON THE RIVER, APPROXIMATELY 24.5 MILLION, WE TOOK OUT DEBT ON A 20-YEAR TERM WITH FLAT PAYMENTS.

YOU CAN STAY ON THAT AND PAY IT OFF WITHIN 20 YEARS.

THERE WAS ALSO A THOUGHT OF TRYING TO PAY THAT OFF EARLY AND EVEN A COMMITMENT TO TRY TO DO IT WITHIN 7 TO 10 YEARS.

SO THE DEBT SCHEDULE HAS US PINNING DOWN THIS DEBT, 4 MILLION -- EXCUSE ME, THE INITIAL DOWN PAYMENT AND THEN ANNUAL APPROPRIATIONS OF OVER A MILLION DOLLARS.

NOT ONLY CONTRIBUTING THE $4 MILLION BUT --

>> MONEY WHEN WE CAN WHEN THE BUDGET PROCESS ALLOW IS IT?

ACTUALLY, EVERY YEAR, OVER A MILLION DOLLARS SO WE CAN PAY IT OFF ON A SEVEN-YEAR TERM.

NOW, ALSO A CHANCE WE CAN GET MONEY FROM THE OUTSIDE COMING IN TO PAY THAT DOWN WHICH IS FAR BETTER TO USE OTHER PEOPLE'S MONEY THAN OURS.

BUT THE INTENT THEN IS TO KEEP THE $4 MILLION AND ANY FUTURE ANNUAL CONTRIBUTIONS IN A SEPARATE FUND, NOT TO USE THEM,
WITH THE HOPE THAT WE CAN USE OTHER MONEY.
>> NOT IN THE GENERAL, GENERAL FUND, BUT RATHER THEY HAVE A
SPECIFIC --
>> CORRECT.
>> I THINK I UNDERSTAND IT AND TOTALLY SUPPORT IT.
>> REVIEWING THE CONCEPT THAT IS IMPORTANT UNTIL EXTRA
MONIES COME IN, THERE WILL NOT BE A LOT OF EXTRA MONEY THAT
WE HAVE, AND I THINK THAT WOULD BE IMPORTANT IN REVIEWING
INITIALLY THE BUDGET WITH STEVE, THIS SHOULD BE THE THEME AT
LEAST THIS YEAR OR UNTIL WE SEE MONEY COMING IN.
THERE'S NOT A LOT OF EXTRA MONEY OR EXTRA PROJECTS TO LOOK
AT, IF WE'RE GOING TO STAY ON THE BASE THAT WE'VE BEEN ON
FOR THE LAST FEW YEARS.
WE DID NOT GET THE MARINE PATROL REVENUE THIS YEAR, THAT
GRANT, DID WE?
NO, NO.
WE ACTUALLY HAVE THE AGREEMENT IN PLACE, AND WE DO SEND THEM
-- IT'S A REIMBURSEMENT GRANT, SO WE SEND THEM AN INVOICE
EVERY MONTH.
WE ACTUALLY HAVE RECEIVED IT.
IT MAY NOT BE IN THIS REPORT, BUT WE ARE STARTING TO RECEIVE
THE MONEY.
>> Vice-Mayor Errington: WE’LL HAVE --
>> WE SEND THEM AN INVOICE EACH MONTH THAT WE PAY A
SHERIFF'S PATROL INVOICE.
WE THEN TURN AROUND AND INVOICE THE WEST COAST INLAND
NAVIGATION DISTRICT AND THEY REIMBURSE US AS WELL.
ONE STATEMENT THAT I DID WANT TO MAKE, THE LOAN THAT WE
HAVE, IT'S ACTUALLY A TEN-YEAR LOAN.
>> Mayor Ribble: IS THAT IT, JIM?
>> YES, THANK YOU.
>> Mayor Ribble: WE HAVE A MOTION ON THE TABLE I THINK FROM
JIM WILSON, CORRECT, TO APPROVE THE CONSENT AGENDA?
>> JIM BOESCH MADE THE MOTION.
I SECONDED.
>> Mayor Ribble: MADAM CLERK, PLEASE CALL THE ROLL.
>>Howard Levitan: AYE.
>>Jon McLain: AYE.
>>Jim Boesch: AYE.
>>Nick Batos: AYE.
>>Jim Wilson: AYE.
>> Vice-Mayor Errington: AYE.
>> Mayor Ribble: AYE.
BEFORE WE GO TO NUMBER 6 ACTION ITEMS, I WOULD BE REMISS IF
I DIDN'T INTRODUCE OR RECOGNIZE AT LEAST OUR DIRECTOR OF THE MPO, DON SCOTT.

WE'RE LUCKY TO HAVE YOU HERE TODAY.

EVERYBODY HEARS ABOUT THE MPO, THE METROPOLITAN PLANNING ORGANIZATION.

IT'S PROBABLY THE MOST TALKED ABOUT THING WE TALK ABOUT AS A COUNCIL, BELIEVE IT OR NOT, WHEN YOU'RE NOT HERE, BUT IT'S ALL POSITIVE.

BUT I WAS GLAD THAT YOU CAME TODAY, AND I'M LOOKING FORWARD TO YOUR PART THIS AFTERNOON OR THIS MORNING WITH THE BICYCLE PRESENTATION.

I MAY SAY SERVING ON MANY OF THE COMMITTEES, ONE OF THE MOST OUTSTANDING MPO DIRECTORS IN THE STATE.

Mayor Ribble: WOW.

JIM BOESCH, HE NEVER THROWS OUT COMMENTS.

YOU'RE LUCKY.

VERY LUCKY.

SO NOTED.

MOVING ON TO ACTION ITEM 6.


MADAM CLERK, WOULD YOU PLEASE READ THAT RESOLUTION?

Kathleen Hall: RESOLUTION NUMBER 2019-04, RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA APPROVING THE MIROMAR FACTORY III RE-PLAT AND PROVIDING AN EFFECTIVE DATE.

Mayor Ribble: MR. SARKOZY.

Steven Sarkozy: THANK YOU, MAYOR, MEMBERS OF COUNCIL, THIS IS A RATHER ROUTINE ITEM THAT COMES TO YOU AS A RESULT OF THE PREVIOUS REZONING THAT YOU DID ON THIS PROPERTY TO ALLOW A HOTEL JUST ALONG THE FREEWAY BUT WEST OF THE -- ON THE WEST SIDE OF THE MIROMAR OUTLET SITE.

THE PLAT COMES TO YOU HAVING FULLY REVIEWED BY STAFF.

MARY WOULD NORMALLY MAKE THE PRESENTATION BUT SHE IS OUT FOR THE REMAINDER OF THE WEEK.

MARY WOULD NORMALLY MAKE THE PRESENTATION BUT SHE IS OUT FOR THE REMAINDER OF THE WEEK.

THIS HAS BEEN REVIEWED BY STAFF.

IT ALLOWS THE ROADWAY TO CONTINUE TO EXIST ALONG THE FREEWAY WITH ACCESS OVER TO THE HERTZ ARENA.

WE SEE NO PROBLEM WITH THE RE-PLAT REQUEST AS SUBMITTED.

WE WHOLEHEARTEDLY RECOMMEND YOUR APPROVAL OF THIS ITEM.

Mayor Ribble: COMMENTS FROM COUNCIL?

SEEING AND HEARING NONE, ANYONE FROM THE PUBLIC SIGNED UP TO SPEAK?

Kathleen Hall: I HAVE NO ONE SIGNED UP TO SPEAK.

Mayor Ribble: ENTERTAIN A MOTION?

SO MOVE.

Mayor Ribble: JIM BOESCH, SECONDED BY JIM WILSON.
THE JIM AND JIM CLUB AGAIN.

Madam Clerk, would you please call the roll?

Jim Wilson: AYE.

Nick Batos: AYE.

Jim Boesch: AYE.

Jon McLain: AYE.

Howard Levitan: AYE.

Vice-Mayor Errington: AYE.

Mayor Ribble: AYE.

OKAY.

NEXT ON THE AGENDA IS THE JOINT PARTICIPATION AGREEMENT WITH
THE STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION AND
RESOLUTION 2019-05.

Madam Clerk, would you please read that resolution?

Kathleen Hall: RESOLUTION NUMBER 2019-05, A RESOLUTION OF
THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA,
APPROVING THE JOINT PARTICIPATION AGREEMENT (JPA) FOR THE
U.S. 41 LANDSCAPE IMPROVEMENTS PROJECT 442085-1-58-01; U.S.
41 (SR 45) FROM PELICAN COLONY BOULEVARD TO VINTAGE PARKWAY,
BETWEEN THE VILLAGE OF ESTERO AND STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION; AUTHORIZING THE VILLAGE MAYOR
TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.
Mayor Ribble: OKAY.
COUNCIL COMMENTS?
PUBLIC COMMENTS?
ANYONE SIGNED UP?
DO WE HAVE A MOTION TO APPROVE THIS?
THANK YOU, MAYOR, MEMBERS OF COUNCIL.
THIS ITEM COMES TO YOU AS A RESULT OF YOUR FORMER DIRECTION
-- PRIOR DIRECTION TO INITIATE THE DESIGN SERVICES IN THE
PROJECT OF LANDSCAPING ALONG U.S. 41.
THIS WILL BE A MAJOR PROJECT.
IT IS A VERY VISIBLE PROJECT, THE AESTHETICS ALONG U.S. 41.
IT WILL BE A TOUCHY PROJECT FOR CONSTRUCTION PURPOSES
BECAUSE ONE OF THE MAIN ISSUES THAT WE'RE TRYING TO PROVIDE
IS THE MAINTENANCE OF TRAFFIC ALONG U.S. 41 THAT DURING
SEASON PARTICULARLY COULD BE A PROBLEM.
I WOULD LIKE DAVID WILLEMS TO PROVIDE MORE DETAIL ON THIS.
THIS WENT OUT TO BID, AND WE HAVE SOME ISSUES WITH IT, BUT
WE'RE STILL RECOMMENDING THAT THIS MOVE FORWARD IN ITS
PRESENT FORM.
DAVID?
>>David Willems: WHILE THIS RESOLUTION DOESN'T HAVE ANYTHING
TO DO WITH THE ACTUAL CONSTRUCTION CONTRACT, IT DOES KIND OF
LOCK US IN WITH THE AGREEMENT WITH THE F.D.O.T.
THE AGREEMENT REALLY IS JUST FOR THEM TO REIMBURSE US THE
$766,000, but we wanted to make sure you knew what the exact picture was for the project. So we got the bids back on the roadway, the actual installation of the plant material, and it came back somewhat higher than what the original estimates were. We did have a little bit of money kind of in our budget in case we went over, so we had a buffer of about $200,000. In last year’s budget. But even with that, we ended up with construction coming up in almost $90,000 over what the previous budget was.

We met with the low-bid consultant and with our design consultant to try to understand why it was so much higher than what was expected. What came back was a large part of the reason that it was over was that the contractor is actually going to be maintaining the landscaping for two years after construction is completed. So the budget came in higher, but if you look at our budget for last year, we actually hadn’t accounted for that. So in our budget for the two years that he’s actually going to be maintaining it, we had in our budget that we were going to spend about $160,000 a year for maintenance. So we’re actually not going to have that cost. So we’ll be able to remove $337,000 from our budget, but we need to add 89,000 to our budget for this specific project.

Okay. Comments?

Could I ask David a question?

David, I’m not as concerned about this. It seems like you covered, other than a small gap. What ramification does this have as to the Estero Parkway budget, which is an extensive landscaping job?

Well, I think it’s a much different project. You know, a lot of the challenges with U.S. 41 is the maintenance of traffic because heavily traveled roadway and F.D.O.T. controls when you can close lanes. When we looked at the actual cost of the plant material, it didn’t seem to be that far off from what our consultant had expected. So the plant material wasn’t a big difference. It was the maintenance for two years and the maintenance of traffic that was a big driver in the higher cost.

Thank you.

David, when will Kimley-Horn be
PRESENTING THE PLANTS THAT THEY HAVE CHOSEN TO GO IN THE MEDIAN?

>>David Willems: WE CAN SET THAT -- I DON'T HAVE ONE SCHEDULED RIGHT NOW.

>>Vice-Mayor Errington: WE WILL GET TO SEE THAT AGAIN? THE LAST TIME IT WAS JUST A WORKSHOP.

>>David Willems: YES.

YEAH, I'LL WORK WITH STEVE TO GET THAT TO THE COUNCIL.

>>Mayor Ribble: JIM.

>> DO WE KNOW ANY MORE ABOUT WHETHER ANY TREES UNDER ANY CIRCUMSTANCES WILL BE ALLOWED IN THE MEDIAN?

I REMEMBER WE HAD A SPEED LIMIT ISSUE. IF THE SPEED LIMIT IS X THEN THEREFORE YOU CAN'T HAVE ANY TREES?

>>David Willems: SO THE LAST TIME I WAS HERE, THE RESPONSE FROM D.O.T. WAS, NO, NOT AT ALL.

WE HAVE HAD SOME CONVERSATIONS, AND WHAT WE'RE TRYING TO DO IS OUTSIDE OF THIS JPA, BECAUSE IF WE TRY TO INCORPORATE HERE, WE WOULD END UP LOSING THE FUNDING.

IT WOULD PUSH THE TIMING BACK.

SO WHAT THEY HAVE TALKED TO US PRELIMINARILY IS TO GIVE US -- OR WE WOULD SUBMIT FOR SEPARATE GRANT APPLICATIONS.

THAT WOULD ALLOW US TO, MAYBE TWO OR THREE LOCATIONS ALONG THE ROADWAY INSTALL SOME TREES AND DIFFERENT VEGETATION BOTH IN THE MEDIAN AND ON THE SIDES OF THE ROAD, TO HELP US TRY TO REDUCE THE SPEED.

AND THEN ONCE THEY CHANGE THE CHARACTER OF THE ROADWAY AND REDUCE THE SPEED, THEN MAYBE IT CAN BE A MUCH LARGER AREA.

SO WE'RE WORKING ON A WAY TO DO IT IN A COUPLE OF LOCATIONS.

IT WON'T BE THE WHOLE ROADWAY, BUT WE'RE TRYING TO WORK WITH D.O.T.

THEY HAVE PRELIMINARILY SAID THEY HAVE SOME MONEY WE MIGHT BE ABLE TO APPLY FOR A GRANT -- A SEPARATE GRANT.

>>Jim Wilson: THANK YOU.

>>Mayor Ribble: KATY.

>>Vice-Mayor Errington: EXPLAIN TO US THE IRRIGATION SYSTEM.

WHERE IS THE WATER, WHERE IT WILL BE COMING FROM?

WE TALKED ABOUT THE PLANT OVER ON THREE OAKS.

YOU'RE DOING THREE OR FOUR NEW WELLS ON ESTERO PARKWAY.

WHAT ARE WE DOING WITH U.S. 41?

>>David Willems: WE'RE USING THE EXISTING IRRIGATION, BECAUSE THERE ARE PLANTS IN THERE ALREADY, THERE ARE WELLS AND IRRIGATION THAT WE'RE JUST CONNECTING INTO.

THE INFRASTRUCTURE THERE IS SUFFICIENT FOR THE PLANT MATERIAL THAT WE'RE INSTALLING.

ESTERO PARKWAY, BECAUSE WE'RE CHANGING THE CHARACTER AND
WE'RE ADDING SO MANY MORE PLANTS, BOTH IN THE MEDIAN AND ON
THE SHOULDERS, BUT WITHOUT DIDN'T HAVE THE CAPACITY.

>>Vice-Mayor Errington: ARE THERE METERS THAT WILL BE READ?

HOW DO YOU DO THAT ON U.S. 41?

>>David Willems: NO.

THERE ARE WELLS.

THERE ARE PUMPS.

>>Vice-Mayor Errington: WE PAY THE ELECTRICITY TO PUMP?

>>David Willems: YES.

>>Vice-Mayor Errington: WE DON'T PAY FOR THE WATER THEN.

>>David Willems: CORRECT.

>>Vice-Mayor Errington: JUST THE ELECTRICITY TO PUMP THE
WELL AND TO MAINTAIN IT.

AND TO MAINTAIN IT.

AND THE IRRIGATION SYSTEM AND THE
PIPES AND SO FORTH.

RIGHT.

ANY OTHER COMMENTS FROM COUNCIL?

ANYONE SIGNED UP TO SPEAK TO THIS?

COULD I HAVE A MOTION ON THE ITEM?

>>Vice-Mayor Errington: SO MOVED.

OKAY.

SECONDED BY JON McLAIN.

KATY.

SECONDED BY JON McLAIN.

MADAM CLERK, PLEASE CALL THE ROLL.

AYE.

AYE.

AYE.

AYE.

AYE.

NEXT IS PUBLIC COMMENTS.

ANYONE SIGNED UP FOR THIS AT ALL, MADAM CLERK?

NOT ON THIS ITEM, NO.

OKAY.

ALL RIGHT.

MOVING RIGHT ALONG TO COUNCIL COMMENTS.

WE'LL START WITH COUNCILMAN JIM WILSON.

THANK YOU.

YESTERDAY'S NEWS PRESS HAD AN INTERESTING ARTICLE WHOSE
HEADLINE READ "PLANS MAY COMBINE INTO A SINGLE COMPLEX."

VERDANA VILLAGES COULD BE A DEVELOPMENT PROJECT.

WHAT THE ARTICLE HIGHLIGHTS ARE TWO PROJECTS IN THE EAST
CORKSCREW AREA, PEPPERLAND RANCH AND VERDANA ARE PROPOSED TO
HAVE THEIR PLANS SCRAPPED AND THEN CONSOLIDATED INTO A SINGLE PROJECT UNDER THE MANAGEMENT OF JOE CAMEROTA'S ORGANIZATION.

ACTUALLY, THERE WERE TWO THINGS IN HERE I WANTED TO HIGHLIGHT BOTH FOR THE PUBLIC -- THEY TALKED ABOUT WHO DID THE LAND DEAL, BUT THEY WENT ON TO SAY THAT THE REAL ESTATE ORGANIZATION ALSO REPRESENTS THE SELLER OF 573 ACRES A FEW MILES FURTHER EAST FROM PEPPERLAND.

SO I THINK WHAT WE NEED TO BE PREPARED FOR IS AN ONGOING AND EVER-CONTINUING EFFORT TO DEVELOP CORKSCREW ROAD ALL THE WAY TO 82.

I THINK IF WE DON'T BELIEVE THAT'S GOING TO HAPPEN, THAT WE ARE NAIVE.

THE OTHER THING THAT I FOUND INTERESTING WAS MORE -- WAS A BUSINESS-ORIENTED ISSUE WHERE JOE CAMEROTA WAS QUOTED AS SAYING HE HAD ORIGINALLY EXPECTED THAT THE PLACE, WHICH FORMERLY KNOWN AS CORKSCREW FARMS, WOULD TAKE FIVE TO SEVEN YEARS TO BUILD OUT.

BUT IT IS NOW 50% SOLD OUT AND ON A PACE TO MAKE IT A THREE- TO FIVE-YEAR PROJECT.

DEALING WITH 85% OF THE TRAFFIC THAT WAS PROJECTED FROM THAT PROJECT BEFORE CORKSCREW ROAD IS IMPROVED, SO GET READY FOR EVEN SLOWER TRAVEL TIMES A YEAR OR TWO FROM NOW AS ALL OF THIS TRAVEL FINDS ITS WAY.

THE ONLY ENCOURAGING THING THAT I CAN REPORT IS I KNOW THAT LEE COUNTY IS -- I DON'T KNOW IF AGGRESSIVELY IS THE RIGHT WORD, BUT LEE COUNTY IS CONTINUING TO TRY TO ACQUIRE THE NECESSARY RIGHT-OF-WAY TO PUSH ALICO ROAD ALL THE WAY TO 82.


ALWAYS DEVELOPMENTS IN THE CORRIDOR.

>> I ALSO NOTICED LAST WEEK THAT THEY ARE ENCOURAGING VERDANA TO MOVE FORWARD.

THIS MORNING -- [INAUDIBLE] -- 8:00 THIS MORNING, THE TRAFFIC WAS NOT ONLY BLOCKED GOING WEST, WHICH WAS UNBELIEVABLE, I THINK IT WAS BACK ALL THE WAY DOWN TO BELLA TERRA THAT'S HOW BAD IT WAS THIS MORNING.

BUT ALSO GETTING BACK TO BACK GOING EAST NOW.

THAT IS A PROBLEM -- JUST COMING OUT OF MY COMMUNITY, WHICH IS PROBABLY THE SAME AS ALL THE OTHER COMMUNITIES, IT'S 20 MINUTES GOING OUT.

MINUTES GOING OUT.

AND WE HAVE A LIGHT.

YOU HAVE THE LIGHTS THERE, TOO, BOB.

MOST DON'T HAVE.
BUT JUST GETTING OUT THERE, THEY WERE BACKED UP ALL THE WAY, HALFWAY INTO OUR COMMUNITY, AND THERE'S A SERIOUS PROBLEM. MY SUGGESTION IS THAT SINCE THIS IS AN ESTERO COUNTY COMMISSION PROBLEM, I THINK WE SHOULD TALK ABOUT HAVING A MORATORIUM AND ANY MORE COMMUNITIES THAT GET BUILT UNTIL THE ROAD IS MADE, BECAUSE IT IS TOTALLY UNBELIEVABLE -- I DON'T KNOW HOW THEY ARE GOING TO SELL ANY UNITS TO ANYBODY. SOMEBODY COMES DOWN AT 8:00 IN THE MORNING AND SEES THE TRAFFIC THERE, THEY ARE GOING TO SAY "I'M NOT GOING TO BUY A UNIT THERE UNTIL IT GETS STRAIGHTENED OUT." I THINK COUNCIL OUGHT TO TALK ABOUT A MORATORIUM ABOUT ANY MORE COMMUNITIES BEING BUILT. WE HAVE FOUR DEVELOPERS IN THE BLUE PROJECT THERE, AND WE'VE GOT THE PLACE GOING. WE BRING ANOTHER COMMUNITY, I JUST DON'T KNOW HOW YOU'RE GOING TO MOVE ALONG CORKSCREW ROAD. I WOULD OFFER TO THE COUNCIL, WHETHER WE DO A WORKSHOP OR SOMETHING, THAT WE BRING THIS UP, BECAUSE I THINK IT'S TIME TO TALK ABOUT A MORATORIUM, ANY MORE COMMUNITIES BUILT ON ESTERO ON CORKSCREW ROAD UNTIL SUCH TIME THAT THE ROAD IS COMPLETED.

>> I THINK IT'S IMPORTANT THAT I REMIND MY GOOD FRIEND, MR. BOESCH, THAT ALL OF THE COMMUNITIES PROPOSED, INCLUDING WILD BLUE ARE UNINCORPORATED LEE COUNTY. WE CAN PASS ALL THE RESOLUTIONS WE WANT. WHAT WE NEED TO DO IS LOBBY THE COUNTY BOARD AND THE COUNTY DEVELOPMENT DEPARTMENT AND THE HEARING OFFICER AND ANYBODY THAT WILL LISTEN TO TRY TO AT LEAST SLOW DOWN THE PROCESS SO THAT DEVELOPMENT MATCHES INFRASTRUCTURE, SO THAT WE HAVE A ROAD THAT'S AVAILABLE TO CARRY THE TRAFFIC FOR THE PEOPLE WHO ARE GOING TO BUY THESE UNITS OUT IN OUR EAST LANES. IT'S NOT SOMETHING WE CAN DO MUCH ABOUT OTHER THAN USE OUR GOOD RESOURCES TO LOBBY.

>>Jim Boesch: THINGS ARE TO SUCH THE POINT, OBVIOUSLY, I REALIZE THIS IS A COUNTY ROAD, AND THEY PASSED THE ORDINANCES, BUT I THINK IT'S TIME TO SIT DOWN WITH THE COUNTY COMMISSIONERS AND EXPLAIN TO THEM, LET THEM COME DOWN HERE, TAKE PICTURES, BRING THEM. THIS IS WHAT'S GOING ON ON CORKSCREW ROAD, AND NOW YOU'RE GOING TO APPROVE ANOTHER COMMUNITY THAT'S PROBABLY GOING TO HURT THE COMMUNITY WORSE THAN ANYTHING ELSE. IT'S TIME TO SAY THAT NO MORE COMMUNITIES CAN BE BUILT UNTIL THE ROAD GETS THROUGH. THEY CAN CONTINUE TO TURN THEIR BACKS ON US, AS THEY DID A MONTH AGO, TRIED TO TALK ABOUT THE 14 MAP AND THE REQUIREMENTS, BUT I THINK IT'S TIME -- ULTIMATELY, THIS IS
GOING TO COME BACK TO THE COMMISSION.
YOU'RE NOT LISTENING TO ALL OF THE PEOPLE IN ESTERO.
AND THE COUNTY.
I JUST, FOR THOSE WHO DON'T LIVE ON CORKSCREW ROAD, COME
OVER SOME MORNING AT 8:00 AND SEE WHAT I'M SAYING IS TRUE.
IF IT'S TRUE, WE'VE GOT TO START THINKING ABOUT THE PEOPLE.
BECAUSE THE CURRENT RESIDENTS THERE ARE GOING TO BE DOWN
HERE SCREAMING AND HOLLERING ABOUT WHAT'S GOING ON.
JUST SITTING HERE AND SAYING WE CAN'T DO ANYTHING AGAINST
THE COUNTY, I THINK IS RIDICULOUS.
I THINK WE HAVE TO FORMULATE A POSITION AND THEN GO TO THE
COUNTY AND SAY, THIS IS OUR POSITION.
WE'D LIKE YOU TO COME AND --
>> MR. MAYOR, I WOULD BE INTERESTING IN HEARING FROM BURT
SAUNDERS WHO IS BOTH A COUNTY COMMISSIONER IN ADJOINING
COUNTY BUT ALSO KNOWS A LOT ABOUT PROPERTY RIGHTS.
IF SOMEBODY HAS ALREADY SUBMITTED A PROPOSAL INTO THE
PROCESS, WHAT STEPS, IF ANY, CAN A COUNTY, WHETHER COLLIER
OR LEE, TAKE --
>>Burt Saunders: THERE ARE A COUPLE OF DIFFERENT ASPECTS.
FIRST OF ALL, IF YOU'RE LOOKING AT WHAT THEY ARE DOING IN
LEE COUNTY AND URGING THE LEE COUNTY COMMISSION TO TAKE
ACTION TO SLOW DEVELOPMENT OR TO EVEN IMPOSE A MORATORIUM,
THAT'S ONE THING.
THAT'S JUST A SIMPLE LOBBYING EFFORT.
YOU'RE NOT MAKING DECISIONS THAT AFFECT PROPERTY OWNERS
WITHIN THE VILLAGE OF ESTERO.
ONCE YOU GET INTO THE AREA OF THE VILLAGE OF ESTERO, IF
YOU'RE LOOKING AT SLOWING GROWTH OR IMPOSING MORATORIUMS
WITHIN THE VILLAGE OF ESTERO, THEN YOU HAVE A VERY
SIGNIFICANT LEGAL CHALLENGE TO DOING THAT.
MY QUESTION IS, IF YOU'RE ONLY TALKING ABOUT LEE COUNTY AND
LOBBYING LEE COUNTY, YOU CERTAINLY HAVE THAT ABILITY TO DO
THAT.
AND THERE'S NO IMPLICATION IN TERMS OF VILLAGE OF ESTERO
LIABILITY OR IMPACT ON PROPERTY OWNERS WITHIN THE VILLAGE OF
ESTERO.
IF YOU DECIDE TO MOVE INTO THE VILLAGE OF ESTERO AND START
TALKING IN THOSE TERMS, THEN WE NEED TO HAVE A CONVERSATION
ABOUT THE PROPERTY RIGHTS AND THE IMPLICATIONS THERE.
>>Jim Boesch: I'M TALKING ABOUT THE COUNTY.
EAST OF -- PROBABLY HAVE ANOTHER THREE DEVELOPERS OUT THERE.
INCLUDE THE DEVELOPERS.
WE HAVE CROSSINGS COMING ON.
BLUE HAS FOUR DEVELOPERS SELLING PROPERTY RIGHT NOW RIGHT
WITHIN THE LEE COUNTY, BUT EXACTLY ON CORKSCREW ROAD.
IT'S A MESS.
Burt Saunders: THE LOBBYING EFFORT IS CERTAINLY WITHIN YOUR PURVIEW TO HAVE THOSE CONVERSATIONS WITH THE LEE COUNTY COMMISSION EITHER INDIVIDUALLY WITH COMMISSIONERS OR AT THEIR MEETINGS.

I WOULD NOT EXPECT YOU TO GET MUCH OF A RESULT, BUT YOU DO HAVE THAT ABILITY TO HAVE THOSE CONVERSATIONS BECAUSE THEY ARE GOING TO BE LOOKING AT THEIR LIABILITY IN TERMS OF WHAT THEY CAN DO TO IMPOSE A MORATORIUM.

They are going to resist that.

Howard Levitan: BILL, I WOULD LIKE TO WEIGH IN, TOO, AT SOME POINT.

Mayor Ribble: YOUR NEXT.

Let Jon go next.

Jon McLain: JUST CARRYING ON WITH WHAT MR. WILSON TALKED ABOUT, THE CURRENT INFRASTRUCTURE OBVIOUSLY IS NOT FULFILLING THE TRAFFIC NEEDS AND WHAT WE'RE SAYING IS IT'S GOING TO EXPAND.

It seems to me we can go to the county and talk to them. We've done that on various issues and have not had great success in listening.

My thought is, if it would be appropriate, our citizens are being impacted currently, and it's going to get worse in the future, in the very near future.

Is there a way we can document either by video or by traffic counts what the current situation is so we can provide that information when -- if we go to the county and say, you know, we're not just talking, but here is the actual traffic flows and the backups that we're having.

It's a 45-minute drive to get to 95 from Bella Terra.

It seems to me, if we have to expend some money, it may be worthwhile to do that to help us develop an argument or a position with Lee County.

Jim Boesch: TAKE SOME PICTURES AT 8:00 IN THE MORNING AND SHOW THEM, THIS IS THE SECTION, THIS SECTION, HOW IT GOES, AND HAVE STATEMENTS FROM PEOPLE, HOW LONG DOES IT TAKE YOU?

Steve, how long does it take you on a day when you're going between 7 and 8:30, you're going to get tied up just getting out of your own gated community and take as much as 15 minutes just to make that left turn.

Then you're stuck in the queue.

So it is very much a problem.
FRANKLY, MOVING -- IF YOU HAVE THE OPPORTUNITY, NOT EVERYBODY DOES, BUT IF YOU CAN MOVE YOUR CALENDAR BACK TO AVOID -- YOU’LL AVOID A LOT OF THAT TRAFFIC. STILL, FOR THE GENERAL PUBLIC, UNLESS THERE IS A PROGRAM COUNTYWIDE TO ACTUALLY FLUCTUATE START TIMES AT WORKPLACES, NOTHING WILL EVER -- YOU CAN’T MAKE THAT WORK.

SO IT IS A MESS AND, FRANKLY, DURING CONSTRUCTION OF CORKSCREW, IT'S GOING TO BE A MESS. >> IT WILL GET WORSE. >>Steven Sarkozy: I BELIEVE THAT THE CONSTRUCTION -- I'M SORRY, THE PROJECT PLANNING IS UNDERWAY WITH THE COUNTY RIGHT NOW. AND WE'RE INVOLVED IN THAT ON A MONTHLY BASIS. BUT THERE'S PROBABLY A GOOD YEAR LEFT WITH THE PLANNING PROCESS AND PROBABLY A YEAR AND A HALF BEFORE CONSTRUCTION COULD BEGIN AT THE BEST -- IN THE BEST SCENARIO. >>Mayor Ribble: HOWARD, YOU'RE NEXT. HOWARD, YOU'RE UP. >>Howard Levitan: OKAY.

I HAVE A COUPLE OF POINTS. FIRST, I AGREE WITH COUNCILMAN WILSON THAT IT REALLY IS NICE TO COORDINATE THE ROADS WITH GROWTH. UNFORTUNATELY, IT NEVER HAPPENS.

WE'RE ALWAYS GOING TO BE CHASING THE GROWTH, AND BUILDING ROADS AFTER. THE REAL ISSUE IS, EVEN THOUGH -- BOY, IT'S A NICE PICTURE OF MY EMPTY CHAIR.

THANK YOU, GUYS, WHO ARE ON THE CAMERAS. THE REAL ISSUE IS, I THINK, REAL ESTATE SALES HAPPEN IN CYCLES, IT MAY BE A HOT CYCLE RIGHT NOW FOR NEW CONSTRUCTION.

IT DOESN'T MEAN THAT IT’S ALWAYS GOING TO BE THAT WAY, AND SO IT'S VERY HARD TO PREDICT. I'M VERY MUCH AGAINST EVEN DISCUSSING THE CONCEPT OF MORATORIUMS. FIRST OF ALL, I DON'T BELIEVE THAT THE COMMISSION WOULD EVER DO THAT.

IT'S RAUHT WITH LIABILITY ISSUES, AND REMEMBER, FOLKS, WE HAVE A ZONING HEARING COMING UP THAT IS PART OF OUR SETTLEMENT WITH ARGO WHERE WE'RE GOING TO CONSIDER AUTHORIZING A WHOLE BUNCH OF NEW HOMES BEING BUILT ON CORKSCREW ROAD AS WELL.

YOU HAVE TO TAKE THAT IN MIND. IT'S VERY DIFFICULT TO GO TO THE COMMISSION AND SAY, LET'S SLOW DOWN CONSTRUCTION WHEN WE HAVE THE SAME ISSUE IN FRONT OF US.
I THINK WE OUGHT TO BE VERY CAREFUL ABOUT HOW WE DEAL WITH THOSE ISSUES.

>>Mayor Ribble: NICK, DID YOU HAVE A COMMENT?

>>Nick Batos: JUST TO ADD TO THIS, I UNDERSTAND AND I AGREE THE FACT THAT THERE'S NOT MUCH WE'RE GOING TO DO WITH THE COUNTY BECAUSE THEY ARE IN THE SAME SITUATION THAT WE WOULD BE IN IF IT WAS OURS.

THE ONLY THING I WOULD SUGGEST IS THAT SINCE THEY ARE IN THE PLANS OF DOING THE PLANS, MAYBE SOME SORT OF CORRESPONDENCE FROM US TO THE COUNTY TO TRY TO EXPEDITE WHATEVER PAY POSSIBLE TO MOVE THIS TO THE -- THE PLANNING UP, SO IT COULD START A LITTLE BIT SOONER THAN IT IS NOW, PUTTING IN PLANS.

>>Mayor Ribble: LET'S MOVE ALONG.

NICK, YOU'RE UP AGAIN.

IT'S YOUR TURN.

>>Nick Batos: I WOULD LIKE TO BRING TO THE ATTENTION OF THE COUNCIL THAT ON JUNE 19th, TWO WEEKS FROM TODAY, THE COUNTY COMMISSIONERS WILL BE HEARING THE MINING COMP PLAN AMENDMENT AGAIN.

THIS WILL BE FOR ADOPTION.

WE HAVE THAT DAY A SCHEDULED COUNCIL MEETING.

I WOULD LIKE TO SUGGEST THAT, ALONG WITH THE POLICY THAT WE ESTABLISHED FOR THE LAST MEETING, THAT WE ATTEND THE MEETING, AS MANY OF US AS POSSIBLE.

I KNOW THAT MANY PEOPLE ARE SAYING THERE'S NOTHING THAT'S GOING TO HAPPEN.

THE DECISION HAS BEEN MADE.

THAT DOESN'T MEAN THAT WE SHOULD NOT STAND UP AND STAND FOR WHAT WE BELIEVE IS RIGHT.

WHAT THEY ARE DOING HERE IS GOING TO BE A MASSIVE CHANGE IN THE POSSIBLE MINES WE'RE GOING TO SEE.

THIS WILL OPEN UP THE ENTIRE DRGR FOR MINING.

IT'S SOMETHING THAT WE REALLY SHOULD NOT STAND BY AND DO NOTHING.

I THINK WE SHOULD DO EVERYTHING WE CAN POSSIBLY DO TO EXPRESS OUR FEELINGS AND LET THE PUBLIC KNOW THEY SHOULD EXPRESS THEIR FEELINGS ABOUT IT.

I'M ASKING THAT WE CONSIDER CHANGING OUR MEETING FROM JUNE 19th TO POSSIBLY THE FOLLOWING WEDNESDAY OR A DIFFERENT DAY.

AND THAT WE ASK THE MAYOR TO CONTACT AS MANY OF THE OTHER CITIES AS HE DID THE LAST TIME, THAT HE SEND ANOTHER LETTER TO THEM, MAYBE THE SAME LETTER OR SOMETHING SIMILAR.

AND THAT AS MANY OF US AS POSSIBLE ATTEND THE MEETING AND SPEAK ON THE ISSUE.

>>Mayor Ribble: DO WE HAVE CONSENSUS ON CHANGING THE MEETING
10:20:58AM FROM THE 19th?
10:21:00AM >> I WOULD NOT BE HERE.
10:21:02AM I'M TAKING A FLIGHT TO CALIFORNIA ON THAT DAY, JUNE 24.
10:21:07AM I'M IN FAVOR OF THE 20th OR 18th OR SOMETHING LIKE THAT.
10:21:11AM BUT THE FOLLOWING WEEK I WOULD NOT BE ABLE TO ATTEND THE
10:21:15AM MEETING.
10:21:18AM >> DO WE KNOW THE EXACT PROPOSED ACTION THAT THE COUNTY
10:21:21AM COMMISSION --
10:21:23AM >> ADOPT THE -- IT WOULD BE TO ADOPT THE COMPREHENSIVE PLAN
10:21:31AM SO IT'S GOING TO ELIMINATE THE NUMBER ONE, HAVING TO -- JUST
10:21:37AM BRIEFLY, HAVING TO PROVE THE NEED FOR LIME ROCK TO EXPAND
10:21:44AM THE AREA.
10:21:45AM IT'S GOING TO EXPAND THE AREA THAT YOU CAN PUT FROM THE
10:21:50AM ALICO CORRIDOR TO ANYPLACE IN THE DRGR.
10:21:54AM >> DO YOU REALLY BELIEVE THAT IF WE GO EN MASSE THAT
10:21:59AM ANYTHING DIFFERENT IS GOING TO HAPPEN THAN THE LAST TIME WE
10:22:01AM DID THIS?
10:22:02AM >>Nick Batos: I DON'T BELIEVE US BEING THERE WILL CHANGE IT.
10:22:04AM BUT THAT DOESN'T MEAN --
10:22:06AM LOOK BACK IN HISTORY ON OTHER THINGS -- AND I'M NOT TRYING
10:22:09AM TO DRAMATIZE THIS -- BUT BECAUSE PEOPLE BELIEVE THERE'S
10:22:12AM NOTHING YOU CAN DO ABOUT IT, THAT DOESN'T MEAN WE STAY
10:22:15AM SILENT ON IT.
10:22:16AM WE SHOULD STAND UP AND BE COUNTED AS MANY TIMES AS NECESSARY
10:22:21AM BECAUSE EVENTUALLY PEOPLE ARE GOING TO REALIZE THAT THE
10:22:25AM CHANGE THAT'S NEEDED HAS TO BE MADE AND WHERE IT HAS TO BE
10:22:30AM MADE.
10:22:30AM UNLESS PEOPLE LIKE US STAND UP AND DO THIS EACH TIME THIS IS
10:22:35AM BROUGHT FORWARD, IT'S GOING TO BE JUST BURIED IN THE
10:22:38AM PAPERWORK AND NO ONE IS GOING TO KNOW ABOUT IT.
10:22:44AM >> I AGREE 100%.
10:22:46AM RIDICULOUS POSITION.
10:22:46AM WE'RE SITTING AND TALKING THAT, AH, WHAT IS THE SENSE IN
10:22:49AM GOING TO THE COUNTY COMMISSIONERS?
10:22:50AM THEY DON'T LISTEN TO US ANYHOW.
10:22:53AM WE'RE HERE ELECTED TO REPRESENT THE PEOPLE.
10:22:56AM IF WE HAVE TO CALL A HUNDRED TIMES TO REPRESENT THE PEOPLE
10:23:00AM UNTIL THE MESSAGE GETS THROUGH, THEN THAT'S WHAT WE SHOULD

10:23:03AM BE DOING.
10:23:04AM I AGREE EXACTLY WITH --
10:23:07AM >> I AGREE AS WELL.
10:23:08AM IF THEY DON'T LISTEN TO US THAT'S THEIR PROBLEM BECAUSE IT
10:23:11AM WILL ONLY GET WORSE.
10:23:12AM WE'RE NOT GOING TO GO AWAY.
10:23:13AM I'VE GOT NEWS FOR YOU.
10:23:14AM    >>Howard Levitan: JUST REMEMBER, EVERYBODY, THIS IS REALLY A
WATERSHED EVENT.
10:23:18AM    ALL OF THOSE MINES THAT THEN ULTIMATELY BE THERE ARE
ULTIMATELY GOING TO BE RESIDENTIAL DEVELOPMENTS ONCE THE
LIMESTONE IS REMOVED.
10:23:27AM    SO IF YOU WANT TO THINK ABOUT TRAFFIC ON CORKSCREW ROAD,
THINK ABOUT IT 20 YEARS FROM NOW WHEN THEY START TO DEVELOP
THE MINE PROPERTIES AS THEY HAVE EVERYWHERE ELSE IN LEE
COUNTY THAT HAS ONCE BEEN A MINE.
10:23:42AM    I THINK THIS IS A REALLY IMPORTANT THING FOR US TO DO, AND I
AGREE TOTALLY WITH COUNCILMAN BATOS.
10:23:51AM    THIS PROPOSAL NOW?
10:23:52AM    I DIDN'T SEE THIS ON THE REPORT.
10:23:56AM    >> IT'S NOT IN THE PROPOSAL AS A NEW MINE.
10:23:58AM    THERE IS ANOTHER MINE THAT IS COMING FORWARD, JUST TO GIVE
YOU A SENSE OF THE SCOPE OF IT, THE TWO MINES THAT ARE IN
THE TRACT ALREADY, WHICH THIS AMENDMENT IS NEEDED TO OCCUR
FOR THESE THINGS TO HAPPEN BECAUSE THEY ARE OUTSIDE OF THE
EXISTING ZONING AREA, BUILDING AREA, BUT THERE IS ANOTHER
MINE THAT IS RIGHT ON CORKSCREW ROAD THAT IS JUST
4,000 ACRES.
10:24:27AM    THAT'S COMING DOWN THE LINE RIGHT AFTER THIS, BUT IT'S NOT
PART OF THIS PROPOSAL.
10:24:36AM    BUT THIS PROPOSAL IS GOING TO ALLOW THAT TO OCCUR.
10:24:40AM    THIS AMENDMENT CHANGE.
10:24:41AM    >>Mayor Ribble: KATY, YOU WANT TO WEIGH IN?
10:24:44AM    >>Vice-Mayor Errington: YES.
10:24:44AM    SINCE THEY IGNORED US THE LAST TIME WE WERE THERE -- THE
LAST TWO TIMES WE HAVE BEEN THERE, WHY COULDN'T WE DO SOME
ADVERTISING AND LET THE WHOLE COUNTY KNOW THAT THEY HAVE
IGNORED US?
10:24:58AM    THINK ABOUT THAT.
10:25:09AM    WE GO DOWN AND THEY IGNORE US, AND IT'S NOT REALLY PRINTED
THAT MUCH.
10:25:06AM    THE ONLY PEOPLE WHO REALLY KNOW THAT THEY IGNORED US MAY BE
COMMISSIONERS THEMSELVES.
10:25:13AM    BUT IF WE DO, WE'VE GOT ALL THESE BILLBOARDS AROUND HERE.
10:25:17AM    >> PUT A BIG AD IN THE BANNER.
10:25:19AM    >>Vice-Mayor Errington: THAT'S RIGHT.
10:25:21AM    AND SAY, WE DO NOT SUPPORT THIS, AND LET PEOPLE WEIGH IN ON
THIS.
10:25:27AM    I DON'T THINK ENOUGH PEOPLE KNOW EXACTLY WHAT'S HAPPENING,
BUT LET THE PUBLIC KNOW THAT THEY ARE IGNORING US.
10:25:34AM    >>Mayor Ribble: THE NICE THING ABOUT THIS, IS I TALKED ABOUT
THIS A LITTLE BIT SINCE I MET WITH STEVE THE OTHER DAY, AND
10:25:40AM  THIS HAS ALREADY GOTTEN SO MUCH PRESS THAT THEY ARE GOING TO
10:25:42AM  HAVE A WHOLE LOT OF NEW FACES UP THERE NEXT WEDNESDAY TO
10:25:46AM  SPEAK TO THIS ISSUE THAT THEY HADN'T HAD BEFORE BECAUSE
10:25:49AM  THERE ARE MORE AND MORE PEOPLE ON CORKSCREW ROAD THAT ARE
10:25:52AM  READING ABOUT THIS AND HEARING MORE THINGS ABOUT IT, AND
10:25:55AM  GETTING E-MAILS FROM THE ECCL.
10:25:57AM  SO WHO KNOWS, WE MIGHT HAVE A BIGGER CROWD NEXT WEDNESDAY
10:26:01AM  THAN WE HAD LAST TIME.
10:26:03AM  JON, DID YOU WANT TO WEIGH IN ON THIS?
10:26:07AM  >>Jon McLain: I DO THINK WE NEED TO SUPPORT AND GET UP THERE
10:26:10AM  AND DO THE BEST WE CAN.
10:26:11AM  THEY MAY NOT LISTEN TO US.
10:26:13AM  I WAS VERY DISAPPOINTED THAT IT SEEMED LIKE THEIR EARS WERE
10:26:15AM  PRETTY MUCH CLOSED BY THE TIME WE GOT THERE.
10:26:18AM  SO I THINK WE GET UP AND DO OUR BEST AND WE ENCOURAGE OTHER
10:26:23AM  PEOPLE.
10:26:23AM  I WAS GLAD TO SEE THE ECCL HAS GOT THEIR WEBSITE UP AND
10:26:27AM  ASKING PEOPLE TO BE THERE.
10:26:29AM  SO I THINK THAT WITH OUR WEBSITE, WE SHOULD GET OUR WEBSITE
10:26:31AM  UP AND GET AS MANY PEOPLE AS WE CAN UP THERE, ENCOURAGE THEM
10:26:35AM  TO GO.
10:26:37AM  >>Mayor Ribble: LET'S GO BACK TO THE ISSUE OF CHANGING THE
10:26:39AM  COUNCIL MEETING, BECAUSE IT SEEMS LIKE THERE IS A LITTLE
10:26:41AM  PUSH-BACK ON THE DATE.
10:26:43AM  IS THERE SOMETHING WE CAN DO DIFFERENTLY?
10:26:45AM  ON THE COUNCIL DATE OR NO?
10:26:52AM  >>Steven Sarkozy: YOU CAN CHANGE THE DATE.
10:26:54AM  YOU'VE TENDED NOT TO DO THAT HISTORICALLY BECAUSE YOU'VE GOT
10:26:57AM  A WEDNESDAY MIND-SET IN THE COMMUNITY ABOUT DATES.
10:27:00AM  BUT CERTAINLY, YOU HAVE OPTIONS.
10:27:01AM  IF YOU WANT TO GO TO ANOTHER DAY OF THE WEEK.
10:27:04AM  THE 26th IS THE LIKELY TIME TO DO THAT.
10:27:10AM  YOU'VE DONE THAT IN THE PAST.
10:27:13AM  >>Mayor Ribble: CAN YOU ATTEND BY PHONE ON THE 26th?
10:27:17AM  >>Jim Boesch: I'LL SEE.
10:27:22AM  >> IT LOOKS LIKE WE HAVE A LIGHT SCHEDULED AGENDA NOW ON THE
10:27:26AM  YOU KEPT SAYING NEXT WEEK, BUT IT'S REALLY TWO WEEKS FROM
10:27:31AM  TODAY.
10:27:31AM  >> THAT'S CORRECT.
10:27:33AM  >> I'M JUST TRYING TO BE SURE I'M AROUND.
10:27:37AM  YES, I WOULD BE HAPPY TO GO WITH YOU ALL.
10:27:41AM  >>Mayor Ribble: ALL RIGHT.
10:27:41AM  WE'LL MOVE THE COUNCIL THEN TO THE 26th?
10:27:44AM  IS EVERYONE OKAY WITH THAT?
10:27:45AM  HOWARD, ARE YOU ALL RIGHT ON THE 26th?
10:27:49AM  >>Howard Levitan: YEAH, I CAN ATTEND BUT BY PHONE, AND I
WOULD ASK THE COUNCIL TO GIVE ME PERMISSION TO DO THAT.

Mayor Ribble: CAN WE DO THAT NOW FOR MR. BOESCH.

CERTAINLY.

AND AT THE MEETING WE'LL ALSO REITERATE THAT PERMISSION.

YOU HAVE TO HAVE A QUORUM HERE IN THE ROOM.

AS LONG AS YOU HAVE A QUORUM IN THE ROOM.

WE STILL HAVE A QUORUM.

WE'LL ONLY BE MISSING TWO.

EVEN ONE OF US AT THE LAST MINUTE CAN'T ATTEND, WE'LL

STILL HAVE A QUORUM.

>> IF THEY KNOW WE ARE COMING, THEY MAY DECIDE NOT TO HAVE A

MEETING.

WE COULDN'T GET THAT LUCKY.

[ LAUGHTER ]

I'M SURE THEY'LL STILL HEAR THIS MATTER ON THE 19th?

>> Vice-Mayor Errington: YES, THAT'S CRITICAL.

IF THEY ARE COMING, THEY COULD CHANGE THE AGENDA.

ANYBODY WANTS A POLITICAL ANALYSIS ON THIS, BE MY GUEST.

I SEE NO REASON WHY THEY WOULD WANT TO CHANGE THE DATE IF

THEY HAVE A QUORUM.

I DON'T THINK THERE'S A QUESTION ABOUT NOT HAVING A QUORUM.

THEY WANT TO GET THIS IN NOW BEFORE ANOTHER ADDITION IS MADE

TO THE COUNCIL.

>> DEPENDING ON THE BACKED UP SCHEDULE THAT THEY SHOULD HAVE

DONE THIS WEEK, THEY GO ON VACATION IN JULY JUST AS WE GO ON

VACATION IN AUGUST.

SO THERE IS A CHANCE THEY COULD JUMP AHEAD AND SOMEHOW MOVE

THIS TO THE 26th --

>> NO, NO.

I THINK YOU'RE WRONG.

>> I THINK WE'RE GETTING TOO CLEVER HERE.

>> I THINK THE COUNTY COMMISSIONERS NORMALLY HAVE THEIR

NORMAL MEETINGS ON TUESDAYS.

AND THIS IS BECAUSE IT'S AN ADOPTION OF A COMPREHENSIVE

PLAN, IT'S ON A WEDNESDAY.

>>Howard Levitan: IT'S ALREADY ON THEIR CALENDAR RIGHT NOW.

THEY JUST HAVEN'T PUBLISHED THE AGENDA YET.

Mayor Ribble: DO WE HAVE CONSENSUS THAT WE'RE GOING TO

MOVE THE COUNCIL MEETING AND ALL ATTEND THE LEE COUNTY

MEETING?

ON THE 19th, CORRECT?

ALL RIGHT, NICK?

ANYTHING ELSE?

>>Nick Batos: YOU'LL TAKE CARE --

>> Mayor Ribble: AS SOON AS WE BREAK, I'LL GET ON THE PHONE

AND START THE PROCESS WITH THE OTHER MAYORS.
10:30:07AM  >>Nick Batos: I THANK YOU VERY MUCH.
10:30:09AM  I KNOW IT IS A FRUSTRATING EXPERIENCE FOR US AND THE PUBLIC,
10:30:11AM  BUT I REALLY ASK THE PUBLIC AND ANYBODY THAT'S OUT THERE
10:30:16AM  THAT MAYBE THE PAPER MIGHT REACH, DON'T BE FRUSTRATED.
10:30:21AM  YOU HAVE TO KEEP DOING THIS.
10:30:22AM  WE HAVE TO REACH OUT, BECAUSE IF WE WANT TO CONTINUE LIVING
10:30:25AM  IN THIS PARADISE THAT WE'RE FORTUNATE ENOUGH TO BE IN, WE
10:30:29AM  HAVE TO STAND UP AND BE COUNTED AND BE PRESENT AT ALL THESE
10:30:32AM  THINGS.
10:30:37AM  >>Mayor Ribble: THANK YOU.
10:30:38AM  DO YOU HAVE ANYTHING ELSE?
10:30:39AM  ANY NEW TOPICS.
10:30:45AM  >> MR. MAYOR, THERE IS A SPEAKER.
10:30:47AM  JUST GOT A SPEAKER CARD.
10:30:48AM  >>Mayor Ribble: HANG ON.
10:30:49AM  WE'RE NOT THERE YET.
10:30:50AM  WE'RE AT COUNCIL COMMENTS, MY FRIEND.
10:30:55AM  >> FIRST OF ALL, THE ESTERO FOREVER PROGRAM IS MOVING
10:30:57AM  FORWARD.
10:30:57AM  I MET A COUPLE OF TIMES WITH SOUTHWEST COMMUNITY FOUNDATION.
10:31:03AM  THERE WAS SUPPOSED TO BE A MEETING ON THE 7th OF MAY, AND
10:31:06AM  THEY CHANGED IT TO THE END OF JUNE.
10:31:11AM  WE'LL MEET WITH THEM AT THAT TIME, WITH THEIR ATTORNEYS AND
10:31:19AM  SO FORTH.
10:31:19AM  THE SECOND THING IS, BOTH KATY AND I WENT DOWN TO THE ERIN
10:31:27AM  BROCKOVICH MEETING.
10:31:31AM  APPARENTLY, THEY DID MEET WITH RESEARCHERS EARLIER, BUT THEY
10:31:35AM  SET THE MEETING FOR 3:00 FOR THE PUBLIC.
10:31:41AM  BY 5:00, THEY WERE STANDING AROUND, DRINKING WINE AND HORS
10:31:47AM  D'OEUUVRES AND SO FORTH.
10:31:50AM  AND APPARENTLY LOOKED TO ME LIKE IT WAS GOING TO BE A
10:31:52AM  FUND-RAISING MEETING.
10:31:54AM  KATY CAN PROBABLY -- I LEFT AT 5:00.
10:31:59AM  FROM A 3:00 APPOINTMENT TO SET UP THE MEETING, IT HAD NOT
10:32:03AM  OPENED TO 5:00 AND IT LOOKED LIKE A MEETING LOOKING TO RAISE
10:32:09AM  MONEY.
10:32:10AM  THAT WAS DISAPPOINTING.
10:32:10AM  JOE AND WORKERS WERE THERE IN ATTENDANCE TO SEE HOW THEY
10:32:19AM  COULD HELP OUT.
10:32:20AM  AND IT WAS A LITTLE DISAPPOINTING THAT'S THE WAY THIS WHOLE
10:32:23AM  THING ENDED UP.
10:32:24AM  THAT'S WHAT I HAVE ON THE ERIN BROCKOVICH.
10:32:32AM  >>Mayor Ribble: I'M GOING TO TAKE 30 SECONDS REAL QUICKLY.
10:32:34AM  LAST THURSDAY, PETER SIMMONS AND MYSELF HAD AN HOUR-LONG
10:32:38AM  MEETING WITH CHAUNCEY GOSS ON WATER ISSUES AND FLOODING
10:32:41AM  ISSUES IN BOTH BONITA SPRINGS AND ESTERO.
I thought it was an outstanding meeting.

Chauncey will take it to the next level because he actually listens, and I don't think they are going to be rubber-stamping some of these permits to build like they had done in the past.

On another note, we have another guest here with us this morning. That's Marc Gagnon, who is the chaplain of the Elks Club.

Marc, can you just wave to everybody here?

He is the new lease on life for our relationship with the Elks.

I was pleased to say everyone, except a couple of folks out of town, attended the Memorial Day session.

Katy, did you an outstanding job as keynote speaker.

Marc, you have taken this thing and really chased it around. I've had a lot of comments, I've had a lot of e-mails from folks that were just ecstatic with your leadership.

So this will continue to be a fund thing, and I don't know what you're going to do at the next one, it might wind up being standing-room only.

For you folks that came in after we got started, they kept adding more tables and chairs, tables and chairs, before you knew it, they were at the back of the room.

Just very well done.

Very interesting.

Katy, you're up.

>>Vice-Mayor Errington: Let me add to that, it was outstanding the work that you did there that day.

It's probably -- not probably -- it is the best one that we have attended, I've attended since being here.

I would also like to remind everyone that tomorrow, June 6th, is the 75th anniversary of the D-Day.

And that's a very emotional time to watch that.

I've seen some of that on streaming.

Say thank you to all those men and women who gave so much for what we have today.

I will go back to what Jim said about the Erin Brockovich outing.

I understood it to be 4 to 6.

I think you missed out on the best part because --

>> What's that?

The wine?

[ Laughter ]

>>Vice-Mayor Errington: No.

I had an opportunity to get to meet with her, and it was toward the end.
THEN I WENT HOME THE NEXT DAY, THAT EVENING, WE WATCHED THE ERIN BROCKOVICH MOVIE WITH JULIA ROBERTS IN IT, AND SHE DID AN OUTSTANDING JOB. SHE WAS JUST LIKE HER PERSONALITY. BUT SHE GAVE A VERY GOOD TALK AND REALLY THEY DIDN’T HIT US UP FOR DONATIONS SO I REALLY APPRECIATED THAT. WHEN I FIRST WENT IN THE DOOR, THEY WANTED A DONATION. BUT THE REST OF THE TIME, THAT’S OKAY. SHE EVEN MADE THE COMMENT THAT SHE WOULD LIKE TO MOVE TO THIS AREA. SHE LIVES IN CALIFORNIA RIGHT NOW. HER WHOLE PURPOSE IS TRYING TO GET PEOPLE INVOLVED IN LOCAL POLITICS OR WHATEVER IT IS YOU ARE DISCONCERTED WITH, WHY DON’T YOU GET INVOLVED? I LIKED MEETING HER. SHE IS A REAL TROUPER.

A COUPLE OF OTHER THINGS, THE RAILROAD CROSSING ON BROADWAY EAST, WHICH IS OWNED BY SEMINOLE RAILROAD, I WAS DRIVING GOING WEST THERE LAST WEEK, AND I ALMOST HIT A FOUR-WHEELER. HE WAS COMING DOWN THE SIDE OF THE RAILROAD TRACKS, AND HE DIDN’T STOP OR ANYTHING. HE JUST WENT RIGHT ACROSS THE ROAD AS I WAS GETTING READY TO GO OVER THE TRACKS. I THOUGHT, WELL, THAT’S INTERESTING. BUSES HAVE TO STOP. CARS DON’T HAVE TO STOP.

THEN I LOOKED DOWN THE TRACK, AND I COULD SEE, THERE IS A PATH. SO "THEY" BEING SOMEONE ON FOUR WHEELERS OR BIKES OR MOUNTAIN BIKES, WHATEVER, THEY ARE USING THAT. THAT WAS AN EYE-OPENER FOR ME. THE OTHER IS, I NEED TO CHECK WITH BURT ON THIS, WE DID A RESOLUTION SEVERAL YEARS AGO ON FRACKING, BUT NOW, ACCORDING TO WHAT AMBER CROOKS OF THE CONSERVANCY IS SAYING, THE NEW WORD NOW IS MATRIX ACIDIZING.

DO WE NEED ANOTHER RESOLUTION?

>> MY RECOLLECTION IS NOT. MY RECOLLECTION IS YOU PASSED AN ORDINANCE BANNING MATRIX ACIDIZING AND FRACKING WITHIN THE VILLAGE OF ESTERO. YOU HAVE AN ORDINANCE THAT PROHIBITS THAT. >>Vice-Mayor Errington: I THINK IT HAD A DIFFERENT WORD. >> MY RECOLLECTION IS WE MADE IT FAIRLY GENERAL TO COVER THAT, BUT I’LL CHECK INTO THAT. IF IT’S NOT COVERED, THEN YOU CAN CERTAINLY AMEND THE ORDINANCE TO THAT EFFECT.
Vice-Mayor Errington: AND THE LAST ONE IS, I GOT TO GO TO THE MPO MEETING.
I APPRECIATED THAT.
BILL CALLED AND ASKED ME IF I WOULD ATTEND IT.
THE ONE THING I BROUGHT BACK FROM THAT IS HOW ORGANIZED IT IS.
I WAS VERY IMPRESSED WITH HOW -- RUNS THE MEETING.
AND IT WAS SUPERB.
THE ONE THING THAT STUCK IN MY MIND WHEN I LEFT WAS THAT HERE IN LEE COUNTY, THE COMMITTEE STARTED TALKING ABOUT LeeTran AND THE BUDGETING FOR LeeTran FOR THE COMING YEAR, AND I DIDN'T REALIZE, AND DON CAN CORRECT ME ON THIS IF I AM INCORRECT.
THERE ARE 3,600 PEOPLE IN LEE COUNTY ON DIALYSIS.
AND OVER 1,000 OF THOSE PEOPLE USE LeeTran.
AND 50% OF THEM ARE LEE COUNTY RESIDENTS.
35% ARE FROM CAPE CORAL.
SOME OF THOSE RESIDENTS, THE DISCUSSION WAS THAT IF THE FUNDING IS NOT AVAILABLE, THEN THEY WOULD BE CUT OFF.
I DON'T KNOW WHERE THAT OCCURRED, HOW IT HAPPENED.
MAYBE YOU CAN ADDRESS THAT LATER OR HAVE A COMMENT.
BUT IT WAS UP IN THE AIR ABOUT SIGNING THE BILL, THE GOVERNOR SIGNED THE BILL TO DO THE HIGHWAYS UP THE MIDDLE OF THE STATE.
AND THAT WAS ATTACHED, LeeTran, A GRANT AT THE BOTTOM OF THAT.
TO ME, THAT WAS SOMETHING THAT I TOOK NOTICE TO BECAUSE WE HAVE A NEW DIALYSIS CENTER RIGHT HERE NOW.
I DIDN'T REALIZE SO MANY PEOPLE WERE IN NEED OF THAT.
IT WAS A VERY INTERESTING MEETING.
AND THANK YOU.
THAT WAS A GREAT WORKSHOP.
Mayor Ribble: JON.
>>Jon McLain: I HAVE ONE COMMENT.
ANOTHER TRAFFIC ISSUE.
I BROUGHT THIS UP A WHILE BACK.
THIS HAS TO DO WITH THE NEW LEFT-HAND TURN LANES FROM ESTERO PARKWAY GOING SOUTH ON 41 WITH THE NEW DEVELOPMENT.
GOT STARBUCKS AND THE LIKE.
THE TWO LEFT-TURN LANES ARE WORKING WELL.
UNFORTUNATELY, EITHER HABIT OR WHATEVER, THE FOLKS THAT ARE IN THE THRU LANE THAT GOES INTO THE STARBUCKS AND THE VERIZON CONTINUE TO MAKE LEFT-HAND TURN LANES.
BUT THE LAST COUPLE OF TIMES WENT DOWN THERE, I'VE SEEN PEOPLE MAKING THAT.
I DON'T KNOW IF THEY CAN IMPROVE THE ROAD MARKINGS TO MAKE SURE THAT FOLKS UNDERSTAND THAT'S ONLY A THRU LANE.

IT'S NOT A TURN LANE.

BECAUSE WHAT HAPPENS IS, A LOT OF PEOPLE IN THE LEFT-HAND TURN LANES ACTUALLY MERGE INTO THE FAR-RIGHT LANE.

IT'S AN ACCIDENT WAITING TO HAPPEN.

I'M NOT A TRAFFIC EXPERT, BUT I JUST SEE -- I'VE OBSERVED IT, AND I GO DOWN THERE ONCE OR TWICE A DAY PROBABLY AND I'VE SEEN TOO MANY INCIDENTS WHERE PEOPLE CONTINUE TO MAKE THAT LEFT-HAND TURN THERE.

I DON'T KNOW IF THEY CAN IMPROVE THE ROAD MARKINGS TO MAKE SURE THAT FOLKS UNDERSTAND THAT'S ONLY A THRU LANE.

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IT'S AN ACCIDENT WAITING TO HAPPEN.
10:43:08AM GET BETTER.
10:43:08AM WHILE I'M HERE, THOUGH, I HAVE BEEN WORKING DILIGENTLY ON
10:43:16AM THE LAND DEVELOPMENT CODE PROJECT, WHICH IS REALLY A MASSIVE
10:43:22AM TYPE THING.
10:43:23AM WE'VE HAD SEVERAL CONFERENCE CALLS LAST WEEK WITH THE
10:43:28AM CONSULTANTS.
10:43:29AM I'VE ASKED THEM AS YOU HAD ASKED ME AT THE LAST MEETING TO
10:43:36AM MOVE FORWARD WITH THE ADMINISTRATIVE PART OF THAT TO DEAL
10:43:39AM WITH THE LAND USE BOARDS.
10:43:42AM IT'S A BROADER SUBJECT BECAUSE IT DEALS WITH NOT JUST THE
10:43:46AM Land Use Boards but how the staff works, what kind of
10:43:49AM ADMINISTRATIVE TASKS THAT WE'RE GOING TO -- AND THE
10:43:54AM DECISIONS THAT WE'RE GOING TO ALLOW THEM TO MAKE ON A
10:43:57AM LONG-TERM BASIS.
10:43:58AM SO NANCY HAS BEEN ASKED, NANCY STROUD HAS BEEN TASKED WITH
10:44:02AM START DRAFTING THAT SECTION OF THE LAND DEVELOPMENT CODE,
10:44:04AM AND WE WILL HAVE SOME DOCUMENTATION TO SHOW EVERYBODY IN THE
10:44:08AM FALL, PROBABLY BEGINNING OF OCTOBER.
10:44:11AM SO THAT'S ONE I THINK YOU CAN SCHEDULE THAT FOR YOUR
10:44:15AM DISCUSSIONS.
10:44:16AM BILL, THANK YOU.
10:44:19AM AND THAT'S ALL FROM THE WILDS OF MAINE.
10:44:22AM >>Mayor Ribble: THANKS, HOWARD.
10:44:24AM >> MR. MAYOR, BEFORE WE GO INTO BURT'S ITEM, CAN WE CALL UP

10:44:28AM MR. ROBERT KING.
10:44:30AM HE HAD GIVEN ME A CARD TO SPEAK ABOUT MINING.
10:44:38AM >> FOR THE RECORD, ROBERT KING.
10:44:40AM I LIVE AT 21130 POLICE DRIVE IN ESTERO.
10:44:43AM I WANT TO TAKE JUST A MOMENT THIS MORNING TO SAY HOW MUCH I
10:44:48AM APPRECIATE THE EFFORTS OF STICKING WITH THIS AMENDMENT AND
10:44:52AM STANDING UP AND SAYING HOW WE FEEL AND HOW WE'RE IMPACTED.
10:44:57AM ECCL HAS DONE A WONDERFUL JOB IN BALLYHOOING WHAT WE NEED TO
10:45:02AM DO AND HAVE PEOPLE SHOW UP.
10:45:03AM I SPOKE AT THE LAST MEETING, I WILL SPEAK AT THIS ONE.
10:45:07AM I THINK IT'S IMPORTANT THAT PEOPLE KNOW THAT WE DON'T THINK
10:45:10AM THAT AMENDMENT IS IN THE BEST INTEREST OF OUR COMMUNITY.
10:45:14AM I REALLY APPRECIATE THE FACT THAT YOU WOULD RESCHEDULE YOUR
10:45:18AM MEETING AND TAKE THE TIME TO BE THERE TO STATE YOUR
10:45:22AM POSITION.
10:45:22AM THANK YOU.
10:45:23AM >>Mayor Ribble: THANK YOU.
10:45:24AM NOW YOU'RE UP, BURT.
10:45:28AM >>Burt Saunders: THANK YOU, MR. MAYOR.
10:45:30AM AT THE LAST MEETING, THERE WAS A QUESTION RAISED CONCERNING
10:45:32AM THE AUTHORITY OF THE VILLAGE OF ESTERO TO REGULATE SEPTIC
10:45:40AM TANKS.
10:45:40AM THE CONCERN OBVIOUSLY IS THE FAILING SEPTIC TANKS THAT
Perhaps have been in place for a long time and have not been inspected.

You have a memorandum in your packet that basically says the village of Estero does have jurisdiction, not preempted by the state, from regulating and requiring inspections of and improvements to failing septic tanks. So you have that authority. That becomes more of a political issue and financial issue, but you can adopt ordinances dealing with protecting the environment from failing septic tanks as well as requiring inspection, periodic inspections of septic tanks. The actual permitting of septic tanks is a Department of Health activity. So that is required by statute that there be Department of Health inspections.

The second aspect of this, and the second aspect is the more complicated, and that is requiring — potential for requiring septic tank owners to convert to sewer, sanitary sewer.

Derek Rooney has been involved with your staff and with the Lee County staff in discussing the process for that issue. Derek will be making a presentation at your meeting either in June or your first meeting in July on how that process works. It may be one of those things where you want to do a workshop on just what steps you want to take going forward.

But you would basically create taxing districts, special assessment districts, but you have to do that in coordination with Lee County because they, obviously, are the providers of sewer systems in the village, along with the Bonita Springs Utility has a small area for that. So that will be a subsequent presentation.

Mayor Ribble: Okay.

Great job.

I went through this whole thing, Burt.

I think you folks did a real nice job with this.

Kathleen Hall: Mr. Mayor, I did have one person who wanted to speak on the topic.

Abby Whitehead.

Good morning, Council.

As one of the residents who will be affected by the septic-to-sewer conversion, I want to raise the issue that you need to engage my community and the adjoining communities that are affected in this process. There are so many issues that weigh into this decision.
NOT ONLY BRING IT INTO OUR NEIGHBORHOOD AND MAKE A CONNECTION, BUT ALSO CONNECTING TO THE THREE OAKS PLANT. OVER THE LAST 18 MONTHS, I WAS ABLE TO WORK WITH THE FEDERAL GOVERNMENT AGENCY, AND I LEARNED A LOT OF INFORMATION ABOUT LEE COUNTY INFRASTRUCTURE.

LET ME TELL YOU, IT IS WOEFULLY, WOEFULLY BEHIND THE TIMES IN TERMS OF 21st CENTURY QUALITY IN THE WAY IT FUNCTIONS, IN THE DISCHARGE THAT IT PUTS OUT.

WE'RE AFFECTING OUR WATER QUALITY FROM OUR SEWAGE TREATMENT PLANTS.

YOU NEED TO KNOW THAT. THERE'S JUST A WHOLE RANGE OF ISSUES THAT REALLY NEED TO BE BROUGHT INTO THIS.

DO WE HAVE RESERVATION CAPACITY AT THE THREE OAKS PLANT? WHY DO WE CONTINUE TO ALLOW THE DEVELOPERS ON CORKSCREW ROADWAY FAR EAST TO MAKE CONNECTIONS AND YET, YOU KNOW, WE DON'T REALLY KNOW IF WE HAVE THE PROPER RESERVATION CAPACITY FOR OUR OWN NEIGHBORHOODS.

I DON'T KNOW IF THAT ANALYSIS HAS BEEN DONE; PERHAPS IT HAS. I DON'T KNOW, DAVID.

MAYBE IT HAS AND I'M NOT AWARE OF THAT LEVEL OF INFORMATION.

WHAT I'M TRYING TO TELL YOU HERE IS THAT THERE'S A WHOLE RANGE OF ISSUES TO BE DEALT WITH.

THE MAIN ISSUE I REALLY WANT TO BRING UP IS THE WAY THIS IMPACTS INDIVIDUAL HOUSEHOLDS AND THEIR ECONOMIC ABILITY TO SHOULDER THE COST OF THIS.

I WOULD ASK A COUPLE OF THINGS.

ONE IS, WE NEED TO PURSUE ALL THE GRANTS THAT ARE AVAILABLE FOR THIS.

NUMBER TWO, WE HAVE TO HOLD EVENING MEETINGS, IF WE'RE GOING TO HOLD WORKSHOPS, HOLD THEM IN THE EVENING, PLEASE.

WHEN I LOOK AT NEIGHBORING MUNICIPALITIES, BONITA HOLDS ONE MEETING A MONTH IN THE EVENINGS STARTING AT 5:30.

CITY OF FORT MYERS, THEIR MEETINGS START AT 4:30.

ALL RIGHT.

THE MUNICIPALITIES THAT HAVE DAYTIME MEETINGS GENERALLY ARE VERY WEALTHY COMMUNITIES OR COMMUNITIES THAT ARE PREDOMINANTLY RETIREES.

YOU'RE LOOKING AT CITY OF NAPLES OR LOOKING AT CITY OF SANIBEL.

REALLY, DEMOGRAPHICALLY, MUCH MORE SIMILAR TO CITY OF BONITA SPRINGS THAN WE ARE TO THE OTHER CITIES.

LET'S BE SENSITIVE TO WHO LIVES HERE AND THE DEMOGRAPHIC CROSS-SECTION OF PEOPLE THAT YOU'RE DEALING WITH.

LET'S ALSO CONSIDER THAT THIS ISSUE OF INFRASTRUCTURE CAPACITY AND QUALITY IS A MAJOR ISSUE.
I'M GOING TO BE A LITTLE FREEWHEELING IN MY COMMENTS.

I HAVE EIGHT MINUTES LEFT.

IF YOU ARE CARE ABOUT THE ISSUES, YOU NEED TO LOOK AT THE EFFLUENT WE'RE DISCHARGING TO THE PLANTS.

THANK YOU.

>>Mayor Ribble: THANK YOU.

STEVE.

>>Howard Levitan: BILL, CAN I WEIGH IN ON THIS ONE, TOO?

>>Mayor Ribble: YES.

>>Howard Levitan: I THINK BURT'S MEMORANDUM IS REALLY GOOD.

I THINK THERE IS A TWO-PRONG APPROACH WE NEED TO BE TAKING.

THE FIRST IS, AS HE SAID, IF WE HAVE THE POWER, WHICH I THINK WE DO, TO REQUIRE INSPECTIONS AND AT SOME POINT IN THE PROCESS, WHETHER IT BE AT THE SALE OF A PROPERTY OR EVEN ON A TIME BASIS EVERY THREE YEARS, EVERY FIVE YEARS, WHATEVER, WE SHOULD BE PROCEEDING TO DRAFT THAT AS AN ORDINANCE AND BRING IT BACK TO COUNCIL SOONER RATHER THAN LATER.

THE THING, THE CONVERSION ASPECT OF IT IS A MUCH LONGER TERM PROJECT, BUT I THINK WE CAN DO SOME INTERIM STEPS THAT WILL REALLY PROVIDE SOME PROTECTION.

BECAUSE ONCE YOU DETERMINE THAT A SEPTIC SYSTEM HAS FAILED, IT IS REQUIRED BY THE FLORIDA LAW STATUTES TO BE REPLACED OR FIXED.

SO I THINK WE CAN DO A LOT OF GOOD BY OUR OWN ORDINANCES AND DO IT QUICKLY, WHICH IS WHAT WE HAD INTENDED TO DO IN THE COMPREHENSIVE PLAN.

>>Mayor Ribble: I WANT TO TAP ON TO YOUR COMMENT, HOWARD.

I WANT TO TAP ON TO WHAT PATTY HAD SAID.

AS YOU KNOW, I'VE HAD MY BEAK INTO THIS THING NOW FOR SIX MONTHS.

I WAS SURPRISED TO KNOW THAT ROBINSON WAS THE TEAM THAT PUT THE PROCESS IN PLACE FOR CHARLOTTE COUNTY.

AND THAT STRATEGIC PLAN IN CHARLOTTE COUNTY IS SECOND TO NONE.

THAT'S BEEN UP AND RUNNING FOR TWO YEARS.

THEY ARE DOING A GREAT JOB.

THEY ARE ADDRESSING A LOT OF THINGS.

YOU TALKED ABOUT, PATTY, CONSIDERING CAPACITY, AND ALSO, DIFFERENT OPTIONS FOR PAYMENT.

SO I THINK THEY'VE DONE A GREAT JOB WITH THAT.

TO YOUR COMMENT ABOUT HAVING EVENING MEETINGS, WHEN IT BECOMES NECESSARY TO TALK ABOUT THIS WITH THE PUBLIC, WE CAN CERTAINLY DO THAT.

BUT I DO WANT TO, AGAIN, PUT THE PRESSURE ON LEE COUNTY.

IT'S A SHAME OF THE PASSING OF MR. KIKER BECAUSE WE JUST STARTED TALKING ABOUT THIS THING WHEN HE CAME DOWN WITH
10:53:15AM    CANCER.
10:53:15AM    BUT WE NEED TO FIND WHOEVER THAT'S GOING TO BE TO REPLACE
10:53:19AM    THAT SEAT, AND WE NEED TO GET ON THIS THE NEXT DAY THAT THAT
10:53:23AM    PERSON IS APPOINTED AS COMMISSIONER, BECAUSE LEE COUNTY
10:53:27AM    PLAYS BIG PART IN THIS.
10:53:28AM    WE CAN SAY ALL WE WANT TO DO ABOUT PUTTING THE PROCESS IN
10:53:33AM    PLACE, BUT IF THE CAPACITY IS NOT THERE, THE PUMPING
10:53:36AM    STATION, ET CETERA, THAT WE NEED, THAT'S A PROBLEM.
10:53:38AM    SO WE NEED TO REVISIT WITH THAT FIRST.
10:53:40AM    DO YOU WANT TO COMMENT ON THAT, DAVID?
10:53:45AM    >>David Willems: I WANTED TO MAKE THE POINT THAT WE'RE NOT
10:53:46AM    WAITING ON THAT.
10:53:47AM    WE'RE ACTUALLY MEETING REGULARLY WITH LEE COUNTY UTILITY
10:53:51AM    STAFF AT THE STAFF LEVEL JUST TO UNDERSTAND WHAT TYPE OF
10:53:54AM    EXPANSION NEEDS TO BE MADE TO GET SOME OF THESE COMMUNITIES
10:53:57AM    HOOKED UP.
10:53:58AM    IN FACT, I HAVE A 2:00 MEETING WITH LEE COUNTY UTILITIES TO
10:54:01AM    TALK ABOUT THIS EXACTLY.
10:54:02AM    >>Mayor Ribble: GOOD.
10:54:06AM    >> DAVE, COULD YOU POSSIBLY LOOK INTO AND FIND OUT, THIS IS
10:54:10AM    GOING TO -- IF THERE IS A LACK OF QUALITY DISCHARGE FROM THE
10:54:18AM    LEE COUNTY PLANTS OR WHAT THE DIFFERENCE IS BETWEEN THE LEE
10:54:22AM    COUNTY PLANTS AND THE BONITA SPRINGS UTILITY AFTER IT'S BEEN
10:54:28AM    PROCESSED?
10:54:30AM    >>David Willems: WELL, EACH TREATMENT PLANT USES DIFFERENT
10:54:33AM    TREATMENT PROCESSES.
10:54:34AM    >> I'M TALKING ABOUT THE END RESULT.
10:54:36AM    >>David Willems: RIGHT.
10:54:37AM    BUT EACH ONE IS SET UP TO HAVE A DIFFERENT RESULT, EVEN LEE
10:54:40AM    COUNTY.
10:54:40AM    THE FIESTA VILLAGE TREATMENT PLANT, WHICH IS NOT OURS.
10:54:44AM    IT'S OUT IN THE IONA AREA, THAT'S ACTUALLY PERMITTED TO GO
10:54:49AM    ALMOST TO SURFACE WATER STANDARDS WITH THE NUTRIENTS.
10:54:52AM    I'M NOT SURE WHAT THREE OAKS IS; I'LL LOOK INTO THAT.
10:54:57AM    BUT IT'S USED FOR IRRIGATION WATER, SO IT'S NOT DIRECTLY
10:55:02AM    DISCHARGED INTO THE CREEKS.
10:55:05AM    BUT I'LL LOOK AT THAT.
10:55:06AM    I'LL DOCUMENT EXACTLY.
10:55:09AM    >> EVEN IF USED FOR IRRIGATION WATER.
10:55:11AM    IRRIGATION WATER THAT'S USED, THEN FILTERS BACK INTO THE
10:55:18AM    THE FERTILIZER.
10:55:20AM    I KNOW THAT IS THE SECOND STEP IN WHAT WE'RE DOING.
10:55:25AM    THE FIRST STEP, I THINK, IS GOING TO BE THE ACTUAL SEPTIC
10:55:30AM    TANKS THEMSELVES SO THAT THE SECOND PART IS A WAYS DOWN THE
10:55:34AM    LINE.
I THINK WE SHOULD HAVE, WHETHER THERE IS A PROBLEM WITH CAPACITY OR THE RESULT OF WHAT THEY ARE PUSHING THROUGH IT.

David Willems: I MEAN, I'M SURE THEY ARE IN COMPLIANCE WITH WHAT THEIR REGULATIONS ARE.

But I'll look into that specifically.

Nick Batos: Thank you.

Mayor Ribble: Steve, did you want to give any report?

Steven Sarkozy: No report.

Mayor Ribble: Okay.

Let's take a ten-minute break.

BE BACK AT FIVE MINUTES AFTER 11:00 PLEASE.

[ Sounding gavel ]

[ recess ]

We're out of the council session officially.

[ Sounding gavel ]

We're going to start our workshop.

David, you're up, I think.

Is that the case?

Today is really one of the first inputs to the budget.

This is the proposed 2019-2020 capital improvement program.

We got all of our expenditures through the budget process, and the calendar for the budget process has been submitted in your desk packet.

But it is this presentation formalization of a couple of our master plans in the coming weeks and early July, July 10th, we'll do the budget workshop and a public hearing on this very capital improvement program.

And then on July 24th, have our preliminary millage vote and final adoption of the C.I.P. for the benefit of the public, all of our major capital outlays go through this process.

So it's important, if there's a project on mind, we put it on our plan, even if it's not funded.

So it becomes like a memory bank, and we don't forget good ideas that come forward at some point in time.

The fact that it's mentioned doesn't mean it will get funded but at least it's on the list for council consideration.

All of this culminates the end of September --

September 18th, with the approval of our final budget and the millage for the upcoming year.

But with that, I'll turn this over to David Willems, who is our director of public works to describe the various projects.

On this plan and all the various categories we have for public expenditure.
GOOD MORNING.
WHAT I WAS GOING TO GO THROUGH IS THE C.I.P.
I WAS REALLY GOING TO FOCUS ON NEXT YEAR'S AND THEN BRIEFLY
GO OVER THE FOUR YEARS AFTER THAT.
THIS IS THE FORMAT THAT WE DO THE C.I.P.
IT SHOWS ALL THE PROJECTS THAT WE PLAN ON WORKING ON.
IT SHOWS SPECIFIC NUMBERS FOR THE PROJECTS WE'RE GOING TO DO
IN THE NEXT FIVE YEARS, AND THEN WE HAVE A COLUMN FOR
FUTURE, AND THOSE ARE THE PROJECTS THAT WE REALLY WANT TO DO
BUT JUST DON'T HAVE THE FUNDS TO DO THEM RIGHT NOW.
WE HAVE THEM IN THIS FORMAT.
SOMETIMES THIS IS HARD TO REALLY DIGEST WHAT WE'RE DOING
BECAUSE THERE ARE SO MANY AREAS THAT ARE BLANK.
WE ALSO DO A BUDGET THAT IS FOR EACH FISCAL YEAR.
THIS GETS RID OF THE BLANKS, AND THIS ONE RIGHT HERE IS FOR
NEXT YEAR.
WHAT I WANTED TO DO IS GO OVER EACH OF THE PROJECTS JUST SO
YOU UNDERSTOOD WHAT THOSE PROJECTS WERE.
THIS HAS COST ASSOCIATED WITH IT, WHAT WE EXPECT TO PAY NEXT
YEAR.
SOME OF THE PROJECTS ARE MORE THAN ONE YEAR LONG, SO YOU'LL
SEE THEM IN SUBSEQUENT BUDGETS AS WELL.
THE FIRST PROJECT ON THE LIST IS ESTERO PARKWAY.
I'M NOT GOING TO TAKE A WHOLE LOT OF TIME TO GO THROUGH
THAT.
I THINK WE'VE GONE THROUGH THAT A LOT.
EVERYONE KNOWS WHERE IT'S LOCATED.
YOU'LL PROBABLY BE GETTING THAT MAYBE THE NEXT COUNCIL
MEETING OR THE ONE AFTER THAT TO LOOK AT THE ACTUAL
AWARDING --
WHAT IS THE START DATE ON THAT?
DO WE HAVE ONE NOW?
>>David Willems: WE DON'T.
WE HAVE THE 90% PLANS RIGHT NOW.
JUST FINISHED REVIEWING THEM.
THEY ARE MAKING A COUPLE OF CHANGES.
ONCE WE GET THAT BACK, WE SHOULD BE ABLE TO -- WE'LL BE
READY TO BID THAT AND GET A CONTRACTOR ON BOARD.
>>Howard Levitan: DAVID, COULD I ASK A QUICK QUESTION?
IN THE CHART, THE LONG CHART THAT GOES OUT SEVERAL YEARS,
THERE IS A COLUMN CALLED "FUNDING SOURCE."
COULD YOU JUST REALLY QUICKLY GO THROUGH WHAT THE DIFFERENT
ACRONYMS ARE, ABBREVIATIONS?
>>David Willems: THE GREEN IS THE GENERAL FUND, SO THAT'S
JUST THE GENERAL FUND.
WE CAN USE THAT FOR ANY PROJECT.
THE BLUE, THE GT IS THE GAS TAX.
SO THAT'S MORE OF THE TRANSPORTATION TYPE OF PROJECTS.
YOU HAVE THE ROAD IMPACT FEES, WHICH ARE IS THE RIF IN THE
YELLOW.
SO THAT REALLY IS JUST PROJECTS THAT WILL INCREASE CAPACITY
FOR ROADWAYS.
WE DON'T HAVE, JUST BECAUSE OUR INFRASTRUCTURE IS MOSTLY
BUILT, THERE AREN'T A WHOLE LOT OF PROJECTS THAT ARE GOING
TO BE INCREASING CAPACITY.
WE DO HAVE A COUPLE OF THEM PROPOSED.
AND THEN THE LAST ONE IS PARK IMPACT FEES.
SO THOSE ARE PROJECTS THAT ARE RELATED TO PARK FACILITIES.
>>Howard Levitan: AND WE HAVE MONEY IN IMPACT FEES THAT
COULD BE SPENT.
>>David Willems: YEAH, WE HAVE MONEY IN EACH OF THOSE POTS.
>>Howard Levitan: THANK YOU.
>> JUST ANOTHER QUESTION, ON THE ESTERO PARKWAY, THE
ORIGINAL SHEET WE HAVE WAS AMENDED OR WAS CHANGED, THE TOTAL
NUMBER.
>>David Willems: YEAH, THERE WAS AN ERROR ON THE ONE I SENT
OUT ORIGINALLY.
IT SHOWED IT OVER $10 MILLION BUT THE BUDGET APPROVED IS
9.3.
THAT'S WHAT WE'RE PLANNING ON MEETING.
>> Howard Levitan: THANK YOU.
>> THAT'S THE NUMBER WE'RE STILL AT.
>>David Willems: YES.

THAT IS THE NUMBER WE'RE STILL AT.
CORRECT.
SO WE'RE GOING TO SKIP TO KIND OF THE SECOND ONE ON THE
LIST.
THIS IS REALLY A PLACEHOLDER.
WE'RE TRYING TO WORK WITH THE COUNTY AND THE SCHOOL DISTRICT
TO DO KIND OF A MULTIPURPOSE PARK-TYPE FACILITY.
WE ENVISION THAT ONE OF OUR CONTRIBUTIONS COULD BE A ROADWAY
THAT ALLOWS ACCESS TO THAT.
IN CASE THAT COMES THROUGH, WE PUT MONEY ASIDE TO BE ABLE TO
DO THAT IN THE NEXT COUPLE OF YEARS.
THERE ARE NO PLANS, NO AGREEMENT OR ANYTHING.
BUT WE WANTED TO MAKE SURE IF IT DID COME TO FRUITION WE
WOULD HAVE THE MONEY AVAILABLE.
IF IT DOESN'T, OBVIOUSLY THAT MONEY WOULD BE AVAILABLE FOR
SOME OTHER PROJECT.
THE COSTS THAT WE'RE SHOWING HERE, IT'S USUALLY IN ROAD
IMPACT FEES.
SO IT WOULD ONLY BE ABLE TO BE USED FOR A ROADWAY PROJECT
THAT EXPANDS CAPACITY.
THE NEXT PROJECT IS RIVER RANCH ROAD.
SO WHAT -- FOR THE NEXT FISCAL YEAR WHAT WE WOULD BE LOOKING
AT IS DESIGNING AND PERMITTING IMPROVEMENTS.
IT'S A VERY NARROW ROADWAY THAT HAS DITCHES RIGHT AT THE
SIDE OF IT.

IT HAS SIDEWALK PART OF THE WAY BUT NOT THE WHOLE WAY, AND
THERE ARE NO BIKE LANES ON IT.
SO WE WOULD LOOK AT IT.
WE'RE GOING TO PROPOSE TO LOOK AT IT AND SEE WHAT WE CAN DO
TO IMPROVE THAT, JUST THE WAY THE ROADWAY FUNCTIONS.
DON'T KNOW WHAT THOSE IMPROVEMENTS ARE YET, BUT WE WOULD BE
STUDYING IT NEXT YEAR TO FIGURE OUT.
AND THEN LIKELY DOING THOSE IMPROVEMENTS THE FOLLOWING YEAR.
THIS IS ALSO WHERE ESTERO HIGH SCHOOL HAS THEIR PARENT
PICKUP.
AND BECAUSE THERE ARE SO MANY PARENTS THAT DO THE PICKUP, IT
CREATES A LOT OF TRAFFIC ISSUES AND WE WOULD LOOK AT TRYING
TO ADDRESS THAT WITH THE IMPROVEMENTS.
IF YOU'VE EVER DRIVEN THERE, YOU'LL SEE AT WILLIAMS ROAD,
THERE IS NO TURN LANE.
SO WHAT HAPPENED IS PEOPLE ENDED UP MAKING THEIR OWN TURN
LANE IN THE GRASS, AND OBVIOUSLY, AS PART OF THIS, WE'D LOOK
AT ADDING A TURN LANE SO PEOPLE AREN'T TRYING TO MAKE THE
RIGHT TURN IN THE GRASS AND CLEAN IT UP A LITTLE BIT.
THE NEXT PROJECT IS THE ONE THAT WE HAD A LOT OF COMPLAINTS
ABOUT, THE WALGREENS EXIT ONTO WILLIAMS.
IT SAYS NO LEFT TURNS, BUT IT REALLY DOESN'T STOP ANYBODY
FROM MAKING THE LEFT TURN.
AND THEN IN ADDITION, THERE'S A LEFT TURN TO GO TO ATLANTIC
GULF DRIVE ON THE SOUTH SIDE.

WHAT THAT DOES IS IT MAKES THE LEFT-TURN LANE FOR WILLIAMS
ONGOING U.S. 41 VERY SHORT.
AND OUR CONSULTANT -- WE HIRED A CONSULTANT TO STUDY IT THIS
YEAR.
NEXT YEAR WHAT WE'RE HOPING TO DO IS TO GET INTO THE ACTUAL
DESIGN AND PERMITTING OF WHAT SOLUTIONS WE COULD COME UP
WITH TO FIX THAT.
AND PROBABLY TWO OR THREE YEARS OUT BEFORE WE COULD BUILD
IT.
DEPENDING ON WHAT SOLUTION WE PICK, THERE COULD BE A CHEAP
FIX OR IT COULD BE VERY EXPENSIVE.
I WAS GOING TO GO INTO A LITTLE MORE DETAIL ON THIS PROJECT
BECAUSE OUR CONSULTANT HAS COME UP WITH SOME CONCEPTS OF
WHAT COULD BE DONE.
THEY HAVE COME UP WITH FOUR OPTIONS.
THE FIRST OPTION IS REALLY JUST THE SIMPLEST.
YOU PUT IN A TRAFFIC SEPARATOR, A CURB, THAT WOULD ACTUALLY
PREVENT ANYBODY FROM MAKING THAT LEFT TURN.

THEY WOULD BE FORCED TO MAKE THAT RIGHT.

THE NEGATIVE WE SEE WITH THAT IS THAT NOW EVERYBODY IS JUST GOING TO GO TO THE NEXT DRIVEWAY AND MAKE A U-TURN.

YOU'RE PUTTING ALL THIS TRAFFIC ONTO A PRIVATE PROPERTY.

WE'VE ACTUALLY MET WITH ALL THESE COMMUNITIES, ALL THE PROPERTY OWNERS AROUND HERE ALREADY AND SHOWED THEM THESE CONCEPTS, JUST TO MAKE SURE THEY WERE COMFORTABLE WITH THEM.

EVERYBODY SEEMS TO BE ON BOARD.

THEY KNOW THAT SOMETHING NEEDS TO BE DONE.

THEY WILL BE INVOLVED AS WE MOVE FORWARD.

THE SECOND ONE IS JUST A LITTLE BIT MORE WORK.

SO INSTEAD OF JUST HAVING THEM HAVE TO MAKE THE TURN IN THE DRIVEWAY, DO A LITTLE BULB-OUT SO THEY COULD ACTUALLY MAKE A U-TURN IN THE ROAD RIGHT-OF-WAY.

THIS WOULD HAVE LIKELY WETLAND IMPACTS SO THE COST WOULD DEFINITELY GO UP.

BUT IT DOESN'T REALLY FIX ALL THE PROBLEMS BECAUSE ATLANTIC GULF STILL CAN'T MAKE A LEFT OUT.

AND PEOPLE CAN'T GET IN OFF OF WILLIAMS WHEN THEY ARE HEADING IN FROM 41.

SO IN ORDER TO ADDRESS THOSE CONCERNS AS WELL, ONE OPTION WOULD BE TO ADD A NEW FRONTAGE ROAD, SO YOU WOULD ACTUALLY HAVE A FOUR-WAY STOP THERE, WHICH WOULD ALLOW PEOPLE TO GET IN AND OUT, AND IT REALLY FIXES MOST OF THE PROBLEMS PEOPLE WOULD HAVE WITH THE CURB.

IT WOULD STILL INCLUDE THE BARRIER CURB.

THE ONE NEGATIVE WOULD STILL BE IS THAT I COULD SEE A LOT OF PEOPLE STILL GOING INTO THE DRIVEWAY TO MAKE THE U-TURN INSTEAD OF MAKING THE LEFT AND COMING BACK AROUND.

THE LAST OPTION, THIS IS THE ONE THAT OBVIOUSLY IS THE MOST EXPENSIVE.

IT WOULD BE TO DO A ROUNDABOUT THERE WHICH WOULD MAKE IT EASY FOR PEOPLE WHO HAD TO MAKE THE RIGHT, COME IN THE ROUNDABOUT AND THEN COME RIGHT BACK.

SO FAR THEY HAVE JUST GOTTEN THE CONCEPTS.

RIGHT NOW THEY'RE WORKING ON THE COSTS.

SO HOPEFULLY HERE IN THE NEXT MONTH OR SO, WE'LL BE COMING BACK WITH THESE DESIGNS AGAIN AND HAVE COSTS WITH THEM AND GET YOUR INPUT AS FAR AS WHICH DIRECTION YOU THINK WE SHOULD GO.

>>Mayor Ribble: DO YOU HAVE ANY FEEDBACK FROM THE WEST BAY PEOPLE ON THE ROUNDABOUT OR NO?

>>David Willems: YEAH, WE TALKED WITH THEM.

I MEAN, THEIR MAIN CONCERN IS JUST ACCESS, BEING ABLE TO GET IN AND OUT.
IT WAS ACTUALLY MORE OF A CONCERN FOR THE FUTURE BECAUSE IT'S REALLY JUST A SALE CENTER RIGHT NOW. THEY ENVISION ONCE WEST BAY CLUB IS DONE, THEY'LL BE SELLING THIS AS A COMMERCIAL OUT LOT. REALLY THEIR FOCUS WAS THAT ANYTHING THAT WE DID DIDN'T IMPACT THEIR DEVELOPABLE FOOTPRINT. THERE'S THE POTENTIAL THAT THIS COULD ACTUALLY EXPAND IT BECAUSE THE ROADWAY NOW WOULD NO LONGER BE NEEDED FOR A ROADWAY BECAUSE THEY HAD THE ONE THAT WE WOULD BUILD. BUT THEY WERE ON BOARD. >>Howard Levitan: DAVID, CAN I ASK A QUESTION AS WELL? WE'RE GETTING A LOT OF COMMENTS IN PELICAN SOUND ABOUT THE FACT THAT IT'S HARD TO GET OUT OF OUR BACK ENTRANCE BECAUSE OF THE SPEEDING ON THAT ROAD, ON WILLIAMS. AND WONDER WHETHER OR NOT WE HAVE ANY DATA ABOUT THAT. HAVE WE EVER LOOKED AT THAT? SLOW DOWN THE TRAFFIC ON THAT ROAD AS WELL. IT MUST IMPACT FOUNTAIN LAKES AS WELL. THEY HAVE AN ENTRANCE ONTO WILLIAMS AS WELL. >>David Willems: I HAVE NOT SPECIFICALLY HEARD THAT, AND WE HAVE NOT DONE A SPEED STUDY ON THAT ROADWAY TO UNDERSTAND HOW FAST EVERYBODY IS GOING. JUST RECENTLY, THE ONLY THING THAT I'VE HEARD DIRECTLY FROM FOUNTAIN LAKES WAS THAT THERE WERE RESIDENTS CONCERNED OR UPSET ABOUT HOW FAR THE TRAFFIC WAS BACKING UP FROM U.S. 41. >>Howard Levitan: I'VE HEARD THAT AS WELL. WE'RE GETTING SOME COMMENTS IN PELICAN SOUND ABOUT THE SPEED ON THAT ROAD AND SOME PEOPLE JOKING ABOUT SPEED BUMPS AND THINGS LIKE THAT. THAT'S POINT ONE. POINT TWO IS, I KNOW YOU AND I HAD A DISCUSSION ABOUT TEMPORARY BARRIERS AT THE WALGREENS TO ELIMINATE THE ILLEGAL LEFT OUTS FROM THERE. IS THAT SOMETHING THAT WE COULD THINK ABOUT AS AN INTERIM STEP? >>David Willems: YEAH, WE'LL LOOK INTO THAT. >>Howard Levitan: OKAY.

THANK YOU.

>>David Willems: I'LL TALK TO THE CONSULTANT ABOUT IT. THE NEXT ONE IS THE TURN LANES AT ESTERO HIGH SCHOOL. WE HAVE A PRELIMINARY DESIGN FOR IT. THEY ARE WORKING ON THE FINAL CONSTRUCTION PLANS. WE HAVE MET WITH PRINCIPAL SIMMONS ABOUT THE IMPROVEMENTS THAT WE ARE PROPOSING. HE'S VERY HAPPY WITH THEM.

WE HAD MENTIONED THAT WE'RE GOING TO TRY TO DO CONSTRUCTION
OUTSIDE OF SCHOOL HOURS.

HE SAID HE WOULD RATHER GET THE TURN LANES IN QUICKER RATHER THAN WAIT FOR IT TO BE OUTSIDE OF SCHOOL.

SO WE'RE JUST GOING TO PROCEED, GET THE PLANS FINISHED, GET IT PERMITTED, AND THEN START TO COORDINATE WITH THEM AS FAR AS WHEN WE CAN GET IT CONSTRUCTED.

HE'D RATHER GET IT DONE EARLIER JUST BECAUSE -- TO HAVE THE TURN LANES IS GOING TO BE A HUGE SAFETY IMPROVEMENT FOR THE KIDS THAT DRIVE THAT ROADWAY.

AND THIS IS BASICALLY WHAT THEY HAVE DESIGNED SO FAR.

WE'RE GOING TO ADD A RIGHT-TURN LANE BOTH FOR THE STUDENTS AND THE BUSES AND A LEFT-TURN LANE FOR BOTH THE STUDENTS AND THE BUSES.

IT WILL ALLOW THEM TO GET OUT OF THE WAY OF THE TRAFFIC GOING ALONG WILLIAMS WHEN THEY ARE TRYING TO COME TO AND FROM SCHOOL.

I DON'T KNOW IF ANYBODY HAS EVER BEEN OUT THERE, THE SCHOOL FORCES ALL OF THE STUDENTS TO TAKE A RIGHT IN THE AFTERNOON.

WE'RE ACTUALLY GOING TO DO A RAISED MEDIAN THAT WILL HELP THEM BE ABLE TO DO THAT WITHOUT HAVING SCHOOL STAFF DIRECTING THE STUDENTS.

THE CORKSCREW INTERCHANGE, THIS ISN'T ONE OF OUR PROJECTS, BUT IT'S AN IMPORTANT ONE FOR OUR RESIDENTS THAT ONCE THIS IS FINISHED, IT'S GOING TO FIX A REALLY BIG PROBLEM THAT WE HAVE, ESPECIALLY DURING SEASON, GETTING ONTO I-75 IN THE MORNING HOURS.

I WAS JUST IN CONTACT WITH D.O.T. YESTERDAY.

THEY ARE LOOKING TO SIGN THE NOTICE TO PROCEED THIS MONTH.

AND WHAT THAT NORMALLY WOULD MEAN IS THAT THE CONTRACTOR WOULD START TWO MONTHS AFTER THAT.

UNfortunately, THE CONTRACTOR HAD ASKED FOR FOUR MONTHS.

AND THEY GRANTED THAT.

ORIGINALLY, WE WERE THINKING AUGUST TIME FRAME.

IT ACTUALLY LOOKS LIKE IT WILL BE MORE OCTOBER BEFORE THEY START CONSTRUCTION.

AND THAT WAS -- THE REASON GIVEN WAS IN ORDER FOR THEM TO GET ALL THE MATERIALS TOGETHER, IT WOULD TAKE THEM FOUR MONTHS.

BUT THE F.D.O.T. IS STILL PROCEEDING WITH GETTING THE CONTRACT EXECUTED THIS MONTH.

THE CORKSCREW ROAD SIGNAL, THAT'S A PROJECT THAT WE'RE TAKING ON OURSELVES RIGHT NOW, BUT WE'LL BE REIMBURSED BY THE DEVELOPERS AT SOME POINT WHEN THEY ARE COMING IN WITH DEVELOPMENT PLANS.

THEY'VE DONE A LOT OF THE PRELIMINARY WORK, SO THIS NEXT YEAR WE'LL HAVE A DESIGN AND THEN HOPEFULLY THE DEVELOPERS
11:23:22AM WILL BE IN A POSITION TO ACTUALLY PAY FOR THE CONSTRUCTION
11:23:24AM AFTER WE'RE DONE WITH THE DESIGN.
11:23:26AM THE COCONUT ROAD CROSSWALKS.
11:23:35AM >> THE INFAMOUS CROSSWALKS.
11:23:38AM >>David Willems: WE BROUGHT THE POLICY BEFORE YOU, KIND OF
11:23:40AM WANTED TO LIMIT SOME OF THE LOCATIONS FOR CROSSWALKS.
11:23:44AM WE LOOKED -- WE STEPPED BACK AND LOOKED AT THE SITUATION
11:23:48AM EXACTLY.
11:23:49AM COCONUT SHORES AND ONE OF THE THINGS WE'RE LOOKING AT AND
11:23:53AM TRYING TO TALK THROUGH, THEY ACTUALLY HAVE A SIDEWALK ON THE
11:23:56AM EAST SIDE OF THEIR PROJECT THAT'S REALLY NOT THAT FAR.
11:23:59AM IT DEAD-ENDS BEFORE THE FPL EASEMENTS, SO THEY DON'T
11:24:02AM CURRENTLY HAVE ACCESS TO IT.
11:24:04AM WHAT WE WOULD HOPE TO DO IS WE WOULD EXTEND THAT TO THEIR
11:24:09AM DRIVEWAY, THEIR BACK DRIVEWAY.
11:24:11AM WE HAD TALKED TO THEM.
11:24:12AM ALL THEY WOULD HAVE TO DO IS PUT A GATE ON THEIR BACK
11:24:15AM DRIVEWAY FOR THE RESIDENTS TO GET IN AND OUT.
11:24:17AM THEY WEREN'T REALLY KEEN ON THAT IDEA, BUT I THINK THAT
11:24:21AM PROVIDES THEM A MUCH SAFER INGRESS AND EGRESS TO A SIDEWALK
11:24:26AM THAN EVEN HAVING A CROSSWALK ACROSS COCONUT ROAD.
11:24:34AM >> AS LONG AS THERE IS CONNECTIVITY TO THE GATE?
11:24:36AM >>David Willems: THEY FELT THAT THE RESIDENTS ALL WANTED TO
11:24:38AM GO WEST ON COCONUT ROAD, AND IT WOULD BE INCONVENIENT FOR
11:24:41AM THEM TO HAVE TO WALK TO THE EAST AND COME BACK AROUND TO GO
11:24:46AM WEST.
11:24:47AM WE HAVE NOT, AND WE'RE TRYING, BUT WE HAVEN'T COME UP WITH
11:24:52AM ANOTHER SOLUTION OTHER THAN A CROSSWALK FOR MEADOWBROOK, SO
11:24:57AM WE'RE GOING TO WORK WITH THE CONSULTANT TO FIGURE OUT WHAT
11:24:58AM WE CAN DO THERE.
11:24:59AM THIS IS ONE THAT THE ROUNDABOUTS -- BOTH THE ROUNDABOUTS ON
11:25:10AM VIA COCONUT, THEY WERE BUILT, AND THEY DON'T REALLY PROVIDE
11:25:14AM ADEQUATE ACCESS FOR BICYCLISTS.
11:25:16AM IF YOU WERE EVER TO DRIVE THIS ON A BIKE, YOU'D BE IN A BIKE
11:25:20AM LANE AND THEN YOU'RE FORCED TO GET IN THE TRAVEL LANE.
11:25:23AM THE NEWER ROUNDABOUTS HAVE A RAMP THAT ALLOW YOU TO GET UP
11:25:28AM ON THE SIDEWALK SO YOU DON'T HAVE TO GO THROUGH THE
11:25:30AM ROUNDABOUT.
11:25:31AM WHAT WE WOULD LOOK AT DOING IS DESIGNING THE IMPROVEMENTS
11:25:34AM HERE TO MAKE THE ROUNDABOUTS SAFER, AND THEN ALSO LOOK AT
11:25:38AM IMPROVING SOME OF THE SIGNAGE AROUND THE ROUNDABOUTS.
11:25:42AM THE SIGNAGE IS PRETTY GOOD, BUT THERE'S SOME NEWER SIGNAGE
11:25:47AM THAT MAKES IT A LITTLE CLEARER WHICH LANE YOU'RE SUPPOSED TO
11:25:49AM BE IN.
11:25:51AM SO WE WOULD BE LOOKING TO DESIGN THAT AS WELL.
11:25:53AM THAT IS KIND OF A TWO-PRONGED PROJECT.
>> IN THOSE TWO AREAS, NUMBER ONE, ON THE ROUNDABOUT FARDEST TO THE SOUTH, WHICH EVENTUALLY WILL HOPEFULLY HAVE A ROAD THAT WILL GO FAR THER SOUTH. BUT RIGHT NOW, YOU WOULDN'T BE ABLE TO DO THIS WHOLE PLAN ANYWAY BECAUSE THERE ARE ONLY TWO ENTRANCES ON THAT ROUNDABOUT, RATHER THAN FOUR. >>David Willems: YOU CAN STILL DO THE PLAN. THE ISSUE IS THAT RIGHT NOW IF YOU'RE COMING SOUTH ON VIA COCONUT TO PELICAN COLONY, THERE'S NO RAMP TO GET YOU UP ONTO THE SIDEWALK, SO YOU DON'T HAVE TO GO THROUGH THE TRAVEL LANE. WE COULD STILL IMPLEMENT IT. IT WOULD LOOK DIFFERENT THAN THIS ONE, BUT WE COULD STILL IMPLEMENT IT. AS FAR AS THE SIGNAGE, THE SIGNS WOULD OBVIOUSLY -- >> AM I CORRECT IN SAYING WHAT YOU'RE REALLY DOING IS TAKING THE BIKES -- THE BIKE LANES AND BRINGING IT UP ONTO THE SIDEWALK IN THOSE FOUR QUADRANTS. >>David Willems: YES. >> YOU'RE SAYING THAT IS SOMETHING THAT COSTS HALF A MILLION DOLLARS? >>David Willems: THAT'S DESIGN, PERMITTING. >> THAT'S ABSURD. >> I AGREE.

>> FIRST OF ALL, I THINK THAT BEFORE WE PUT THIS ON A -- I HAVE NO IDEA WHAT EVERYBODY ELSE IS THINKING. THIS IS THE FIRST TIME I'VE SEEN THIS. I REMEMBER SEEING IT ANYWAY. I THINK THAT I WOULD LIKE TO HAVE A LOT LONGER DISCUSSION. I'M SPENDING HALF A MILLION DOLLARS THERE. IF THAT'S REALLY WHAT IT'S GOING TO COST. I CAN'T BELIEVE THAT'S WHAT IT COSTS TO PUT A COUPLE, FOUR RAMPS UP. >>David Willems: WELL, IT'S MORE THAN THAT. BECAUSE ONCE YOU PUT THE RAMP UP, THEN THE SIDEWALK HAS TO BE NOW 10 OR 12 FEET. I MEAN, I TOTALLY UNDERSTAND WHAT YOU'RE SAYING. THERE'S ALSO ALL THE PAVEMENT MARKINGS ARE GOING TO BE CHANGED. >> I'M JUST REQUESTING THAT WE HAVE THE DISCUSSION ONE MORE TIME SO WE REALLY UNDERSTAND EXACTLY WHAT IT'S GOING TO BE AND WHETHER OR NOT THIS IS A PRIORITY AS WE ARE NOW PUTTING IT. >>David Willems: ABSOLUTELY. THAT'S WHY WE'RE HAVING THIS. THIS MEETING IS ACTUALLY A MONTH OR A MONTH AND A HALF EARLIER THAN WHAT IT ACTUALLY HAS TO BE.
THAT'S THE EXACT REASON WE WANTED TO DO THAT IS TO GET YOUR INPUT SO WE CAN MAKE CHANGES BEFORE IT WAS MORE CRITICAL.

>> THE ONLY PRIORITY WE HAVE ARE THE CROSSWALKS AT COCONUT.

>> I UNDERSTAND THAT, AND THAT'S WHY I DIDN'T OPEN MY MOUTH.

[ LAUGHTER ]

>> I WOULD AGREE WITH NICK ON PRIORITIES OF THIS PARTICULAR PROJECT.

DOESN'T SEEM A BIG DEMAND AS COMPARED TO SOME OF THE OTHER PROJECTS, DAVE AND STEVE, THAT YOU'VE GOT.

>>David Willems: OKAY.

VERY GOOD.

>> DAVID, BACK TO THE CORKSCREW ROAD THING.

I'M KIND OF DISAPPOINTED.

CORKSCREW -- WITH THE GATE.

WE PUT A GATE LIKE THAT OVER AT THE COLONY AND IT'S VERY POPULAR.

IT KEEPS YOU OUT OF GOING WHERE THE TRAFFIC IS.

>>David Willems: WELL, WE THOUGHT IT WAS A GREAT IDEA

BECAUSE ALL YOUR DESTINATIONS ARE TO THE EAST.

>> WE MIGHT WANT A FOCUS GROUP MEETING.

I DON'T WANT TO PUSH THIS ON YOU.

WHEN THE TIME IS RIGHT, WE MIGHT WANT TO GET THE FOLKS TOGETHER FOR A FOCUS GROUP MEETING.

MAYBE WE COULD DO IT AT THE ELKS CLUB AND HAVE THE FOLKS COME IN AND TALK ABOUT THESE.

WE COULD ALSO INVITE MEADOWBROOK.

BUT WE HAVE TO TALK ABOUT THIS WITH COMMON SENSE.

I THINK YOU'RE 100% ON TARGET THERE.

WE'RE TAKING PEOPLE AWAY FROM WHERE THE TRAFFIC IS.

I DIDN'T KNOW ABOUT THE GATE OPTION, BUT TO ME, IT SOUNDS LIKE --

>>David Willems: WELL, WE JUST CAME UP WITH IT RECENTLY.

WHEN YOU'RE READY TO DO THAT, GIVE ME A SHOUT AND WE'LL DO A FOCUS GROUP.

>>David Willems: U.S. 41, MEDIANS.

THIS IS, OBVIOUSLY, WE JUST TALKED ABOUT IT WITH THE JPA, SO LANDSCAPING THE MEDIANS ALONG 41.

VIA COCONUT, SO THIS IS JUST A SECOND OF VIA COCONUT TO INSTALL LANDSCAPING.

THIS WOULD BE FOR THE DESIGN NEXT YEAR FOR CONSTRUCTION IN TWO YEARS.

THIS IS FROM WILLIAMS TO COCONUT ROAD.

THE HOPE WOULD BE IS THAT WE CAN PARTNER WITH OTHERS TO GET THE LANDSCAPING ON THE REST OF THE ROADWAY.

POINCIANA AND TRAILSIDE RESURFACING, THIS ONE IS OUR MOST CRITICAL RESURFACING PROJECT.
THE ROADWAY IS JUST NOT IN GOOD CONDITION.
UNFORTUNATELY, EVEN IN A WORSE CONDITION THAN WHAT WE HAD EXPECTED.
WE HAVE A CONSULTANT THAT'S LOOKING AT IT.
THEY DID CORE BORES ON THE PAVEMENT SURFACE.
AND POINCIANA JUST ISN'T BUILT APPROPRIATELY TO HANDLE THE TRAFFIC THAT'S ON IT.
WE'LL HAVE TO DO ADDITIONAL WORK MORE THAN JUST RESURFACING.
THEY ARE WORKING ON THOSE COSTS RIGHT NOW.
HOPEFULLY IN THE NEXT MONTH OR SO WE'LL KNOW EXACTLY WHAT THE COSTS WILL BE AND GET THOSE INCORPORATED INTO THE CIP SO WE CAN DO THAT WORK NEXT YEAR.
I DON'T KNOW WHAT THOSE COSTS ARE YET, BUT SHOULD SHORTLY.
THAT'S WHAT WE'RE PLANNING ON DOING FOR NEXT YEAR.
2021 -- 2020 TO 2021, A LOT OF THE PROJECTS ARE THE SAME, BUT THERE ARE SOME NEW ONES.
WE'RE PROPOSING TO DO SOME MONUMENT SIGNS.
WE WOULD BE DOING THE CONSTRUCTION OF SOME OF THE PROJECTS THAT WE HAD IN THE DESIGN.
ONE OF THEM IS THE VIA COCONUT ROUNDBOUTS, BUT WE'LL TAKE -- WE UNDERSTAND YOUR CONCERNS WITH WHERE THAT'S PRIORITIZED.
WE'RE LOOKING AT PUSHING THAT BACK.
WE HAVE A COUPLE OF RESURFACING PROJECTS.
AND THEN ONE, SO WE'VE DONE OUR STORMWATER MASTER PLAN.
AND ONE OF THE PROJECTS THAT THEY RECOMMENDED TO HELP IMPROVE DRAINAGE WITHIN ESTERO IS TO ENHANCE -- THERE IS A BYPASS DITCH THAT'S LOCATED AROUND THE VILLAGES OF COUNTRY CREEK.
SO THAT CREEK IS REALLY NARROW, AND IT APPEARS WHEN THEY DESIGNED THE PROJECT ITSELF THEY REALIZED THAT IT WAS NARROW, SO THEY PROVIDED A WAY FOR THE WATER TO GO AROUND IT.
THAT WAS KIND OF THE AREA THAT WAS THE BOTTLENECK THAT CAUSED A LOT OF THE FLOODING.
SO WE WOULD LOOK AT ACTUALLY TRYING TO ENHANCE THAT SO WE CAN GET MORE WATER AROUND COUNTRY CREEK SO WE DON'T HAVE SOME OF THE FLOODING THAT WE HAD.
SO THIS WOULD BE US TRYING TO DESIGN IT, TRYING TO FIGURE OUT WHAT NEEDS TO BE DONE, WHAT CAN BE DONE TO IMPROVE IT, AND THEN POTENTIALLY BUILD IT IN THE FOLLOWING YEAR.
>> WHAT IS THE PUBLIC WORKS STORAGE -- [INAUDIBLE] -- PUBLIC WORKS STORAGE FACILITY?
>>David Willems: LET --
RIGHT NOW, WE'RE STORING MATERIALS IN A GARAGE, PAYING A MONTHLY RATE ON THAT.
AND THE FIRE DEPARTMENT HAS TALKED ABOUT DOING AN EXPANSION
OF THEIR STORAGE FACILITY, EITHER IN ESTERO OR FURTHER OUT
ON EAST CORKSCREW.
THE IDEA WAS TO PARTNER WITH THE FIRE DEPARTMENT TO SEE HOW
WE MIGHT GAIN SOME ADDITIONAL STORAGE.
IT’S NOT A PRIORITY RIGHT NOW, BUT WHAT IS TIME SENSITIVE IS
THAT IF THE FIRE DEPARTMENT MOVES FORWARD, WE’D WANT TO WORK
WITH THEM ON THEIR TIMELINE.
SO LONG TERM, WE’LL LIKELY NEED SOMETHING, IT’S NOT AN
IMMEDIATE NEED.

THIS IS A COST-EFFECTIVE WAY OF ADDRESSING OUR CONCERNS.
>>Vice-Mayor Errington: I HAVE A QUESTION.
THE KORESHAN STATE PARK BOAT RAMP IMPROVEMENTS, WOULD THAT
BE FOR MOTOR BOATS OR KAYAKS, CANOES?
>> LET ME DESCRIBE THAT ONE.
IN OUR ORIGINAL DISCUSSIONS WHERE WE TALKED ABOUT NOT SIMPLY
THE VILLAGE OF ESTERO STEPPING INTO THE PARK FACILITY NEEDS,
BUT PARTNERING WITH OTHER AGENCIES TO MAXIMIZE THE TAXPAYER
BENEFIT, OUR PARTNERS WOULD INCLUDE THE SCHOOL DISTRICT, THE
COUNTY, AND THE STATE PARKS.
SO THE STATE PARKS HAS TALKED ABOUT WHAT THEIR NEEDS ARE,
AND THIS WAS TOP ON THEIR LIST.
IT WAS EXPANDING AND IMPROVING THE BOAT LAUNCH FACILITIES
CURRENTLY WITHIN KOreshAN AND DEVELOPING A NICER AND SAFER
DOCK FACILITY.
THIS IS REALLY MORE IN OUR BUDGET PROCESS.
IT’S MORE OF A PLACEHOLDER TO ASSUMING THAT THIS
PARTNERSHIP, IN COLLABORATION WITH THE STATE PARKS, CAN
ACTUALLY COME TO FRUITION.
IT WOULD NOT BE FOR MOTOR BOATS, BUT IT WOULD BE FOR KAYAKS
AND CANOES.
I SUPPOSE VERY SMALL MOTOR BOATS COULD GET IN THERE BUT
RIGHT NOW IT’S NOT SET UP FOR THAT.
THIS ONE WILL COME INTO FOCUS AFTER A PLANNED MEETING WITH
THE STATE PARK SYSTEM LATER THIS YEAR.
WHERE WE WILL LOOK AT OUR MASTER PLAN NEEDS AND DOVETAIL IT
WITH THE STATE PARK MASTER PLAN NEEDS AND SEE HOW WE CAN
DEVELOP A MORE COHESIVE PLAN.
>>David Willems: 2021 TO 2022, WE WOULD BE LOOKING TO
CONSTRUCT THE RIVER RANCH ROAD IMPROVEMENTS, SO WHATSOEVER WE
DESIGNED IN THE PREVIOUS TWO YEARS.
THAT’S WHERE WE THINK BECAUSE OF THE LENGTH OF THE
PERMITTING WE’D BE ABLE TO DO THE WALGREENS INTERSECTION
IMPROVEMENTS.
THIS NUMBER IS REALLY A PLACEHOLDER UNTIL WE KNOW WHICH
CONCEPT WE SELECTED, IT COULD VARY A LOT FROM WHAT THIS IS
SHOWING HERE.

WE'D LOOK AT DOING ONE RESURFACING PROJECT.

AND THEN THE FOLLOWING YEAR, WE WOULD LOOK AT BROADWAY WEST, SO THAT'S THE AREA, U.S. 41 WEST LOOKING AT WHAT IMPROVEMENTS NEED TO BE MADE AND WHAT ISSUES THERE WERE.

ONE THING THAT -- SO YOU'RE GOING TO HEAR LATER ABOUT THE BIKE-PED MASTER PLAN.

ONE OF THE THINGS THAT WAS IMPORTANT FOR THEM, WHAT THEY CAME ACROSS IS WE REALLY HAVE A LACK OF EAST-WEST CONNECTIONS.

SO WHAT WE WOULD LOOK AT HERE, ONE OF THEM IS THE CORKSCREW ROAD DOING A SHARED USE PATH FROM THREE OAKS PARKWAY TO VIA COCONUT ON THE NORTH SIDE OF THE ROAD.

THE COST IS VERY HIGH, BUT THAT'S BECAUSE THERE'S A LACK OF LAND SO YOU MAY NEED LAND TO DO THAT, AND THERE'S ALSO A DITCH ON THE NORTH SIDE OF THE ROAD THAT WOULD NEED TO BE ENCLOSED.

BUT WHAT THAT WOULD DO IS ALLOW PEOPLE TO HAVE A BETTER CONNECTION EAST-WEST.

THEY REALLY DON'T HAVE THAT RIGHT NOW.

ESPECIALLY ON THE NORTH SIDE.

AND THEN FROM THE DRAINAGE STANDPOINT, THAT'S WHEN WE MIGHT BE ABLE TO DO THE VILLAGE OF COUNTRY CREEK DRAINAGE IMPROVEMENTS TO GET THE WATER AROUND THERE.

>> EXCUSE ME, DAVE.

JUST GOING BACK FOR A SECOND, ON YOUR SLIDE FOR '19-20, YOU HAVE THE POINCIANA AND TRAILSIDE SURFACING, 152,000.

>>David Willems: YEP.

WHERE IS THAT ON THE MASTER PLAN ON THIS ONE?

>>David Willems: WELL, IT'S NOT ON THAT.

I JUST WANTED TO -- THIS IS ALL THE PROJECTS.

WHAT THE C.I.P., THAT FIRST AREA, THAT'S THE LARGE CAPITAL PROJECTS, AND THAT'S WHAT'S ON THAT SHEET.

THE REST OF IT WE VIEW AS MORE MAINTENANCE, AND SO IT'S NOT A CAPITAL IMPROVEMENT PROJECT, BUT I WANTED TO GIVE YOU A PICTURE OF ALL THE CONSTRUCTION THAT'S GOING TO HAPPEN.

>> THANK YOU.

>>David Willems: SO 2023-24, THE PROJECT, IF WE WERE TO DESIGN IT IN THE PREVIOUS YEAR WOULD BE TO BUILD THOSE IMPROVEMENTS.

AND REALISTICALLY, THAT'S WHY THIS YEAR AND THE PREVIOUS TWO YEARS ARE PRETTY LIGHT ON PROJECTS IS BECAUSE YOU KIND OF HAVE TO SAVE THE MONEY UP FOR THE LARGE PROJECT, WHICH IN THIS CASE IS THE MULTIUSE PATH.

WITH THAT, THAT'S --

>> I ASSUME THAT LARGE NUMBER THAT WE'RE TALKING ABOUT ON
11:38:14AM CORKSCREW ROAD, I ASSUME WE'LL BE HAVING A LOT MORE CONVERSATIONS ON THAT BEFORE THE FINAL DECISION IS MADE AS TO WHAT WE'RE DOING?
11:38:21AM >>David Willems: OF COURSE, OF COURSE.
11:38:22AM THE REASON I FOCUSED ON THE NEXT YEAR PROJECTS BECAUSE, I MEAN, OBVIOUSLY WHEN WE APPROVE THIS BUDGET, THOSE ARE THE ONES WE'LL BE WORKING ON THE FOLLOWING YEAR.
11:38:30AM ANYTHING THAT'S FURTHER OUT, I ENVISION IS GOING TO CHANGE YEAR TO YEAR.
11:38:38AM THERE'S GOING TO BE ANOTHER PROJECT THAT WE WANT TO DO THAT WE DIDN'T KNOW ABOUT TODAY, AND IT WILL PUSH PROJECTS BACK, OR ANOTHER PRIORITY, AND WE MOVE SOMETHING UP.
11:38:47AM I ENVISION THOSE PROJECTS WILL CHANGE QUITE A BIT AS WE MOVE FORWARD.
11:38:50AM >> DAVE, A COUPLE OF COMMENTS.
11:38:51AM FIRST OF ALL, THE SPACING OF HOW MONEY IS GOING TO BE SPENT, CERTAINLY, AS WE KNOW, ESPECIALLY EXPERIENCE IN ESTERO PARK WHEN IT GETS DELAYED, DELAYED, 2023-24 PLAN, ACCOMPLISHED BY 2027 IF WE HAVE ALL THAT.
11:39:00AM >>Jim Boesch: MY THOUGHT PROCESS.
11:39:23AM BUT ONE SUGGESTION I COULD MAKE, IT'S ALWAYS BEEN HELPFUL TO ME.
11:39:28AM I'VE DONE MANY, MANY DIFFERENT PROJECTS, I THINK THE BEST THING I CAN SUGGEST IS YOU RENT A VAN, WE HAVE A WORKSHOP AND GO TO THE SITES OF THE STUFF, ESPECIALLY THE MAJOR ONES YOU'RE DISCUSSING SO THAT EVERY COUNCIL PERSON KNOWS EXACTLY WHAT WE'RE TALKING ABOUT AND CAN SEE, AND THEN WHEN WE PUT PRIORITIES, THEY HAVE A PRETTY GOOD IDEA OF WHAT PRIORITIES, AND MAYBE SOME BETTER SUGGESTIONS THAT MAY COME ABOUT OR UNDERSTAND WHY YOU'RE MAKING.
11:40:04AM FOR INSTANCE, WILLIAMS ROAD, YOU'VE GOT THAT PRESERVE THAT YOU CAN'T GO INTO.
11:40:08AM IT WOULD BE GREAT IF WE COULD GO INTO THAT PRESERVE.
11:40:13AM IF YOU DON'T KNOW THE AREA, WHAT YOU'RE TALKING ABOUT AND YOU DON'T KNOW SOME OF THE RESTRICTIONS, YOU DON'T HAVE AN EASEMENT AT WALGREENS, SO TO SPEAK, SO SIMPLE AS JUST MAKE AN EASEMENT AT WALGREENS AND EVERYBODY THINKS IT'S A GREAT IDEA BUT WE CAN'T DO IT.
11:40:38AM >> THAT WOULD BE A GOOD FIELD TRIP.
11:40:42AM I GO OUT THERE ALL THE TIME AND I CAN'T IMAGINE HOW WE WOULD FIX THAT.
11:40:44AM I SEE THE DIFFERENT OPTIONS.
11:40:46AM YOU'RE 100% RIGHT ON THE MONEY.
11:40:48AM DO A FIELD TRIP TO THAT ONE.
11:40:55AM >> MEETING IN THE BUS.
Howard Levitan: ASK THE -- ASK BURT ABOUT THE SUNSHINE VIOLATIONS.

Burt Saunders: IT GETS A LITTLE TRICKY TO HAVE FIELD TRIPS.

THERE ARE WAYS TO DO IT.

YOU INVITE THE PUBLIC AND YOU INVITE THE PRESS.

AND YOU HAVE TO BE VERY CAREFUL.

I'LL GIVE YOU SOME INFORMATION ON HOW, IF YOU WANT TO DO THAT, WE'LL TRY TO FIND A WAY TO MAKE IT HAPPEN.

>> THE QUESTION IS WHETHER THE SUNSHINE LAW IS A GREAT IDEA.

IT'S OKAY TO DO IT IN MAINE, OBVIOUSLY.

Jim Boesch: WE'RE LOOKING TO DO A PROJECT THAT WE, FIRST OF ALL, AT LEAST UNDERSTAND.

I WOULD SAY SOME OF THESE PROJECTS HERE, MOST OF US HAVE NO IDEA WHAT YOU'RE TALKING ABOUT, AND I DON'T THINK THAT'S A GOOD POSITION TALKING 15 MILLION, 2 MILLION.

SPENDING THAT KIND OF MONEY IF WE DON'T UNDERSTAND WHAT WE'RE SPENDING ON.

I DON'T BELIEVE THE SUNSHINE LAW IS GOING TO PREVENT US DOING THAT, ESPECIALLY IF YOU HAVE THE TOWN MANAGER AND YOU HAVE DAVE WITH US, WE KNOW WHAT THE RULES ARE THAT HAVE TO BE DONE.

BUT I DON'T KNOW HOW YOU CAN PLAN A MAJOR PROJECT LIKE THIS WITHOUT ALL OF US UNDERSTANDING WHAT YOU'RE TALKING ABOUT.

OH, YEAH, OKAY, WE'LL DO IT.

AND THEN YOU WOULD BE TO BLAME IN THIS, WHY DIDN'T YOU DO IT THIS WAY HERE?

I APPRECIATE YOUR SUGGESTION.

I THINK SEEING IT MAKES A DIFFERENCE.

IF WE COULDN'T DO IT AS A GROUP, MAYBE WE COULD DO IT ONE ON ONE.

Jim Boesch: THE PEOPLE FROM THE ETHICS BOARD WOULD NOT TELL US WE COULD NOT GO OUT ON A FIELD TRIP TO LOOK AT PROJECTS THAT WE'RE DOING OR C.I.P. PROGRAM, ESPECIALLY TRAFFIC PROJECTS.

HAVE YOU EVER HAD THAT EXPERIENCE --

YOU NEED TO DRIVE THE BUS ON THIS ONE.

LET ME DO A LITTLE BIT OF WORK ON THAT.

THERE WILL BE A WAY TO GET YOU OUT THERE TO SEE THIS.

IT'S GOING TO BE A LITTLE TRICKY.

DAVE, JUST GOING BACK, BACK ON THE ORIGINAL PLAN WE HAVE, CAN YOU JUST TELL US WHAT THE TWO AND A HALF MILLION DOLLARS IS FOR THE ESTERO COMMUNITY PARK EXPANSION?

David Willems: THAT GOES ALONG WITH IF WE WERE TO PARTNER WITH THE SCHOOL OR THE COUNTY, AND WE HAVE THE PARKS AND REC MASTER THAN THAT MAY SAY WE NEED CERTAIN FACILITIES.

Nick Batos: IS THAT THE AREA WHERE YOU WOULD HAVE THE
11:43:55AM ROAD, THE FIELDS, THINGS LIKE THAT?
11:43:57AM >> YES.
11:44:03AM >>David Willems: IF THERE'S ANYTHING OUTSIDE, IF THERE ARE
11:44:05AM ANY MORE COMMENTS, JUST LET ME KNOW AND WE CAN MOVE THINGS
11:44:08AM AROUND AND MOVE THEM UP OR MOVE THEM DOWN.
11:44:10AM WE'RE PLANNING EARLY ENOUGH TO TAKE A LOT OF INPUT AND MOVE
11:44:13AM THINGS AROUND.
11:44:19AM >> JUST IN CLOSING, DAVID'S POINT IS AN EXCELLENT ONE IN
11:44:22AM THAT THE DOLLAR AMOUNTS ARE REALLY MOST IMPORTANT FOR THE
11:44:25AM NEXT YEAR'S FUNDING CYCLE.
11:44:27AM THEY ARE IMPORTANT IF A PROJECT COMES IN VERY COSTLY AND
11:44:33AM JUST PUSHES IT OUT OF OUR CONSIDERATION IN THE PLAN
11:44:37AM ALTOGETHER.
11:44:38AM BUT THIS IS A WAY OF PLANNING OUT LONG TERM RATHER THAN
11:44:49AM SHORT-TERM FOCUS.
11:44:54AM >> MR. MAYOR, I NEED TO ASK THE MANAGER A QUESTION.
11:44:57AM DID YOU WANT ME TO BRING UP THE SLIDE WITH THE BUDGET
11:44:59AM CALENDAR?
11:45:00AM >>Steven Sarkozy: NO.
11:45:01AM THANK YOU.
11:45:07AM >> I DID HAVE PUBLIC COMMENT.
11:45:11AM DOUG SAXTON.
11:45:17AM >> STILL MORNING.
11:45:18AM GOOD MORNING.
11:45:19AM DOUG SAXTON.

11:45:20AM I LIVE AT THE RESERVE ON ESTERO PARKWAY.
11:45:22AM JUST A COUPLE OF COMMENTS.
11:45:25AM FIRST OF ALL, I WAS HAPPY TO SEE A BUNCH OF BIKE-PED
11:45:28AM PROJECTS ON THE C.I.P. GOING FORWARD.
11:45:30AM SO THAT'S CERTAINLY GOOD NEWS.
11:45:32AM I HOPE THAT WHEN WE DO WORK ON WILLIAMS ROAD THAT WE WOULD
11:45:37AM LOOK AT TURNING IT INTO A COMPLETE STREET WITH -- COMPLETE
11:45:43AM WITH BIKE LANES.
11:45:44AM IT WOULD BE NICE TO SEE A PATH ON THE SOUTH SIDE OF WILLIAMS
11:45:49AM AS WELL, EVEN THOUGH THERE ARE NO BUSINESSES OVER THERE,
11:45:52AM THAT'S WHAT MAKES IT KIND OF A GOOD -- IT WOULD MAKE A GOOD
11:45:58AM INSIDE LOOP DOWN WILLIAMS, DOWN THREE OAKS, DOWN COCONUT AND
11:46:01AM THEN VIA COCONUT.
11:46:03AM IF YOU COULD IMAGINE RIDING ON A SIX, SEVEN-MILE LOOP
11:46:07AM WITHOUT EVER HAVING TO CROSS TRAFFIC AND THERE ARE VERY FEW
11:46:10AM DRIVEWAYS THAT YOU WOULD HAVE TO CROSS DURING THAT LOOP.
11:46:13AM AND IT WOULD SERVICE A LOT OF PEOPLE BETWEEN THE BROOKS,
11:46:16AM RAPALLO, COCONUT POINT AND ANY OF THE NEW DEVELOPMENTS THAT
11:46:19AM GO IN.
11:46:20AM I'D LIKE TO SEE THAT ROAD DONE COMPLETELY, NOT JUST A COUPLE
11:46:24AM OF TURN LANES, YOU KNOW, HERE AND THERE.
11:46:27AM ALSO, IN REGARDS TO FIELD TRIP, LET’S DO IT BY BIKE.
11:46:32AM YOU COULD GO TO ALL THE CONSTRUCTION SITES BY BIKE AND YOU
11:46:35AM COULD SEE THINGS THROUGH A DIFFERENT SET OF EYES, THE EYES
11:46:38AM THAT WE HAVE WHEN WE'RE RIDING VERSUS THE EYES OF DRIVING

11:46:41AM DOWN THE ROAD.
11:46:42AM THAT’S ALL I HAVE.
11:46:44AM THANK YOU.
11:46:46AM >> ROBERT KING.
11:46:48AM >> I THINK THE IDEA IS A GREAT IDEA, EXCEPT THE MAYOR HAS
11:46:52AM TOLD US ALL WE HAVE TO WEAR SPANDEX.
11:46:54AM [ LAUGHTER ]
11:46:58AM >> FOR THE RECORD, ROBERT KING.
11:46:59AM I LIVE IN BELLA TERRA.
11:47:01AM I'M HERE REPRESENTING THE ECCL TRANSPORTATION COMMITTEE.
11:47:04AM I HAD A FIRST OPPORTUNITY TO LOOK THIS OVER YESTERDAY.
11:47:12AM AND I REALLY THINK IT IS A GOOD PLAN.
11:47:14AM IT COVERS A LOT OF PROJECTS THAT WILL HELP A LOT OF OUR
11:47:17AM RESIDENTS.
11:47:17AM THE ONE AREA WHERE I FELT WE NEEDED TO MAYBE ADD A
11:47:20AM PLACEHOLDING PROJECT WAS COCONUT ROAD.
11:47:22AM COCONUT ROAD HAS GOT A LOT OF OPPORTUNITIES OVER THE NEXT
11:47:26AM FIVE YEARS TO CHANGE COMPLETELY.
11:47:30AM WE REALLY NEED TO BE CONSIDERING WHAT WE NEED TO DO OR WHAT
11:47:36AM CAN BE DONE TO IMPROVE THE TRAFFIC ON COCONUT ROAD GOING
11:47:38AM FORWARD.
11:47:39AM MY ONLY COMMENT WAS, I BELIEVE THAT NEEDS TO BE ADDED INTO
11:47:43AM THE FIVE-YEAR PLAN EVEN AS A PLACEHOLDING PROJECT.
11:47:48AM >> BOB, ARE YOU TALKING ABOUT WEST OF 41?
11:47:52AM >> YES.

11:47:53AM I'M TALKING TO WEST OF 41.
11:47:56AM >>Mayor Ribble: WE HAVE THE STUDY COMING IN LATER IN THE
11:47:57AM MONTH, CORRECT?
11:47:58AM WE HAVE A STUDY --
11:48:00AM >> WE ALSO HAVE IN HERE MONIES FOR THE INTERSECTION OF U.S.
11:48:04AM 41 AND COCONUT, WHICH I THINK IS WHERE MOST OF THE PROBLEMS
11:48:07AM ARE, IS GETTING THE RESIDENTS OUT OF THERE, AND THEN ONTO
11:48:14AM AND THEN ALSO, THE PELICAN COLONY SIGNAL THAT LEE HEALTH IS
11:48:21AM WORKING WITH F.D.O.T. ON, IF THAT WERE ABLE TO BE INSTALLED,
11:48:25AM THAT WOULD SIPHON A LOT OF RESIDENTS OFF OF COCONUT.
11:48:27AM SO I THINK BOTH OF THOSE ARE HOPEFULLY GOING TO HELP
11:48:30AM IMPROVE.
11:48:31AM >> WE'LL HAVE BOTH OF THE STUDIES IN BY THE 26th TO YOUR
11:48:34AM POINT.
11:48:35AM >> BUT THERE'S ALSO SOME LONG-TERM DEVELOPMENT IN THAT AREA
11:48:39AM THAT'S NOT CLEARLY UNDERSTOOD AT THIS POINT THAT CAN HAVE A
DRAMATIC IMPACT ON COCONUT ROAD.

THERE NEED TO BE SOME PROVISIONS THAT WE CAN KEEP TRACK OF THAT AND BE AHEAD OF IT AT LEAST IN TERMS OF RECOMMENDED IMPROVEMENTS.

>>David Willems: THAT IS THE STUDY THAT THE MAYOR JUST REFERENCED IS TO LOOK AT THE LONG-TERM DEVELOPMENT WITHIN. SO THAT'S THE ONE HE REFERENCED THAT WE WOULD HAVE IN A MONTH OR SO.

SO I DON'T KNOW WHAT THE RESULTS OF THOSE ARE.

WE WERE ASSUMING IT WOULD BE INTERSECTION.

>> YOU'LL HAVE AN OPPORTUNITY TO HAVE LOOKED AT THOSE RECOMMENDATIONS THAT WILL BE COMING IN, AND THEN THEY CAN PERHAPS DRIVE SOME ALTERATIONS TO THE PLAN.

GOOD.

>> GOOD MORNING, EVERYONE.

GARY GREEN.

I'M SPEAKING FROM BRECKENRIDGE.

AGAIN, ABOUT THE LANE WIDENING NEED ON WEST BROADWAY, I SEE IT IS IN THE PLAN, BUT THIS IS SOMETHING I HEAR ABOUT MORE OFTEN THAN ANYTHING ELSE OUTSIDE OF BRECKENRIDGE IS CONCERNED NOW.

TWO OR THREE YEARS AGO, I WAS ON THE ECCL TRANSPORTATION COMMITTEE, AND WE MADE A RECOMMENDATION VOTE THAT THAT STREET ACTUALLY SHOULD BE OUR NUMBER TWO PRIORITY AFTER ESTERO PARKWAY.

SO I SEE THE WAY THINGS ARE LAID OUT.

I JUST GOT SOME QUESTIONS.

I THINK WE NEED TO MOVE IT UP, NUMBER ONE.

NUMBER TWO, I SEE -- I BELIEVE, IF I'M UNDERSTANDING IT CORRECTLY, A LOT OF PLANNING TOWARDS SHARED USE WAY, WHICH WOULD BE A WIDENED SIDEWALK, IF I UNDERSTAND IT CORRECTLY.

FIRST OF ALL, WHERE I SEE THE PROBLEMS IS ON A SAFETY POINT OF VIEW.

THE LANES ARE ONLY TEN FEET WIDE.

I HAVE TROUBLE MEETING A SCHOOL BUS.

IN FACT, ONE DAY, NO FAULT OF THE DRIVER, THE -- ALMOST CLIPPED ME AND I WAS IN THE MIDDLE OF MY LANE.

THERE IS A SAFETY ISSUE THERE, MORE FOR THE VEHICLE WIDEN IN MY OPINION AND THE OPINION OF THE FOLKS WHERE I LIVE, THAT WE SHOULD PAY ATTENTION TO.

AND I WOULD ACTUALLY HOPE THAT IT COULD BE MOVED UP A LITTLE BIT IN THE SCHEDULING.

THAT'S ALL I HAVE TO SAY.

THANK YOU.

>>Mayor Ribble: OKAY, STEVE, ARE WE READY FOR THE NEXT ONE?

>>Steven Sarkozy: THE NEXT ITEM ON THE AGENDA IS THE
PRESENTATION OF THE BIKE-PED MASTER PLAN.
THIS REPRESENTS ONE OF OUR FINAL MASTER PLANS THAT GIVE US NOW A FULL FRAMEWORK OF OUR RESPONSIBILITIES, BOTH PRESENT AND LONG TERM.
THE BIKE PED MASTER PLAN WAS DONE IN CLOSE COORDINATION WITH THE METROPOLITAN PLANNING ORGANIZATION, AND WE APPRECIATE THEIR HELP IN FUNDING ON THIS.
I'LL TURN IT OVER TO DAVID WILLEMS, WHO HAS BEEN THE STAFF PERSON COORDINATING THIS.
THIS WILL ADD, OF COURSE, TO THE NUMBER OF PRIORITIES OR NEEDS THAT YOU HAVE WITHIN YOUR BUDGET, MAKING THE BUDGET THAT MUCH MORE INTERESTING TO PUT TOGETHER.
BUT IT ALSO ADDS TO THE ULTIMATE QUALITY OF LIFE FOR OUR COMMUNITY.
WITH THAT, DAVID, IF YOU'LL PRESENT.
>>David Willems: NED BAIER, OUR CONSULTANT, WILL GO OVER THE PRESENTATION.
I WANTED TO MAKE ONE POINT BEFORE HE STARTED.
THIS IS REALLY A VISIONING PLAN, AND THERE'S A LOT OF IMPROVEMENTS THAT ARE SHOWN IN HERE THAT MAYBE 20 OR 30 YEARS OUT, AS FAR AS US EVER HAVING THE MONEY TO DO IT.
ONE THING I KNOW SOME RESIDENTS HAVE HAD CONCERNS OR HAD ISSUES WITH ARE SOME OF THE PATHWAYS THAT WE'VE SHOWN ON FPL EASEMENTS OR ON POTENTIALLY THE RAILROAD, AND I JUST WANTED TO MAKE IT CLEAR TO EVERYBODY, AND I TOLD PEOPLE THINK WHEN THEY BROUGHT IT UP, IS THAT ANY OF THOSE IMPROVEMENTS, THERE WOULD BE A LOT OF PUBLIC INVOLVEMENT AND A LOT OF PUBLIC DISCUSSION BEFORE WE MOVE FORWARD WITH ANY OF THAT.
OUR RESIDENTS HAVE CONCERN OVER SECURITY AND THINGS LIKE THAT.
I JUST WANTED TO MAKE IT CLEAR IT'S SHOWN HERE ON THE PLAN BUT WE HAVE A LOT OF STEPS WE WOULD HAVE TO GO THROUGH BEFORE ANY OF THOSE WOULD BE IMPLEMENTED.
THE MOST IMPORTANT ONE WOULD BE MEETING WITH THOSE RESIDENTS TO MAKE SURE THEY WERE COMFORTABLE WITH IT.
WITH THAT, NED WILL GO OVER THE PLAN ITSELF.
>> THANK YOU.
MY NAME IS NED BAIER.
I'M WITH JACOBS ENGINEERING.
WITH ME TODAY IS ALIA AWWAD, AND SHE'S WITH ALTA PLANNING AND DESIGN.
WE'VE BEEN IN PARTNER WITH THEM ON THIS PROJECT.
WE'VE BEEN WITH YOU BEFORE.
WE PRESENTED TO YOU BEFORE.
WE'RE ABOUT NINE MONTHS INTO THE PROJECT, RIGHT AT THE TAIL END, AND I KNOW THIS IS THE FIRST PLAN DEVOTED TO BICYCLING...
AND WALKING INFRASTRUCTURE.
IT'S REALLY GOING TO HELP YOU IN THE CAPITAL IMPROVEMENT PROCESS THAT DAVID JUST PRESENTED BEFORE YOU.
AS I MENTIONED, WE'VE BEEN UNDERWAY FOR ABOUT NINE MONTHS.
IN OCTOBER, THE FALL.
THIS IS JUST THE MAJOR ACTIVITIES THAT HAVE BEEN UNDERWAY BOTH FROM A PUBLIC PARTICIPATION AND THEN ALSO A TECHNICAL EVALUATION PROCESS, SOME OF THE MAJOR CATEGORIES.
I KNOW YOU HAVE THE REPORT IN FRONT OF YOU.
AND YOU CAN SEE THERE'S A LOT OF DETAIL.
AND WE WILL BE COMING BACK BEFORE YOU AGAIN, I'M TOLD, FOR POTENTIAL ADOPTION OF THE PLAN.
I'M GOING TO GO THROUGH THIS PRETTY QUICK.
I KNOW IT'S ALMOST LUNCHTIME.
I WANT TO SPEND MOST OF THE TIME TALKING ABOUT THE RECOMMENDATIONS.
AND SO WHAT WE'VE HEARD, I DID MENTION THE PUBLIC PARTICIPATION HAS BEEN A MAJOR INGREDIENT AT THIS.
WHEN WE WERE BEFORE YOU A FEW MONTHS AGO, YOU KNOW, WE SAID WE HAD AN ONLINE ENGAGEMENT TOOL, BECAUSE THAT'S REALLY THE BEST WAY, THE MOST EFFECTIVE WAY TO GET REALLY HIGH NUMBERS OF PEOPLE RESPONDING TO OUR PLAN.
WE DID LISTEN TO YOU.
WE TRIED TO MAKE THE TOOL A LITTLE BIT EASIER TO UNDERSTAND.
WE PUT SOME MORE DIRECTIONS, INSTRUCTIONS ON THERE.
AND THEN DAVID AND THE TEAM I KNOW OFFERED TO HELP PEOPLE THAT STILL HAD PROBLEMS GETTING IN THE WIKIMAPS.
WE WERE REALLY HAPPY WITH THAT.
I MENTIONED OF THE THOUSAND COMMENTS, JUST A TAKEAWAY, WE HAD MORE COMMENTS ABOUT BIKING INFRASTRUCTURE AND NEEDS THAN WALKING.
THERE'S A LOT OF INTEREST IN BICYCLING IN THE COMMUNITY AND IMPROVEMENTS SHOULD BE LOCATED.
AND YOU CAN SEE, WE HAVE DETAILS OF THE NUMBERS, AND IF YOU LOOK AT THE REPORT, IT'S VERY DETAILED ABOUT THE COMMENTS,
ABOUT WHERE PEOPLE SAID, GOOD IDEA, NOT A GOOD IDEA, AND WE HEARD BOTH FOR THE PROJECTS.
WE DID HAVE TWO PUBLIC WORKSHOPS IN MARCH AND FEBRUARY, AND WE HAD ABOUT 75 PEOPLE, WHICH IS A DECENT TURNOUT, BUT I CAN TELL YOU, THEY WERE TWO-HOUR-LONG MEETINGS, AND WE HAD...
11:56:12 AM PEOPLE RIGHT THERE ALL TWO HOURS.
11:56:14 AM AND A LOT OF INTEREST AGAIN.
11:56:16 AM AND WE PRESENTED DIFFERENT DETAILS AT THAT TIME, TOO, WITH
11:56:19 AM THE FOCUS ON WHERE'S THE NEED AND POTENTIAL PROJECTS.
11:56:23 AM THAT WAS REALLY THE FOCUS.
11:56:25 AM THIS IS A LIST OF SOME OF THE IDEAS THAT CAME OUT OF THE
11:56:28 AM PUBLIC INPUT.
11:56:30 AM IT'S A LITTLE DIFFICULT TO READ, BUT WHEN I GET INTO THE
11:56:34 AM RECOMMENDATIONS, WE REALLY DID LISTEN AND CAME UP WITH
11:56:38 AM RECOMMENDATIONS THAT MORE OR LESS WERE CONSISTENT WITH WHAT
11:56:43 AM THE PUBLIC AND THEN ALSO THE STAKEHOLDERS, WHICH IS THE
11:56:46 AM PROJECT ADVISORY COMMITTEE, WHICH I'LL EXPLAIN TO YOU.
11:56:49 AM AND HERE'S A MAP OF WHAT SOME OF THOSE IDEAS FROM THE PUBLIC
11:56:52 AM WERE.
11:56:54 AM WE DID HAVE SOMETHING CALLED THE PROJECT ADVISORY COMMITTEE.
11:56:56 AM THEY MET THREE TIMES.
11:56:57 AM AND YOU CAN SEE WE HAD GOOD REPRESENTATION FROM DIFFERENT
11:57:02 AM COMMUNITY LEADERS AND ADVOCATES, LAW ENFORCEMENT, THE STAFF.
11:57:07 AM AND I THOUGHT IT WAS IMPORTANT THAT BOTH LEE COUNTY
11:57:10 AM PARTICIPATED AT THE MEETINGS AS WELL AS LEE COUNTY MPO.
11:57:13 AM I THINK DON WAS AT EVERY MEETING.
11:57:16 AM AND THEN ALSO FLORIDA DEPARTMENT OF TRANSPORTATION BECAUSE
11:57:19 AM IN ORDER TO IMPLEMENT THESE PROJECTS, YOU'RE GOING TO BE
11:57:21 AM LOOKING AT YOUR PARTNERS TO TRY TO GET FUNDING AND JUST MAKE
11:57:27 AM LIFE EASIER FOR YOU.
11:57:28 AM SO WE HAD A LOT OF GOOD DISCUSSION, AND SOME OF THE
11:57:31 AM TAKEAWAYS, REAL QUICKLY, YOU CAN SEE SOME OF THE COMMENTS.
11:57:35 AM BUT WE WANTED AN IMPLEMENTABLE PLAN.
11:57:38 AM YOU KNOW, I THINK IT'S BEST DESCRIBED AS, THERE ARE SOME
11:57:42 AM ASPIRATIONAL PROJECTS THAT WE'RE PRESENTING BEFORE YOU.
11:57:46 AM ONE OF WHICH IS THAT SUN TRAIL PROJECT ON THE RAILROAD
11:57:50 AM RIGHT-OF-WAY, BUT THAT'S CLEARLY ASPIRATIONAL.
11:57:53 AM THAT'S A 20-YEAR PROJECT.
11:57:54 AM AND SO THERE ARE A COUPLE OF OTHERS LIKE THOSE, BUT WE ALSO
11:57:57 AM HAVE SOME PROJECTS THAT YOU COULD PUT IN YOUR C.I.P. TODAY.
11:58:01 AM SO THAT WAS KIND OF THE TWO DRIVING THINGS.
11:58:06 AM THEN I THINK A LOT OF INTEREST ABOUT SAFETY.
11:58:09 AM YOU KNOW, CONNECTIVITY AND SAFETY.
11:58:14 AM THERE HAVE BEEN SOME CONCERNS.
11:58:15 AM YOU DID A CRASH ANALYSIS.
11:58:16 AM WE'RE AWARE OF SOME OF THE PROBLEM LOCATIONS WHERE YOU'VE
11:58:19 AM HAD EITHER INJURIES OR FATALITIES.
11:58:21 AM WE TRIED TO FOCUS ON SOME PROJECTS THERE.
11:58:23 AM AND THEN JUST THE CONNECTIVITY, BECAUSE THIS WAS AN
11:58:27 AM INTERESTING COMMUNITY BECAUSE YOU HAVE A LOT OF GATED
11:58:30 AM COMMUNITIES BUT YET THERE'S A LOT OF PEOPLE THAT WANT TO GO
PLACES, ONCE THEY LEAVE THEIR GATED COMMUNITY, THEY WANT TO
GO TO THE SCHOOL OR THE SHOPPING AREA OR THE PARK.
AND SO THE FOCUS WAS ON MAKING THOSE CONNECTIONS.
AND THEN PEOPLE OF ALL AGES AND ABILITIES.
WE REALLY TRIED TO DEVELOP A PLAN THAT FOCUSES PROJECTS ON
GETTING PEOPLE TO WALK AND RIDE THAT MAYBE DON'T DO IT TODAY
BECAUSE THEY'RE REALLY AFRAID TO.
SO A LOT OF FOCUS ON OFF-STREET TRAILS SHARED-USE PATHS.
THAT'S PROBABLY THE MAJORITY OF WHAT IS IN THE PLAN.
ALIA WILL TALK ABOUT THE VISION AND GOALS REAL QUICK.
GOOD MORNING OR GOOD AFTERNOON, DEPENDING ON IF IT'S
ALREADY NOON.
I'M GOING TO BE COVERING THE VISION AND GOALS OF THE MASTER
PLAN.
A KEY ITEM I WANTED TO POINT OUT ABOUT THAT IS THAT THE
COMMUNITY, THE PROJECT ADVISORY COMMITTEE AND STAFF HAVE
BEEN HEAVILY INVOLVED IN DEFINING THE VISION AND CRAFTING
THE GOALS TO ENSURE THAT ALL OF THE KEY ELEMENTS ARE COVERED
AND THAT THIS PLAN REPRESENTS WHAT THE COMMUNITY WANTS TO
GET THEM.
THE ESSENCE OF THE VISION IS ESSENTIALLY WE WOULD LIKE TO
PRESENT AND CREATE A PLAN OF A CONNECTED NETWORK OF WALKING
AND BICYCLING THAT WOULD BE USED BY EVERYONE REGARDLESS OF
THEIR ABILITIES, OF THEIR PURPOSE OF TRIPS, AND OF THEIR
AGE.
SO YOU'LL SEE WITH THE GOALS THAT THAT IS KIND OF THE KEY
DRIVER OF THE PLAN.
AND SO THE MAIN THING WAS TO KEEP THE VISION CLEAR AND
PRACTICAL.
THE FIRST GOAL IDENTIFIED WAS THE SAFETY.
AND AS NED MENTIONED, IT WAS A KEY DRIVER OF THE PLAN AS A
WHOLE.
IT WAS A FACTOR IN IDENTIFYING THE CRITERIA THAT ALSO
CLASSIFIED THE -- IDENTIFIED THE PROJECTS AND PRIORITIZED
THEM.
AT THE END OF THE DAY, USERS, BIKERS, AND PEDESTRIANS WOULD
LIKE TO FEEL SAFE TO BE ENCOURAGED TO USE THE SYSTEM BECAUSE
ONCE YOU CREATE A SYSTEM, IT'S VERY IMPORTANT TO HAVE IT
USABLE.
HAVING A THREE-FOOT SHOULDER ON A 45-MILE AN HOUR ROAD, FOR
EXAMPLE, DOES NOT CONSTITUTE A USABLE FACILITY FROM A SAFETY
PERSPECTIVE.
ANOTHER KEY GOAL IS CURRENTLY THE VILLAGE OF ESTERO HAS A
RICH ABUNDANCE OF PARKS THROUGHOUT THE VILLAGE AS WELL AS
INTERMITTENT BIKE FACILITIES AND MULTIUSE TRAILS.
THE GOAL IS ESSENTIALLY TO CREATE A CONNECTED NETWORK THAT
WOULD CREATE A SYSTEM THAT ELIMINATES OR AT LEAST ALLEVIATES
THE BARRIERS THAT GET IN THE WAY OF BICYCLISTS AND PEDESTRIANS ENCOURAGES THEM TO USE THIS NETWORK TO GET TO THEIR DESTINATIONS, BE IT THE SCHOOLS OR JUST THE DAILY NEEDS OR EVEN JUST FOR RECREATIONAL PURPOSES. AS FAR AS COMMUTING, THE MAIN POINT OF THIS SLIDE IS TO BASICALLY HIGHLIGHT THAT BY CREATING THAT CONNECTED SYSTEM, WE'RE ENCOURAGING MOBILITY. BY ALL DIFFERENT KINDS OF ROAD USERS. AND SO WE'RE PROVIDING THAT OPTION FOR PEOPLE -- OR PEOPLE SO CURRENTLY, THE VILLAGE OF ESTERO, THE POPULATION -- THE COMMUTING POPULATION CONSTITUTES A LITTLE OVER 40%. ANOTHER 40% IS OVER THE AGE OF 65. AND SO THE COMMUTE SHARE IS ONLY A PORTION OF WHAT THE SYSTEM WOULD BE USED FOR. ESSENTIALLY THE IDEA IS TO USE THE SYSTEM FOR ANY PURPOSE. AND THEN, AS NOT MENTIONED IN TERMS OF THE SUN TRAIL, IT NEEDED SPECIFIC FOCUS GIVEN ITS REGIONAL SIGNIFICANCE. AND THEN THE FUNDING OPPORTUNITIES THAT COULD BE AFFORDED THROUGH THE F.D.O.T. SUN TRAIL PROGRAM. HOWEVER, IT COULD BE MORE OF A LONGER-TERM GOAL BECAUSE A LOT OF THINGS THAT WOULD NEED TO HAPPEN BEFORE IT ACTUALLY GETS CONSTRUCTED. AND SO IF THIS PLAN GETS ADOPTED, THE NEXT STEP WOULD BE ESSENTIALLY TO DO A FEASIBILITY STUDY THAT WOULD REALLY DIG DEEPER AND LOOK INTO THE FEASIBILITY OF IMPLEMENTING THE TRAIL THROUGHOUT THE VILLAGE.

IN TERMS OF EDUCATION, FORTUNATELY, THERE ARE CURRENTLY A NUMBER OF OPPORTUNITIES AND ORGANIZATIONS TO TAP INTO, TO UTILIZE THE EDUCATION AND TRAINING OPPORTUNITIES THAT THEY OFFER. LIKE ANY NEW TRANSPORTATION SYSTEM, THERE'S EDUCATIONAL LEARNING THAT WOULD NEED TO KIND OF ACCOMPANY THE LAUNCH OF THE SYSTEM OR AS THE PIECES GET CONNECTED, TO ENCourage PEOPLE TO USE IT AND ALSO USE IT THE RIGHT WAY. FOR EXAMPLE, THE BIKE WALK LEE ORGANIZATION, WHICH IS AN ADVOCACY ORGANIZATION, BASICALLY FOCUSES ON PROVIDING THESE TRAINING OPPORTUNITIES FOR ALL AGES. AND, OF COURSE, THE D.O.T. AND THE LEE COUNTY MPO ALSO OFFERS THESE TRAINING OPPORTUNITIES THROUGH THE DIFFERENT PROGRAMS, WHETHER IT'S THE SAFETY PROGRAMS OR THE FUNDING OPPORTUNITIES. LASTLY, IT'S REALLY IMPORTANT TO INCENTIVIZE THE USE OF THE SYSTEM, AT LEAST IN THE BEGINNING. AND SO SIMILAR TO EDUCATION, THERE ARE A LOT OF OPPORTUNITIES THAT COULD BE TAPPED INTO WITH THE CURRENT
PROGRAMS AND PARTNER AGENCIES THAT ARE OUT THERE.

BUT ANOTHER KEY ITEM THAT WE'RE RECOMMENDING AS PART OF THIS PLAN IS WAYFINDING.

WAYFINDING ENCOURAGES PEOPLE TO ACTUALLY USE THE SYSTEM.

IT GIVES THEM GUIDANCE.

IT PROVIDES BOTH THE ENCOURAGEMENT AND EDUCATION COMPONENT,

AND IT COULD ACTUALLY BE USED AS A TOOL SPECIFICALLY TO ENCOURAGE PEOPLE TO USE THAT FACILITY, FOR EXAMPLE, TO GET GROCERIES RATHER THAN DRIVE A HALF MILE.

THERE ARE DIFFERENT INNOVATIVE WAYS TO IMPLEMENT WAYFINDING SYSTEMS.

FOR EXAMPLE, SOME PEOPLE HAVE PUT SPECIFIC KEY DESTINATIONS AND WOULD PUT, IT'S A FIVE-MINUTE WALK.

SO THAT WOULD KIND OF ENCOURAGE PEOPLE TO THINK ABOUT WALKING INSTEAD OF USING OTHER MEANS.

WITH THAT, I'LL HAND IT BACK OVER TO NED.

>>Ned Baier: SO I'M GOING TO TALK ABOUT THE PROJECTS.

SO WHEN WE STARTED, YOU KNOW, WE LOOKED FIRST AT WHAT'S IN YOUR -- WHAT WORK HAS BEEN DONE BEFORE IN PREVIOUS PLANS.

WE DIDN'T WANT TO LIKE START OVER WHEN WE DIDN'T NEED TO.

BUT ONE OF THE REALLY NEAT THINGS WE DID, WE TOOK A VAN TOUR TO LOOK AT THE COMMUNITY AND PROJECTS.

AND IT WAS WITH THE STAFF, AND IT WAS WITH THE MPO, AND WE LITERALLY, YOU KNOW, WE GOT OUT.

WE WALKED AROUND.

WE TOOK HUNDREDS OF PICTURES.

AND IT REALLY, YOU KNOW, PUT SOME PERSPECTIVE IN.

BECAUSE WE DID A LOT OF IT WITH GOOGLE EARTH, BUT THAT DOESN'T CAPTURE EVERYTHING.

WE REALLY NEEDED TO GET OUT THERE.

SO THAT'S KIND OF OUR STARTING POINT AND THEN WE DOCUMENTED ALL OF THAT.

AND THEN WE GOT TO THE POINT WHERE WE ACTUALLY EVALUATED PROJECTS LOOKING AT THIS CRITERIA.

AND THIS CRITERIA, MOBILITY SAFETY CONNECTIONS AND PUBLIC SUPPORT, WE HAD VETTED WITH BOTH THE STAKEHOLDERS COMMITTEE,

WITH STAFF, TOOK IT TO THE PUBLIC WORKSHOPS.

THEY THOUGHT IT MADE SOME SENSE.

SO THAT WAS THE CRITERIA THAT WE LOOKED AT ALL OF THE NEEDS.

LIKE, WHERE ARE THE GAPS?

AND THEN WE HAD THE GAPS.

WE HAD MAPS OF THE GAPS AND SO FORTH.

AND THEN BASICALLY FROM THERE WE SAID, OKAY, WHAT PROJECTS DO WE NEED?

AND THIS IS KIND OF A LIST OF AT LEAST SOME OF THE PROJECTS

THAT WE CONSIDERED, THE MAJOR CATEGORIES OF PROJECTS.
YOU CAN SEE THE SIDEWALKS, INTERSECTION IMPROVEMENTS, CROSSING IMPROVEMENTS, BIKE LANES, SHARED USE PATHS AND DIFFERENT TYPES OF BIKE LANES.

BUT IT'S VISUAL. SO THIS REALLY WAS HELPFUL, TOO, WHEN WE WENT BEFORE THE PUBLIC AND THE PROJECT ADVISORY COMMITTEE. AND SO WE CAME UP WITH THE WALKWAY RECOMMENDATIONS, WHICH YOU HAVE, HOPEFULLY THE MAP THAT YOU HAVE YOU CAN SEE A LITTLE BETTER.

BUT WE IDENTIFIED 73 MILES OF WALKING AND BIKING PROJECTS IN YOUR COMMUNITY. AND A LOT OF THEM WERE SHARED-USE PATHS AND OFF-STREET BIKE LANES, AND THESE ARE THE BIKEWAY RECOMMENDATIONS.

I'M GOING TO BRIEFLY DESCRIBE TO YOU BY CORRIDOR, BECAUSE IT'S REALLY THE EASIEST WAY TO UNDERSTAND THIS, BECAUSE ON ANY PARTICULAR ROADWAY, LIKE BROADWAY OR CORKSCREW, WE IDENTIFIED MULTIPLE TYPES OF PROJECTS. SO THIS IS BROADWAY, AND YOU COULD SEE SOME OF THE IMPROVEMENTS, SHARED USE PATH, SIDEWALK CONNECTIONS.

CORKSCREW, AS DAVID MENTIONED, AS BEING A VERY GOOD, HIGH-PRIORITY PROJECT, HIGH-PRICED BUT HIGH BENEFIT, I WOULD PUT IT THAT WAY. IT DID SCORE WELL. IT WAS VERY WELL RECEIVED BY THE PUBLIC IN THE WIKIMAPS, IN OUR PUBLIC COMMENTS. THEY SAID YOU HAVE TO DO SOMETHING ABOUT CORKSCREW. IT'S JUST UNSAFE.

COCONUT ROAD WAS MENTIONED. SOME OF THE IMPROVEMENTS, INCLUDING COMPLETING SOME OF THE SIDEWALK CONNECTIONS AND SHARED USE PATH ON ONE SIDE. RIVER RANCH ROAD WAS MENTIONED. I THINK THAT WAS ANOTHER PROJECT IN YOUR C.I.P., WHICH I, FROM OUR PERSPECTIVE, A SHARED-USE PATH ON THE WEST SIDE OF THE ROADWAY, MAYBE SIDEWALK CONNECTIONS ON THE EAST SIDE MADE SENSE.

BUT I KNOW YOUR TEAM WILL GET INTO THAT. AND THEN THE PARK HERE, ESTERO COMMUNITY PARK, I MEAN, IT'S A GREAT PARK.

IT'S A GREAT MEETING PLACE, BUT IF YOU THINK ABOUT IT, THERE'S NOT EVEN A SIDEWALK FROM CORKSCREW INTO THE PARK. AND THAT WAS MENTIONED TO US BY A LOT OF PEOPLE AT THE PUBLIC MEETINGS.

AND THEN WILLIAMS ROAD. WILLIAMS ROAD IS ONE OF THOSE EAST-WEST ROADWAYS WHICH YOU REALLY DO NEED TO IMPROVE CONNECTIVITY EAST-WEST.

AND YOU CAN DO IT BECAUSE YOU'VE GOT RIGHT-OF-WAY ON MOST
SECTIONS OF THE ROADWAY.

THERE HAVE BEEN IDEAS ABOUT THE SHARED USE PATH MAYBE ON THE NORTH OR THE SOUTH SIDE -- NORTH SIDE.

SO WILLIAMS ROAD IS DEFINITELY ONE OF THE HIGHER PRIORITIES IN THE PLAN.

AND THEN VIA COCONUT, THERE ARE SOME OPPORTUNITIES THERE.

THE WHOLE IDEA IS TO GET MORE PEOPLE TO BIKE AND WALK.

IT'S JUST NOT A REALLY COMFORTABLE ROADWAY THE WAY IT WAS DESIGNED.

THE ROUNDABOUTS, IT IS A PROBLEM.

I KNOW THAT YOU'RE OUT THERE ANY DAY, YOU MAY NOT SEE ANYBODY BUT PART OF IT IS BECAUSE PEOPLE DON'T WANT TO USE IT.

IT'S NOT PARTICULARLY WELL DESIGNED.

SO THREE OAKS PARKWAY WAS MENTIONED FOR IMPROVEMENT AS WELL AS SANDY LANE ROAD.

AND THEN A COUPLE OF THE ASPIRATIONAL LONGER TERM PROJECTS HERE, THE UTILITY CORRIDOR, THIS IS TO THE WEST OF 41.

BASICALLY BETWEEN BONITA AND THE NORTHERN LIMITS OF ESTERO.

AND THE UTILITY PROVIDER, THEY HAVE DONE THIS BEFORE IN OTHER PLACES, INCLUDING COLLIER COUNTY.

SO THEY WOULD BE AGREEABLE TO WORKING SOMETHING THERE, IF AND WHEN THE VILLAGE DECIDES TO MOVE FORWARD WITH THAT.

THAT'S AN EXCELLENT CANDIDATE FOR A SHARED-USE PATH.

AND THE UTILITY PROVIDER, THEY HAVE DONE THIS BEFORE IN OTHER PLACES, INCLUDING COLLIER COUNTY.

SO THEY WOULD BE AGREEABLE TO WORKING SOMETHING THERE, IF AND WHEN THE VILLAGE DECIDES TO MOVE FORWARD WITH THAT.

WE SPOKE ABOUT THE SUN TRAIL PROJECT.

THAT ESTERO PARKWAY EXTENSION, SHARED USE PATH AND SANDY LANE NORTH EXTENSION SHARED USE PATH.

AGAIN, A MAJOR FOCUS ON SHARED USE PATHS.

WE DID LOOK AT INTERSECTION LOCATIONS.

WE BASED THIS ON A CRASH ANALYSIS THAT WAS COMPLETED.

WE'RE AWARE OF BOTH SERIOUS INJURIES IN BIKING AND WALKING,

AND I BELIEVE THERE WERE FOUR FATALITIES OVER A FEW-YEAR PERIOD.

I THINK THREE OF THOSE WERE ON U.S. 41 AT DIFFERENT LOCATIONS.

I THINK ONE OF THE LOCATIONS ACTUALLY HAD TWO FATALITIES.

I THINK IT WAS THE SAME ACCIDENT.

YES, INTERSECTIONS NEED TO BE IMPROVED.

WHERE THIS GOES FROM HERE, WE IDENTIFIED LIKE WHAT THE PRIORITY INTERSECTIONS ARE, BUT IT DOES NEED A FULL TRAFFIC OPERATIONS STUDY.

BUT JUST BY SIGNAL TIMING ALONE, YOU PROBABLY WOULD CREATE A SAFER SITUATION AT SOME OF THESE INTERSECTIONS AND THEN SOME OF THE CROSSWALKS COULD BE MORE VISIBLE TO PEOPLE, INCLUDING WITH SOME FLASHING LIGHTS AND THINGS LIKE THAT.
SO THOSE ARE ALL POSSIBILITIES.
WE TRY TO DOCUMENT SOME IDEAS IN THE FINAL REPORT.
SO, THIS IS THE TIME WHERE WE'VE GOT THE COST ESTIMATE.
THOSE ARE PLANNING LEVEL COSTS.
BUT IT'S DONE BY AN ENGINEER, AND IT'S BASED UPON THE
D.O.T., DEPARTMENT OF TRANSPORTATION, COST ACCOUNTING TOOL.
WE ALSO LOOK LOCALLY AT LEE COUNTY PROJECTS, ACTUAL PROJECTS
THAT THEY'VE GONE OUT IN THEIR C.I.P.
SO IT'S KIND OF LIKE TWO METHODOLOGIES THAT WE USE THERE FOR
THIS.
BUT YOU CAN SEE 63 MILLION PLUS.
AND YOU CAN SEE THE BREAKOUT IS ABOUT 78 -- GLASSES AREN'T
ON -- 78 MILES OF PROJECTS AND -- 73.5 MILES.
THANK YOU.
AND THEN YOU CAN SEE THE BREAKDOWN OF THAT.
AND, YOU KNOW, IT IS A LOT TO -- IT'S A BIG NUMBER, BUT THEN
ANOTHER WAY TO LOOK AT IT, TOO, IS LIKE WHEN YOU DO YOUR
ANNUAL FUNDING PLAN, YOUR CAPITAL IMPROVEMENT PROGRAM, HOW
MUCH PER YEAR TO GET SOME MOMENTUM IN THE PROGRAM AND START
WITH THE HIGH PRIORITIES AND BUILD FROM THERE.
AND ESTERO WON'T BE DOING THIS ALONE.
YOU DO HAVE YOUR PARTNERS AND THE STATE GOVERNMENT, FEDERAL
GOVERNMENT, WITH HELP OF THE MPO.
BUT IT IS A GOOD NUMBER, AND WE WERE PRETTY CONSERVATIVE
WITH THE NUMBER, TOO.
WE HAVE A PRETTY SIZABLE CONTINGENCY WITHIN THAT, TOO.
WE THINK IT'S A PRETTY GOOD PLANNING LEVEL COST ESTIMATE.
AND THEN FINALLY, AT THE BACK OF THIS PRESENTATION, WE HAVE
THE PRIORITIZED LIST BASED UPON THAT CRITERIA.
YOU SEE SOME OF THE DETAILS ABOUT COSTS.
AND WE -- THIS WAS OUR TEAM.
WE DETERMINED WHAT WE THOUGHT MIGHT BE LIKE A SCHEDULE
LOOKING OUT AHEAD 20 YEARS.
IT'S PROBABLY NOT AS IMPORTANT TO LOOK AT THE TIME FRAME,
BECAUSE IT'S NOT SUPPOSED TO BE PRECISE.
IT'S NOT A CAPITAL IMPROVEMENT PROGRAM, BUT IT'S KIND OF OUR
BEST ESTIMATE OF WHEN WE THINK THINGS COULD HAPPEN.
THIS IS A GOOD SNAPSHOT DOCUMENT.
AND THEN FINALLY, I THINK WE'VE TALKED ABOUT THIS BEFORE,
BUT THE PLAN IS NOT JUST ABOUT CAPITAL IMPROVEMENTS, BUT
ALSO PROGRAMS.
THAT'S ALL I HAVE AS FAR AS THE PRESENTATION.
IF YOU HAVE ANY QUESTIONS ... THANK YOU.

>> WITH SOME OF THE PLANS, I HOPE DON WILL COME UP AND TALK
A FEW MINUTES, ESPECIALLY THE FUNDING PART.
IT'S IMPORTANT.
I KNOW HE'LL TRY TO --

I REALLY APPRECIATE THE PROFESSIONAL APPROACH, ESPECIALLY

THE FACT THAT THIS IS ELIGIBLE TO BE SENT TO F.D.O.T. AND

ALL THE PARTNERS THAT ARE POSSIBLE.

NUMBER TWO, IT FITS ON THE OVERLAY OF THE BIG OVERALL PLAN

THAT SOMEDAY THE COUNTY AND EVERYBODY WOULD LIKE TO GET

TOGETHER.

IT TIES IN WITH IT SO WE'RE NOT TALKING A DIFFERENT PLAN.

I'M PLEASED THAT YOU IDENTIFIED THE FUNDS BECAUSE IT'S ONE

THING TO DO A PLAN AND DON'T KNOW HOW MUCH -- [INAUDIBLE] --

THE STRUCTURE THAT YOU HAVE, I THINK IS VERY GOOD.

I'M IMPRESSED THAT YOU'VE ALSO INCLUDED THE SUN LINK

POSSIBILITY IN THE FUTURE, WHICH IS ESSENTIAL.

WE'VE TALKED AT SOME OF THE MPO MEETINGS AND HOPEFULLY WE

CAN GET SOME OF THE DIFFERENT COUNTIES TOGETHER AND MAKE

THAT ALL COME TOGETHER SOMEDAY.

BUT AT LEAST MAKING THIS PLAN THAT WILL FIT IN I THINK IS

EXCEPTIONAL IN THE PRESENTATION THAT YOU HAVE THERE.

I THINK MOST IMPORTANT, IF WE CAN COME TO AN AGREEMENT ON

THE FUNDING, IT'S A PLAN THAT CAN BE UTILIZED.

IT'S ONE THING TO SAY, OH, ALL OF THESE GREAT EXPERIENCES,

BUT CAN'T BE UTILIZED, IT IS A BIG PLACE -- I THINK YOU'VE

DONE A GREAT JOB IN PUTTING THIS TOGETHER.

I KNOW YOU HAVE A FEW THINGS YOU WANT TO WRAP UP, BUT

COMPLIMENT YOU ON WHAT YOU PUT TOGETHER.

>> DAVID AND MARY GIBBS WERE HELPFUL ALL THE WAY THROUGH THE

PROCESS, INCLUDING THE FUNDING.

>>Jim Boesch: SO IMPORTANT TO GET PEOPLE WHO HAVE BEEN

INVOLVED.

WE SHOULD ALL REALIZE THIS IS NOT YOUR FIRST WALK IN THIS

TYPE OF THING.

BEEN AT THIS FOR A LONG TIME.

AND THAT YOU AND DAVID TALK THE SAME LANGUAGE.

IT'S IMPORTANT TO HAVE SOMETHING LIKE THAT RATHER THAN

TRYING TO REINVENT THE WHOLE THING AND THEN THE PLAN IS A

WASTE WHEN WE TRY TO GO TO SEE IF WE CAN GET FUNDING.

>>Nick Batos: I'D ALSO LIKE TO THANK YOU.

I THOUGHT IT WAS A GREAT JOB.

A LOT OF THINGS TO TAKE IN AND A LOT OF THE STUDYING TO DO

ON THIS.

I HAVE ONE QUESTION AND THEN ONE COMMENT.

A QUESTION, THROUGHOUT YOUR PRESENTATION, YOU KEPT

MENTIONING SHARED USE PATHS.

IN YOUR MIND, WHAT IS THE SHARED USE PATH AS FAR AS SIZE?

>> IT'S AN OFF-ROAD FACILITY.

TYPICALLY 10 TO 12 FEET WIDE, AS FAULT SURFACE.

ALTHOUGH NOW, DEPARTMENT OF TRANSPORTATION IS PUSHING FOR
CEMENT TYPE OF SURFACE ALONG SOME OF THE STATE ROADS FOR MAINTENANCE REASONS, BUT THAT'S KIND OF TYPICAL.

>>Nick Batos: YOU’RE TALKING ABOUT AN EIGHT, TEN FOOT OR 12-FOOT WIDE.

>> YEAH, I WOULD SAY MORE TEN OR TWELVE.

I THINK THE EIGHT IS A LITTLE NARROW.

>>Nick Batos: THE THING I WANT TO COMMENT ON AND THIS GOES TO MR. SCOTT, DON, IT SEEMS UNBELIEVABLE THAT IT’S OVER FOUR YEARS THAT WE STARTED THE CONVERSATION ON THIS BIKE-PED PLAN.

I WANT TO THANK DON FOR PUTTING UP WITH ME AT EVERY MEETING ASKING FOR WHEN HE CAN GET THE FUNDING IN, BUT THANK YOU FOR DOING IT AND THE RESULT I THINK WAS GREAT.

THANK YOU.

>>Mayor Ribble: ANYBODY ELSE?

>>Howard Levitan: I WOULD LIKE TO WEIGH IN.

>>Mayor Ribble: GO AHEAD, HOWARD.

>>Howard Levitan: I JUST HAVE TWO COMMENTS -- WELL, THREE MAYBE.

ONE, I REALLY THINK THIS IS A GOOD PLAN OVERALL, AND IT’S ONE THAT AS COUNCILMAN BATOS SAID WE’LL HAVE TO SPEND A LOT OF TIME WORKING THROUGH AND TRYING TO FIGURE OUT HOW TO DO THE PRIORITIES.

THE ONE THING I WAS A LITTLE DISAPPOINTED IN IS ONE OF THE MAJOR GOALS THAT WE ACCEPT FOR OURSELVES IN OUR NEW COMPREHENSIVE PLAN WAS TO CONNECT THE PARKS IN ESTERO.

WHILE THERE ARE PIECES OF THAT, THOSE CONNECTIONS IN YOUR PLAN, IT DOESN’T REALLY SHOW UP AS A MAJOR GOAL.

WE HAVE THREE MAJOR PARKS IN ESTERO.

THE COMMUNITY PARK, KORESHAN PARK, AND THE ESTERO BAY PRESERVE, AND OUR GOAL WAS TO CONNECT THOSE WITH BIKE AND WALK PATHS, SHARED USE PATHS.

AND I THINK THAT IF THIS IS THE FINAL REPORT, I WISH WE WOULD FIND A WAY TO GET THAT -- MESH THOSE TWO PLANS, THIS MASTER PLAN WITH OUR OWN COMPREHENSIVE PLAN.

SO THAT'S POINT NUMBER ONE.

POINT NUMBER TWO IS, I AM -- I REMAIN CONCERNED, DESPITE WHAT DAVID AND YOU HAVE SAID ABOUT THE ASPIRATIONAL PARTS OF THE PLAN, AS IT RELATES TO CONNECTIVITY THAT GOES THROUGH GATED COMMUNITIES.

AND WHILE IT MAY BE A GREAT IDEA TO USE THE FPL EASEMENT AREA WEST OF 41, A HUGE PART OF THAT THAT'S SHOWN ON YOUR PLAN GOES THROUGH A GATED COMMUNITY, IN FACT, MY GATED COMMUNITY.

I THINK THEY WOULD BE -- HAVE GREAT CONCERNS ABOUT THAT.

THE SAME THING WITH THE RAILROAD UTILITY AS IT GOES THROUGH
THE VINES.
WITH THOSE COMMENTS, I THANK YOU AGAIN.
I THINK YOU DID A GREAT JOB.
>> YOU'LL BE IN MAINE BY THE TIME THIS THING IS BUILT.

WON'T GO THROUGH YOUR COMMUNITY.

>>Howard Levitan: PROBABLY TRUE.

>>Jim Boesch: IN TERMS OF RIDERSHIP, KEEP IN MIND, IN AT
THIRD OF THE COMMUNITIES, A LOT OF BIKE RIDERSHIP WITHIN THE
COMMUNITY, SO THAT SHOULD BE BROUGHT TO THE TABLE WHEN YOU
SIT DOWN AND TALK TO PEOPLE THAT ARE FUNDING.
IT'S NOT JUST -- WE'RE NOT JUST SATISFIED THAT WE'RE MAKING
A BIKE PATH UP THERE.
THERE'S A LOT OF RIDABILITY WITHIN THE COMMUNITIES
THEMSELVES.

>> THAT IS A GOOD POINT.
REGIONAL CONNECTIVITY.
I KNOW D.O.T. IS ALWAYS LOOKING AT THAT WHEN THEY FUND
PROJECTS.
SO WITH BONITA SPRINGS, YOUR NEIGHBOR DOING BIKE-PED
IMPROVEMENTS UP TO YOUR DOORSTEP AND FORT MYERS TO THE
NORTH.

SO THERE ARE SOME OPPORTUNITIES.
>> JUST ON WHAT COUNCILMAN LEVITAN SAID, ON THE
DISAPPOINTMENT ON THE GOALS OF CONNECTING THE PARKS, I THINK
THAT WAS DEFINITELY A GOAL OF THIS PLAN.
THIS IS THE FINAL PLAN, BUT WE'RE NOT ADOPTING IT HERE.
WE WOULD BE ADOPTING IT AT A SUBSEQUENT MEETING.
I THINK WE CAN ADD SOME TEXT THAT WOULD DOCUMENT THE FACT
THAT WE WERE LOOKING TO CONNECT THE PARKS.

SO WE'LL GET THAT TEXT ADDED THAT TIES IT TOGETHER, BUT I
THINK IT'S EMBEDDED WITHIN THE PLAN ALREADY.
>> I JUST WANTED TO -- I'VE ACTUALLY HAD SOME CONVERSATION.
NED WAS TALKING ABOUT THE MAINTENANCE OF ASPHALT ALONG STATE
ROADS, AND WE'VE HAD SOME CONVERSATIONS WITH THE DISTRICT
SECRETARY RECENTLY THAT MIGHT REVERSE SOME OF THAT,
DEPENDING ON THE TYPE OF FACILITY AND SPEED OF THE ROAD AND
ALL THESE OTHER THINGS AND HE'LL BE COMING AND TALKING TO
OUR BIKE-PED COMMUNITIES ABOUT THAT.
PROBABLY POSITIVE FROM THAT SIDE.
FROM A MONEY STANDPOINT, WE HAVE A SET AMOUNT OF MONEY OF
FEDERAL MONEY THAT GOES EACH YEAR.
ABOUT $3.2 MILLION.
BUT WHEN I GO AND LOOK AT OUR PROGRAMS, AND I'M NOT TALKING
ABOUT ANYBODY'S LOCAL MONEY THAT GOES INTO IT, WE AVERAGE
PROBABLY FIVE TO SIX TO SEVEN MILLION A YEAR OF STATE AND
FEDERAL MONEY THAT GOES TO BIKE-PED PROJECTS AROUND THE
12:22:47PM COUNTY.
12:22:48PM SO, OBVIOUSLY, THAT'S SOMETHING THAT WE'D ENCOURAGE THE
12:22:52PM VILLAGE TO PUT IN FOR, FOR SOME OF THESE PROJECTS AS WELL.
12:23:02PM >>Mayor Ribble: KATHY, ANY OTHER COMMENTS FROM THE PUBLIC?
12:23:04PM >>Kathleen Hall: WE HAVE TWO PEOPLE SIGNED UP.
12:23:06PM >>Mayor Ribble: THANKS, DON.
12:23:08PM THANK YOU BOTH.
12:23:10PM >> DOUG SAXTON.

12:23:14PM >> ALL RIGHT.
12:23:15PM WE'RE ALMOST DONE.
12:23:16PM DOUG SAXTON, RESERVE ON ESTERO PARKWAY.
12:23:20PM FIRST, I'D LIKE TO THANK ALL OF YOU FOLKS FOR, NICK,
12:23:25PM COUNCILMAN BATOS, FOR PUSHING THE MPO.
12:23:27PM AND THANK THE MPO FOR COMING UP WITH THE FUNDS SO WE COULD
12:23:32PM FINALLY GET THIS DONE.
12:23:33PM I STAND BEFORE YOU TODAY AS A PERSON WHO LIKES TO RIDE MY
12:23:36PM BIKE, BUT UNFORTUNATELY, THE WAY ESTERO IS LAID OUT TODAY,
12:23:39PM WE ALL HAVE TO DRIVE FAR MORE THAN WE DO RIDE A BIKE.
12:23:44PM A LOT OF MY COMMENTS ARE BECAUSE OF MY DRIVING.
12:23:48PM IT'S DANGEROUS OUT HERE.
12:23:51PM YOU REALLY HAVE TO BE ON YOUR "A" GAME ALMOST EVERY DAY
12:23:54PM WHETHER RIDING A BIKE OR DRIVING IN A CAR.
12:23:57PM UP TILL NOW, VEHICLES HAVE BEEN PRIORITIZED.
12:24:00PM AND WE REALLY NEED TO PRIORITIZE PEOPLE ON HOW PEOPLE GET
12:24:03PM FROM A TO B, NOT HOW VEHICLES GET FROM A TO B.
12:24:07PM SO WE'RE SEEING TRAGEDY AFTER TRAGEDY ON THE LOCAL NEWS.
12:24:10PM PEOPLE ARE GETTING CAR CRASHES, GETTING KILLED.
12:24:13PM PEOPLE ON BIKES GETTING KILLED.
12:24:15PM JUST THE OTHER DAY SOMEBODY GOT DRAGGED HALF A MILE ON THEIR
12:24:18PM BIKE AND THEY STILL LIVED MIRACULOUSLY.
12:24:20PM SO THERE'S A LOT OF VULNERABLE ROAD USERS GETTING KILLED
12:24:24PM RIGHT HERE IN LEE COUNTY.
12:24:25PM SO WE REALLY NEED TO INVEST IN THE SAFE MOBILITY, BECAUSE

12:24:30PM THESE ARE OUR FAMILY, OUR FRIENDS AND OUR NEIGHBORS THAT
12:24:33PM WE'RE TALKING ABOUT THAT ARE ON THESE ROADS EVERY DAY SO WE
12:24:37PM NEED TO INVEST IN THIS.
12:24:39PM TRAFFIC IS GETTING WORSE, NOT JUST IN VOLUME BUT THE SPEEDS
12:24:43PM ARE GETTING HIGHER.
12:24:43PM THE AGGRESSIVENESS GETTING HIGHER.
12:24:46PM DISTRACTIONS GETTING MORE.
12:24:48PM WE MAY HAVE A DISTRACTED DRIVING LAW, BUT IN MY OPINION,
12:24:50PM IT'S VERY LAME.
12:24:51PM NOBODY IS GOING TO GET CAUGHT.
12:24:52PM THERE'S NOT ENOUGH SHERIFFS IN TOWN TO CATCH PEOPLE ON THEIR
12:24:56PM CELL PHONES TEXTING.
12:24:56PM THE FIRST OFFENSE IS 30 BUCKS.
SO WE REALLY NEED TO ADDRESS THE SPEED.

IF YOU GET HIT AT OVER 40 MILES AN HOUR, CHANCES ARE VERY SLIM THAT YOU'RE GOING TO MAKE IT.

OVER 60, FORGET IT.

AND THAT'S WHAT A LOT OF THE SPEEDS ARE HERE.

IT'S NOT A LAW ENFORCEMENT ISSUE.

YOU'VE HEARD ME SAY THAT BEFORE.

IT'S THE WAY OUR ROADS ARE DESIGNED.

THINGS DIDN'T GO WELL ON ESTERO PARKWAY WITH THE ROUNDABOUT, BUT HOPEFULLY WE'LL BE ABLE TO CONTINUE THOSE CONVERSATIONS GOING FORWARD.

MOST HAVE BEEN TO THE TRAFFIC SUMMIT AND HAVE LEARNED WHAT THE RIGHT THING TO DO IS WITH TRAFFIC CALMING.

KUDOS TO OUR POLICE.

EVERY TIME THEY ARE ON ESTERO PARKWAY, THEY ALWAYS HAVE SOMEBODY PULLED OVER.

ALL IN ALL, PUTTING A SEVEN FOOT BIKE LANE ON ESTERO PARKWAY, I LOVE IT.

BUT AT THE END OF THE DAY, A WHITE LINE PAINTED IS NOT GOING TO STOP SOMEBODY FROM GETTING POTENTIALLY HIT OR GETTING KILLED.

SO THE BIKE-PED MASTER PLAN WAS THE EASY PART.

NOW WE HAVE TO GO FUND IT AND HOPEFULLY MAKE A LOT OF THESE DREAMS COME TRUE FOR EVERYBODY SO WE CAN INCREASE THE MOBILITY OF EVERYBODY OUT HERE.

AGAIN, IT'S ALL OUR FRIENDS AND NEIGHBORS AND FAMILY THAT ARE OUT THERE.

LET'S KEEP US ALL SAFE.

THANKS.

>> BROWN.

>> UNLIKE SOME OF THE OTHER SPEAKERS, THIS IS PROBABLY MY FIRST TIME HERE.

I LIVE -- GORDON BROWN.

I LIVE OVER AT PELICAN SOUND ACROSS THE ROAD.

I REPRESENT A BIKE CLUB.

THERE'S APPROXIMATELY A HUNDRED OF US.

WHAT WE DO ON A WEEKLY BASIS IS WE TAKE RIDES OUT IN THE GENERAL COMMUNITY, BOTH IN BONITA AND IN ESTERO.

WE'RE ON THAT FRONT LINE OF THE SHORTCOMINGS OF THE BIKING INFRASTRUCTURE IN THIS COMMUNITY.

WE HAVE VERY DANGEROUS CROSSING POINTS ACROSS MAJOR ROADS, PARTICULARLY 41, WILLIAMS ROAD, THAT INTERSECTION IS OF PARTICULAR INTEREST FOR US BECAUSE THAT'S THE PRIMARY EGRESS ACROSS TO THE EAST SIDE OF THE COMMUNITY.

SO THE EAST-WEST CONNECTIVITY OF THIS PLAN IS VERY CRITICAL,

I THINK, FOR IMPROVING THE SAFETY OF BIKERS IN OUR
COMMUNITY, AND I APPLAUD THE WORK THAT THE CONSULTANTS DID IN PULLING THAT TOGETHER.

THE OTHER ISSUE IS NORTH-SOUTH CONNECTIVITY. CURRENTLY, IF YOU LOOK AT THE MAP, WE HAVE VERY LIMITED ACCESS BACK AND FORTH BETWEEN BONITA AND ESTERO.

I THINK THAT'S SOME AREA THAT WE PROBABLY COULD USE MORE IMPROVEMENTS ON.

BECAUSE IF YOU ELIMINATE THE SUN TRAIL, ESSENTIALLY WHAT YOU'RE LEFT WITH IS THREE OAKS AND 41.

AND THAT BRINGS UP THE ISSUE OF 41 AND CONNECTIVITY NORTH, SOUTH, WEST OF 41.

CURRENTLY, IN ORDER TO GET UP AND DOWN 41 TO GO DOWN AND ACCESS THE SOUTHERN PARTS OF OUR CITY AS WELL AS GOING INTO BONITA, YOU HAVE TO DO SORT OF A ROUNDABOUT WAY WITH SECONDARY ROADS AND ALONG 41 ON THE SIDEWALK, WHICH IS A NARROW SIDEWALK WHERE TWO BIKES ARE VERY DIFFICULT TO PASS EACH OTHER.

NO ONE RIDES ON 41 IN THE BIKE LANES, EXCEPT VERY COURAGEOUS BIKERS OR PEOPLE WHO AREN'T REALLY AWARE OF THE DANGERS THAT THEY HAVE.

I BELIEVE THE NORTH-SOUTH CONNECTIVITY IN THE PLAN IS NOT AS STRONG AS IT COULD BE.

IN PARTICULAR ON THE WEST SIDE.

AND I BELIEVE THE IDEA OF USING THE FPL RIGHT-OF-WAY IS NOT REALLY A FEASIBLE OPTION.

I MEAN, IT'S A POSSIBILITY.

BUT THE POSSIBILITY OF GETTING THAT THROUGH THE APPROVAL OF THE MULTIPLE STAKEHOLDERS ALONG THAT I THINK ARE QUITE REMOTE.

WHAT I BELIEVE A MORE RATIONAL APPROACH WOULD BE IS TO EXTEND A SHARED USE PATH ALONG 41 ON CURRENT PUBLIC ACCESS.

I UNDERSTAND BONITA IS GOING TO BE PUTTING A SECTION OF SHARED USE PATH ON THE WEST SIDE OF 41.

I DON'T KNOW HOW FAR THAT'S ACTUALLY GONE FROM A GOOD IDEA TO AN ACTUAL PLAN, BUT I'D STRONGLY ENCOURAGE THE COUNCIL AS THEY MOVE FORWARD WITH THE PLAN, IS REALLY CONSIDER A SHARED USE PATH ALONG THAT CONNECTION WITH BONITA RATHER THAN THE FPL EASEMENT.

THANK YOU VERY MUCH.

Mayor Ribble: THANK YOU.

IS THAT IT, KATHY?

OKAY.

I'LL ENTERTAIN A MOTION TO ADJOURN.

SO MOVED.

ALL RIGHT.

Mayor Ribble: KATY AND --
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