

**SUMMARY MINUTES OF THE PELICAN BAY SERVICES DIVISION ADVISORY BOARD
AND PELICAN BAY FOUNDATION STRATEGIC PLANNING COMMITTEE JOINT WORKSHOP
TUESDAY, NOVEMBER 17, 2009**

BE IT REMEMBERED that the **Pelican Bay Services Division Advisory Board and the Pelican Bay Foundation Strategic Planning Committee** conducted a **Joint Public Workshop, Tuesday, November 17, 2009 at 2:00 PM at the Community Center at Pelican Bay, 8960 Hammock Oak Drive, Naples, with the following members present:**

Pelican Bay Services Division Advisory Board Members

Keith Dallas, Vice Chairman and Acting Chairman	Theodore Raia, M.D. (late arrival, 3 p.m.)
Tom Cravens	Mary Anne Womble, Chairwoman (excused absence)
John Iaizzo	Geoffrey Gibson (excused absence)
Michael Levy (early departure, 3 p.m.)	Hunter Hansen (unexcused absence)
Gerald Moffatt	Jill Kobe (unexcused absence)

Pelican Bay Foundation Strategic Planning Committee Members

Bob Uek, Chairman	Noreen Murray
Ronnie Bellone, Co-Vice Chairwoman	Ralph Ohlers
Merlin Lickhalter, Co-Vice Chairman	Carson Beadle (absent)
Rose Mary Everett	Mary Anne Womble (absent)

Pelican Bay Services Division Staff

Neil Dorrill, Administrator	Mary McCaughtry, Recording Secretary
Kyle Lukasz, Field Operations Manager	Lisa Resnick, Administrative Assistant

Pelican Bay Foundation Staff

Jim Hoppensteadt, President	Suzanne Minadeo, Executive Assistant
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Presentation By

Kevin Mangan, Principal and Landscape Architect, Wilson Miller
Steve Sammons, Sr. Associate and Landscape Architect, Wilson Miller
Jeff Perry, Sr. Project Manager, Transportation Planning, Wilson Miller

AGENDA (as provided by K.Mangan & S. Sammons, Wilson Miller)

1. Roll Call
2. Welcome and Review of Agenda
3. Project Objectives
4. Improvement study areas:
 - a. Crosswalks/Pedestrian Safety
 - b. Pathways
 - c. Lighting
 - d. Landscaping – Initial concepts
 - e. Community berm
 - f. U.S. 41 berm
 - g. Parks
 - h. Communication
5. Upcoming Town Hall Meeting
6. Discussion

ROLL CALL

All Board Members were present with the exception of Madam Chair Mary Anne Womble (excused), Mr. Geoff Gibson (excused,) Mr. Hunter Hansen (unexcused,) and Ms. Jill Kobe (unexcused.) Mr. Michael Levy departed at 3 PM and Dr. Ted Raia arrived at 3 PM.

WELCOME & REVIEW OF AGENDA

Mr. Kevin Mangan welcomed everyone and distributed materials that included an agenda; “Crime Review Through Environmental Design” report that addresses safety and security concerns; 30% Base Data Phase I Report; and an updated meeting schedule that includes the November 25, 2009 Turkey Trot, or community site walks. Mr. Mangan and Mr. Steve Sammons will lead two distinct site walks for the community, simultaneously on Wednesday, November 25, at 8:30 AM – 10:00 AM. One tour will go from the Sandpiper Parking Lot Tram Station to the Commons, and the other tour will go from the Philharmonic to Ridgewood Park. The site walks will allow for further observation and assessment and for those participants from the community, a better understanding of the study and its goals.

COMMUNICATIONS

Mr. Mangan said the Foundation would be noticing upcoming meetings by postings on bulletin boards and email blasts to Foundation members with links to the meeting information.

Mr. Merlin Lickhalter asked if the email blasts could provide the meeting information without taking the extra step to click on a link.

Mr. Mangan said there is a 25-word limit on the Foundation email blasts, so the pertinent information is there and the link provides full announcement and supplemental information.

Mr. Lickhalter asked when the initial announcement of the November 19, 2009 Town Hall meetings was.

Mr. Mangan said they advertised the Town Hall meetings last week and the email blast is a second notice or reminder.

Mr. Lickhalter asked where last week that the Foundation posted the hardcopies.

Ms. Suzanne Minadeo said the Foundation provided notice on the website under Community Update.

Mr. Mangan said they did not post hard copy notices.

Mr. Lickhalter said, “Pardon me, but everyone has said this is our biggest problem and first out of the blocks, we screwed it up again.”

Mr. Mangan responded, “Well, Merlin, I don’t see that as a screw up. This is a second notice and one of the ways to communicate, not the only way to communicate. Truthfully, with the addition of this walk next week, it is simply another way that we are looking forward to ensure this community has access to us and us to them.”

Mr. Lickhalter apologized for using inappropriate language to describe his point and clarified it. He said Wilson Miller is depending too much on electronic communications. The Foundation could just as easily have posted the information physically at all the places that people go.

Mr. Mangan said that he did agree and that there will be many more notices and posted earlier in the future. Wilson Miller is not going to rely on any one type of communication and understand it is their responsibility to connect with the community as part of the process.

Mr. Lickhalter agreed and offered that posting a hard copy notice is a good and easy way to communicate.

Ms. Ronnie Bellone said the earlier the information is available the better for planning purposes.

Mr. Mangan said to use numerous types of communication concurrently is most effective. He said the revised schedule highlights the Turkey Trot in green.

PROJECT OBJECTIVES

Today's presentation and discussion expands on the consensus formed at the November 10 workshop and sets expectations. General ideas are put into context to recommend enhancements, improvements, and solutions that could apply throughout the community.

CROSSWALKS AND PEDESTRIAN SAFETY

First, Wilson Miller is addressing issues related to safety and security of pedestrian crosswalks and pathways.

Mr. Lickhalter said the community brought up the issue of safety at the North Tram Station crosswalk and the Services Division asked Wilson Miller to address the issue. He believes this safety issue should be addressed immediately and asked how long do they expect before implementation of a solution.

Mr. Mangan said regarding the North Tram Station crosswalk, a solution could be implemented quickly. They have observed that crosswalks in the community do not conform to the same standards. A new July 2009 Florida Department of Transportation (FDOT) standard requires high-visibility painted striping at mid-block crossings. The North Tram Station crosswalk is not in compliance and they will identify all crosswalks in the community to come into compliance with the new high-visibility painted striping standard.

Ms. Rose Mary Everett agrees they should address the North Tram Station crosswalk safety issue quickly, but the solution consider the overall community improvement plan.

Mr. Mangan said solutions they recommend to address crosswalk and pedestrian safety issues could be consistent with the master plan. The community improvement planning process will prioritize projects to implement over time. If the Board and Committee reach a consensus to resolve a high-priority issue, they can implement the solution using the master plan as a guide. He added they also will address signage and lighting that is inconsistent. Crosswalks can be painted and striped to comply with the standard.

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Mr. Michael Levy said there are locations where a crosswalk should be, but is not. He said there should be crosswalks along Pelican Bay Boulevard at the Sandpiper tram station, and at the south end of San Raphael and San Marino at beach access points.

Mr. Mangan said crosswalks exist at only a few controlled intersections and they are reaching a consensus to recommend traffic calming devices at several locations where crosswalks do not exist.

Mr. Jeff Perry agreed. Crosswalks and pedestrian areas need to be consistent and they will identify them and make recommendations to bring them into compliance. These pedestrian safety concerns can and will be addressed and solutions implemented quickly.

Mr. Moffatt asked Mr. Perry to define the yellow circles described in the legend as “Proposed Additional Pedestrian Safety.”

Mr. Perry said those are areas need additional pedestrian safety enhancements, such as striping, signage, or areas where there are no crosswalks.

Mr. Moffatt asked what they are planning to do to existing crosswalks as described in the legend as “Condition Type A” and “Condition Type B” solid stripe.

Mr. Perry said they would consider enhance safety measures at those areas because some locations need more than striping and signage.

Mr. Moffatt asked if they indicated speed bumps.

Mr. Mangan and Mr. Perry answered no.

Mr. Perry said speed bumps and tactile or raised surfaces are effective techniques used as advance warning that one is approaching a stop sign or crosswalk and to slow traffic.

Mr. Levy said some crosswalks are different colors, i.e., on West Boulevard by the school, and in addition to having the State signage to stop for pedestrians in crosswalks, pavers delineate the crosswalk area.

Mr. Perry said when the pedestrian safety areas are brought into compliance, they could consider the techniques used for advance warning and to slow traffic. Once in place, drivers tend to become accustomed to areas on the road where they need to slow down or stop, and are less likely to ignore the signals.

Mr. Levy asked Mr. Perry to look into the area along Gulf Park Drive and the Sandpiper Tram Station for pedestrian safety issues and solutions.

Mr. Perry said he would look into it.

Mr. Lickhalter suggested that before implementing a solution to the highest priority item, that the solution be a part of the overall plan. The plan should have an assortment of solutions to refer to because the same technique may not apply everywhere. He assumed the Services Division would implement the solution based on the guidelines provided.

Mr. Mangan said he understood and today's discussion is a baseline for high visibility area recommendations.

Mr. Bob Uek asked Mr. Mangan if they had accident data and where do accidents occur more frequently.

Mr. Mangan said they are drafting a letter to the Collier County Sheriff's office to obtain a report that outlines information regarding frequency of accidents, as well as data on crime and security issues.

PATHWAYS

Mr. Mangan briefly discussed pathways. The pathways in the community are non-compliant with the Americans with Disabilities Act (ADA) standard and the goal is to bring them into compliance. Five feet wide pathways is the standard and comfortable for two people to walk side-by-side. Eight-foot wide pathways allow three people to be comfortable walking side-by-side. Ten feet wide will allow four people or couples to pass. Widening the pathways is a potential solution, but there are other issues to consider including mitigating the impact to the landscape, whether to separate activities or have shared use for bikes and pedestrians, construction materials to consider other than concrete, i.e., crushed shell or stone. Width is the number one goal.

Mr. Moffatt asked if they have considered traffic lane widths and bicycle lanes on the roadway.

Mr. Mangan said yes they have begun looking at whether to designate a separate lane for bikes on the roadway. Currently the roadway has two twelve feet wide lanes. The standard for a bike lane is four feet, which would bring each car lane to ten feet wide.

Mr. Levy asked if the lanes were 10-10-4 would the width restrict certain vehicles.

Mr. Mangan said the ten feet standard is used in tight urban areas and is a traffic calming technique. Generally, eleven feet is the minimum standard for a community like Pelican Bay. Narrower travel lanes near the crosswalk will raise awareness, slows traffic and shortens pedestrian distance and that may be a better solution, rather than bike lanes in the roadway. The standard is four feet wide bike lanes in the roadway. The City of Naples is constructing a crosswalk that uses white and yellow high visibility striping across Fleischmann Park to the mall that is going to become the City standard. They will inquire with the City of Naples regarding the width of bike lanes.

Mr. Lickhalter requested Wilson Miller visit the Vineyards main roadway and measure the bike lanes because that roadway is similar to Pelican Bay Boulevard.

Mr. Mangan said he would measure the lanes and report back.

STREET LIGHTING

They took inventory and identified numerous areas where landscaping is conflicting with efficiency of existing street lighting, especially areas where there are double-fixture lighting. The current lighting is not energy-efficient. By replacing the existing lamps with LED lamps there is an energy cost-benefit savings of almost \$2,600 monthly, \$31,000 yearly and a return on investment after 13 years. LED lamps produce much brighter lighting and are more energy efficient and better for the environment than existing facilities.

Mr. Lickhalter asked what the source of this information for current lighting maintenance costs is.

Mr. Mangan said it is based on typical standards. It has not been cross-referenced.

Mr. Lickhalter asked if the cost includes replacement.

Mr. Mangan said replacement is on an as-needed basis.

Mr. Lickhalter asked what the qualitative and quantitative benefits of lighting are where it is deficient.

Mr. Mangan said they are introducing to the community how it can reduce energy costs. The LED lighting uses less energy, therefore, they can improve deficient lighting areas by redistributing the lighting using the same amount of power currently used. They are looking into ways they can improve the efficiency of the current system, rather than replacing it.

Ms. Rose Mary Everett asked what would be better: introduce a new system, or retrofit the current one.

Mr. Mangan said ways to improve the current system serves as a baseline for potential solutions that will evolve over the course of the study. It would cost more to replace it. For example, if they were to recommend replacing the poles, there is the cost of removal, rewiring, installation, and the cost of the new pole itself.

Ms. Everett asked was it possible to improve the design using a phased approach or would it have to be community-wide implementation.

Mr. Mangan said phasing is possible. For example, they can implement the project along Pelican Bay Boulevard in one phase. The County is evaluating its current lighting system and considering LED as ways to improve delivery, become energy efficient, reduce the carbon footprint, and sustainability. The cost benefit can be used for other projects

Mr. Moffatt asked if they looked into solar energy.

Mr. Mangan said solar energy is a great possibility, but applies better to unique situations. Solar will not work well in shaded areas, but some combination of solar energy recommendations will be part of this study. Implementation and how phased is another question.

LANDSCAPING – INITIAL CONCEPTS

Mr. Steve Sammons presented some initial landscaping concepts. In the common areas along roadways, they observed overgrown and dated vegetation and some initial ideas are to replace it and apply some consistency, as well as move toward vegetation that requires less maintenance, i.e., remove sod along medians and replace with shrub and groundcovers.

Mr. Cravens asked Mr. Sammons to clarify the term “dated.”

Mr. Sammons said “dated” material is vegetation requiring a great deal of maintenance and community-wide, they do not appear as they would in their natural state.

Suggestions made were to use terms “tired” or “worn out.”

Mr. Mangan said public perception is key and they need to convey what they mean using proper terms.

Mr. Sammons said they are looking to apply landscaping consistency community-wide, as well as move toward micro-irrigation. On Pelican Bay Boulevard from the “nosing” back to about 125 feet, there are a lot of Sabal palms and sod that requires a lot of maintenance.

Ms. Noreen Murray asked for clarification of the term “nosing.”

Mr. Mangan said “nosing” is the edge or point where the curb turns back on itself, for example, the nose is the point where there is a turn lane into or out of a community. Sabal Palms individually planted with sod from the nosing to the length of the median require a lot of maintenance, i.e., fertilizer, irrigation and trimming. Best management practices suggest replacing sod with shrub, and broadcast irrigation with micro irrigation and provide cost benefit to the 2 & 1/2 acres along Pelican Bay Boulevard in terms of requiring less maintenance and by reducing consumption of water, fertilizer and pesticides.

Dr. Ted Raia asked how the barren areas within the community could be shaded effectively.

Mr. Mangan said they have to look at what is underground, i.e., utilities in order to recommend what is possible.

Mr. Sammons referred to a stretch of pathways without shade. If nothing underground interferes, they can plant trees along one side to provide shade.

Mr. Mangan, crediting Mr. Lukasz, said some areas along the right of way are private property. When they determine solutions, they need to be mindful of ownership, but some of the property lines, even though legally are private, are “in between,” but they are taking a holistic approach, across the board. Through the planning process, they will have a better understanding of the property, and if there are obstacles that exist underground to deliver some solutions.

Ms. Ronnie Bellone asked if they would be looking at the pathways around Oakmont Lake.

Mr. Mangan said the Oakmont Lake is discussed in today’s Parks presentation.

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Mr. Sammons added the Oakmont Park area and lake is displayed in the “Crime Prevention through Environmental Design” report, but they have not directly addressed the pathways yet.

Mr. Mangan said today’s pathways discussion is the baseline.

Mr. Keith Dallas asked what problems with trees versus pathways they have observed.

Mr. Mangan said as they move along the pathways they are looking up and down. Trees block lighting and paths along pathways, so widening the pathways, or relocating trees are possible solutions, however if the tree is overly aggressive, relocating serves no purpose.

Mr. Lickhalter said damage to irrigation systems are caused by motor vehicles driving on the grass. He said they are usually Collier County vehicles, but today he saw commercial vehicles parked along the grass. They should address how to keep vehicles from driving on the grass.

Mr. Mangan said sheriff deputy vehicles sits in the median and burns the grass on event nights at the Philharmonic, burning up the grass. They are looking into possible solutions to keep vehicles off the grass.

Mr. Sammons said they are putting together base plans with accurate information, including irrigation plans, efficient zones that can transition to micro drip irrigation without affecting larger parts of the system. They are looking at existing transition areas for conflicts, i.e., is the pathway going to be affected by where trees are planted, or is there already a conflict requiring tree removal or relocation.

COMMUNITY BERM

Mr. Mangan said they have observed the community berm. There is a lot of exotic invasive and nuisance vegetation and they recommend removal and planting of replacement species. They are looking at areas where there is shade already to possibly widen the berm, as well as areas where structures currently exist to construct rest stations, look out areas, bird attractor platforms, and additional tram stations to increase shade and provide drinking water.

Ms. Murray asked what the difference between “nuisance” vegetation and “exotic invasive” vegetation is. She understood them both to be vegetation not natural to the area and removed.

Mr. Cravens clarified that “exotic” means any plant or animal introduced after Europeans came here, approximately 1500. One quarter of uncultivated vegetation growing in Florida is exotic. Some exotics are not invasive. Exotic vegetation that has escaped captivity and is successful is considered “exotic invasive.” There are 167 plants considered exotic invasive in Florida. “Nuisance” is more vague a term.

Mr. Mangan added vegetation considered exotic or a nuisance is less desirable, generally.

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Mr. Cravens said, "Duckweed is the green, slimy stuff that covers everything," that you see when you walk the berm." Nitrate and phosphate from fertilizer use causes duckweed growth and copper sulfate is used to control it currently.

Mr. Mangan said duckweed is endemic and this report identifies it as being problematic. This report provides the ecological report of possibilities for the community berm.

Mr. Lickhalter complimented Wilson Miller for capturing the berm graphically on one sheet of paper.

U.S. 41 BERM

Mr. Sammons described the graphic representation of the U.S. 41 berm. They compared noise levels in certain areas and discovered there is a correlation between the height of the berm and the level of noise. Height and dense landscape yields lower audible noise levels.

Mr. Ralph Ohlers asked what the reference point for height of the berm is. There are some points below the level of the highway.

Mr. Sammons said the U.S. 41 berm graphic represents visual observations made from the U.S. 41 side of the berm. It appears there are differences in audible noise levels throughout the community, but they can compare surveyed elevation points to confirm. They are looking into ways to mitigate audible noise and some ideas are to use better insulate material to build or extend walls, and introduce fountains to create white noise. Security concerns can be mitigated using access control features such as installing or extending walls and landscaping that will help keep people away.

Ms. Murray suggested they discuss the November 19 Town Hall meeting process.

Mr. Lickhalter asked if they have quantifiable information regarding audible noise problems along U.S. 41 and if the property boundary information of public and private land is accurate

Mr. Mangan said they do have accurate property line information, but the current graphic does not display it. They plan to test sound levels using a meter, so they will have empirical data.

Mr. Lickhalter said they should test sound levels during season.

Mr. Mangan said yes and after season.

Mr. Moffatt asked if they would include instances along the berm.

Mr. Mangan said yes. They are looking for patterns of occurrences and locations.

PARKS

Mr. Sammons said they are observing parks and taking inventory of existing areas. There is good connectivity, somewhat adequate parking, well kept, and offer passive activities. They are looking into enhancements that could offer general

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multi-use gathering areas to offer classes, dog parks, parking, and other activities. The improvements would also address crime prevention through environmental design.

Dr. Raia said the Oakmont Lake pathway is very narrow. They designed and built the pathway along one side of the roadway to save space for development. There are entryways from cul-de-sacs along the other side of the street, so pedestrians must cross the roadway to get to the pathways. Other areas of the pathways are not accessible to everyone. Bicycles used to be allowed on the pathway, but they are now restricted. He made suggestions to consider widening the pathways and designate pedestrian and bicyclist areas, as well as address safety and accessibility concerns.

There was some discussion of ownership of the property around the Oakmont Lake and Mr. Lukasz said the Foundation owned the eastern half of the property and the west side is County property and a water management easement.

Mr. Mangan said Mr. Lukasz is correct, but he would check the records.

UPCOMING TOWN HALL MEETING

Mr. Mangan said on Thursday, November 19, 2009 they would hold two Community Educational Town Hall style meetings in two identical sessions at 2 PM – 4 PM and 7 PM – 9 PM. They will present a map of the general geographical areas.

Ms. Murray asked if they would display a large map on an easel.

Mr. Mangan said yes and they would probably have two or three maps, so people understand the area and objectives of the community improvement planning study. They will dedicate the last hour for community participation and an opportunity to ask questions. The goal is to explain why they are here and what they are doing. They will announce upcoming meetings. Future town hall meetings will have table stations with individual topics where the community can go to provide input. This is a systematic process and this meeting is a place to begin.

Ms. Murray said someone should introduce Wilson Miller from the Board or Committee, so that the consultants are not attacked, per se, by a small number of people in the community that object to this project loudly.

Mr. Lickhalter said he shared some nasty pointed emails with Mr. Hoppensteadt. The emails are from people who question the rationale of this study and believe it to be a waste of money. They should be prepared for “grenades.”

Ms. Noreen said her point is they should not be launching grenades at Wilson Miller, but at the Board and Committee and the members should be prepared to explain.

Ms. Minadeo said there would be an area at the front for Board and Committee members to sit if they choose.

Ms. Murray said they should have discussed room setup prior because although she wants to sit up front, not everyone does.

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Mr. Uek said he would give the introduction if Ms. Womble declined. The bottom line is to make it clear they will spend no money until voted on by the Board and Committee.

There was a consensus that people would protest vociferously and that an introduction is a good idea. In addition, Board and Committee members should sit up front to take responsibility for sponsoring the study, although not everyone will attend both sessions, so only a minimal amount of chairs are necessary. Ms. Minadeo and Ms. Resnick would query the members' plans for attendance.


There is a reception following the first session.

Ms. Murray said the term consultant is not very descriptive and asked how to describe Wilson Miller.

Mr. Lickhalter said to avoid the term landscaping anything.

Mr. Mangan described Wilson Miller as a team of community consultants, as much a part of this community as the residents.

The meeting adjourned at 4:21 PM.


Mary Anne Womble, Chairwoman

Minutes by Lisa Resnick 12/10/2009 4:17:42 PM