

COUNCIL MEMBERS

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DISCUSSION - U.S. 41 WIDENING

Mr. Richardson reviewed the material in Community Development Director Barry's memo dated June 9, 1986 and his memo to the City Manager dated June 6, 1986 (Attachments #2 & #3). Mr. Richardson used a map on the wall to illustrate what the Department of Transportation (DOT) was studying with the firm of Hensley & Smith. He noted four-laning U.S. 41 from Four corners east to the Glades. He noted that one alternative was to do this within the existing right-of-way which he favored. Another alternative was to buy twelve feet on each side of the road and the other alternatives were to buy all the right-of-way on either the north or the south side of the road. He suggested that bicycles use the sidewalk; and after further discussion, it was the consensus of Council that the City Manager find out if that would be legal.

Mr. Richardson noted that one of the existing problems was the stop light at Four Corners and he suggested blocking off Fifth Avenue South in some way to alleviate the traffic handled by this stop light. He further suggested another alternative, making Fifth Avenue South one way for a few blocks. Community Development Director Barry suggested making Fifth Avenue South a pedestrian mall, or putting in a cul-de-sac at the Four Corners end. Mayor Putzell asked for some professional input from the staff showing the various alternatives to solve the problem with the traffic light at Four Corners. Mayor Putzell did not wish to involve the public until some study by staff had been done and studied by Council.

Mr. Richardson noted other places where work would be needed such as where Goodlette and Airport Roads meet U.S. 41, but he felt the biggest problem was the Gordon River bridges. He noted the need for an extra 12 feet on the north side of U.S. 41, which would remove the swimming pool at The Comfort Inn. He reported that Community Development Director Barry had suggested obtaining this right-of-way from the adjacent property owners. Mr. Barry did state that DOT would make the ultimate decision about what right-of-way would be used. He noted that the City was dealing with an area around the Gordon River bridges where some building permits will be requested in the near future and if the City knew what they wanted to do, some of the right-of-ways could be protected and be available when DOT makes a decision. He suggested a definitive study be made by a professional engineer and have the City's decision adopted by resolution so a prospective developer can dedicate the right-of-way.

Mr. Barry then suggested the same procedure be applied to acquiring property at the shopping center by Sandpiper so that street could be moved and one reasonable intersection developed. He answered questions from Council members by agreeing that this would have to be done with the County's cooperation and that he had discussed it with County staff people, George Archibald and Tom Kuck. He reported his impression of a conversation with Mr. Kuck, County Public Works Administrator, that when funds were available, the City could be reimbursed. Mr. Graver felt this step might accelerate the whole project. City Manager Jones cautioned Council that the County had more residences accessed by Sandpiper than the City and suggested that the County do the entire intersection. Mr. Richardson suggested notifying the county and Hensley & Smith of this proposed action. Mayor Putzell asked him to draft one. Mr. Richardson also asked that Council write to Mary Ellen Hawkins, State Representative, to encourage passage of legislation to assess up to 5¢ additional gas tax for capital improvement programs on highways and that counties and cities can loan money to DOT which could be paid back under a contract. It was the

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consensus of Council to do so. Mr. Graver noted that there may be no addition to the up-coming one-day legislative session.

ADJOURN: 11:25 a.m.

Edwin J. Putzell, Jr., Mayor

Janet Cason
City Clerk

Ellen P. Weigand
Deputy Clerk

These minutes of the Naples City Council approved AUG 06 1986

SUPPLEMENTAL ATTENDANCE LIST

Cathy Anclade
Charles Andrews
Elizabeth Fee Conservancy
Bill Hill

Stephen Letro
Stanley Hole
Herb Anderson

NEWS MEDIA

Dave Fuller, WNOG
Chuck Curry, Naples Daily News

Hilary Hutchison, TV9



City of Naples



MEMO

TO: Frank Jones, City Manager
 FROM: Roger J. Barry, Community Development Director
 SUBJECT: U.S. 41 Widening/City Council Workshop Session
 DATE: June 9, 1986

I attended a meeting with Mayor Putzell and Councilman Richardson in Don Lusk's office on Friday, June 6, 1986.

In addition to discussing another bridge over the Gordon River in the vicinity of the airport, we discussed a June 5th presentation by Hensley-Schmidt Inc., an engineering firm from Orlando, regarding U.S. 41.

This firm has contracted with FDOT to study U.S. 41 between "Four Corners" and Henderson Creek. There is little doubt that some improvements will have to be made in this section of U.S. 41 to improve traffic flow, safety, etc. This firm presented a variety of improvement suggestions at their June 5th presentation, including making 5th Avenue South one-way west of "Four Corners" - closing 5th Avenue South from 8th Street to 9th Street and establishing a pedestrian mall, building a new parallel bridge span in the vicinity of Tin City involving a one-way traffic flow on U.S. 41, building a "fly over" in the vicinity of Davis Boulevard/U.S. 41, and a redesign and relocation of the U.S. 41/Sandpiper intersection. All of these suggestions will undoubtedly be debated at great length and will not be acted upon any time soon.

One other suggestion, however, stands out as being quite logical, reasonable, of immediate necessity and should not have to be the subject of endless debate; that is, to acquire additional right-of-way and widen U.S. 41 between Goodlette-Frank Road and Sandpiper Street. Although it is possible to eliminate or reduce the width of the existing medians, it seems preferable to keep them as a traffic separator for left turn lane pockets and as landscaped areas.

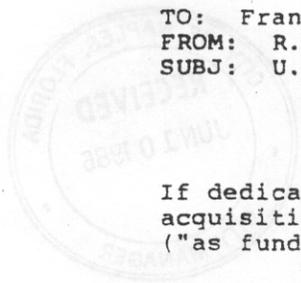
Hensley-Schmidt suggested the need for an additional 10 - 12 feet of right-of-way on each side, or 24 feet on one side, with a somewhat greater need at the northeast corner of U.S. 41 and Goodlette-Frank Road (Comfort Inn site). The additional right-of-way will accommodate the addition of one traffic lane in each direction and an additional turn lane at Goodlette-Frank Road.

In my conversation with Mayor Putzell and Councilman Richardson, it became clear that we should discuss this matter with the City Council at a workshop session on June 25, 1986.

Given the pending and anticipated development projects in this area, I think it is important that we act as quickly as possible to define right-of-way needs, establish a specific "plan line," and adopt any required ordinances to enable the city to require the necessary right-of-way dedications before building permits are issued for any more construction in this area.

TO: Frank Jones, C.M.
FROM: R.J. Barry, Community Develop. Dir.
SUBJ: U.S. Widening

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If dedication is not possible, we should explore the possibility of acquisition. I understand that the state will reimburse the city ("as funds become available in the future") for such acquisitions.

It is clearly going to be a long time before the state even completes the present study, let alone acquires property and undertakes the widening.

I suggested that we may want to contract with Hensley-Schmidt, Inc. to provide the "plan line" information we need since they have already completed a lot of the basic research.

Please advise if you wish any additional information or clarification.

Roger

B/d
cc: Mayor Putzell
Councilman Lyle Richardson
Jerry Gronvold

[Faint, mostly illegible text from the reverse side of the page, including phrases like 'In addition to discussing another...', 'The City Council...', 'Hensley-Schmidt suggested...', and 'Given the pending and anticipated...']



City of Naples



--- MEMO ---

TO: Franklin C. Jones, City Manager

FROM: Lyle S. Richardson, Vice Mayor

DATE: June 6, 1986

Based on the alternatives presented by Hensley-Schmidt on June 5, 1986, for improvements to US 41 between Four Corners and the Glades, I feel the City should take some positive action in two areas.

The City of Naples should start proceedings to acquire or protect rights-of-way from Goodlette Road to the eastern bridge. It is imperative that we protect 12 feet on each side of US 41, with 24 feet on the north side from Goodlette Road to the start of the abandoned gas station so that DOT can 8-lane the road and add a right turn only lane approaching Goodlette.

The proposed relocation of Sandpiper would satisfy the needs of this area through the year 2010 without a flyover. Our Engineering and Planning groups should, with counterparts, define the new road, acquire rights-of-way and assess the cost so that the MPO and DOT can move forward at once.

Additional information on these improvements is available.

xc: Roger Barry, Comm. Dev. Dir.
Gerry Gronvold, City Engineer
Mayor Putzell
City Council
Jeff Perry, County Planning Dept.
MPO Members
Tom Kuck, Co. Public Works Adm.



City of Naples

--- MEMO ---

TO: HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: CITY MANAGER FRANKLIN C. JONES

SUBJECT: U.S. 41 WIDENING

DATE: JULY 23, 1986

BACKGROUND: The City Council discussed various proposals to widen the U.S. 41 right-of-way east of Goodlette-Frank Road at a recent workshop session.

Jerry Gronvold has since discussed the proposed widening alternatives with Hensley-Schmidt, Inc., the traffic engineering consultants for the Florida Department of Transportation. We have concluded that the most acceptable alternative is to generally add 13 feet to the north and south sides of the existing right of way as depicted in the attached exhibits.

Section 6-27 of the Zoning Ordinance provides that the City may require a property owner to dedicate additional street right-of-way based on a determination of the City Council that such a dedication is necessary. Such a determination is to be based on a recommendation by the staff and the Planning Advisory Board.

If the City Council ultimately decides that additional right of way is required, we propose that the additional right-of-way be dedicated to the City in conjunction with the issuance of a building permit for any new construction on the subject properties.

STAFF RECOMMENDATION: We recommend that the City Council discuss this matter at the workshop session scheduled for July 30, 1986. If the City Council wishes to proceed as discussed above, we recommend that they direct staff to place this item on the September Planning Advisory Board agenda and notify the affected property owners prior to that meeting.

The City Council could then take final action on the matter at their September 17, 1986 meeting.

Respectfully submitted,


Franklin C. Jones
City Manager

Prepared by


Roger J. Barry
Community Development Director


Gerald L. Gronvold, P.E., P.L.S.
City Engineer

sdm
Attachments

RIGHT OF WAY REQUIREMENTS FOR U.S. 41 WIDENING
FROM 9TH STREET TO DAVIS BLVD.

<u>Area</u>	<u>Section</u>	<u>Existing R/W</u>	<u>Required R/W</u>
A	9th Street to Goodlette A-Alternate #1	50' North 50' South	No R/W Required
B	Goodlette to 1st Bridge B-Alternate #1	70' North 50' South	4' North 13' South
C	1st Bridge to Sta. 87+00 B-Alternate #1	50' North 50' South	24' to 13' North 13' South
D	Sta. 87+00 to 2nd Bridge B-Alternate #1	50' North 50' South	13' North 13' South
E	2nd Bridge to Davis Blvd. B-Alternate #1	100' North 70' South	No R/W Required No R/W Required

