



City of Naples

City Council Chambers
735 Eighth Street South
Naples, Florida 33940

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COUNCIL
MEMBERS

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risen from \$7,500,000 to \$18,000,000, not to mention the possible loss of federal funds, Mayor Putzell pointed out. He recommended that the Council focus on where another Gordon River crossing should be, how such a project should be approached and what the financial implications would be.

Councilman Graver noted that the City's 1978 traffic study had recommended such a bridge and that a Chamber of Commerce Committee had done likewise, including right-of-way acquisition. He said that such a project is a viable alternative and suggested that the City Council research how it could be funded. Mr. Graver further observed that for this crossing to intersect with Radio Road, it would have to cross the southeast portion of the airport which at this time is still open land.

Councilman Barnett cited a previous recommendation by Realtor Jack Conroy that the bridge be built by an independent authority and that tolls be charged. (Mr. Conroy's letter, together with City Engineer Gronvold's response appears as Attachment #1.) He also suggested the possibility of some amount of funding from the federal aviation administration because of the crossing's favorable impact on the airport. Due to the fact that the projected roadway would begin at Central Avenue, intersect with Goodlette, and bridge the Gordon River, Councilman Anderson-McDonald pointed out, it would be a great assistance to business people in reaching destinations east of the river. The quicker the right-of-way is obtained, the better, she said, and encouraged the staff to research funding alternatives.

Mayor Putzell advised Council that he and City Manager Jones had previously met with County representatives on the subject of an additional Gordon River crossing who agreed to study the matter, including the disposition of traffic once it reached the east side of the river. Mayor Putzell said he subsequently was advised by the County that the Metropolitan Planning Organization (MPO) was referring the matter to its traffic consultant, H. W. Lochner, Inc., and MPO Coordinator Jeffrey Perry had indicated that the preliminary report would be received in two to three months.

Mr. Perry then further addressed the scope of the MPO study and explained that the first phase involves the anticipated traffic travel for the years 1995 through 2015 which will indicate where in the County the most traffic will occur. The study encompasses the entire urban area from the Lee County line to Marco Island and will provide the MPO Technical Committee with information on where existing roads should be expanded and new ones built, he explained. Other issues, such as rerouting unnecessary traffic around Naples, will also be addressed.

Mr. Perry also indicated that the anticipated traffic on Radio Road, 60,000 to 70,000 vehicles per day by 1995, is a prime concern. This is due to expected significant development there. Those travelers heading west will dead end at Airport Road and will have to either go north or south to cross the Gordon River, he added.

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Councilman Richardson displayed MPO charts prepared by Consultant Lochner which showed where the heaviest increases in traffic were anticipated, where additional roads will be necessary, and the cost. Some of the routings are designed to relieve traffic on U.S. 41, east and Golden Gate Parkway, he pointed out, and stated that the final question is whether the State will assist with funding.

At this point Council further discussed the Radio Road traffic and several members expressed concern because of its rapid growth with multiple condominiums slated to be built. It is also a two-lane highway, as are Central Avenue and North Road (adjacent to the airport), all of which will require eventual widening. Mr. Perry added that by 1995, the County will experience a breaking point where U.S. 41 and Golden Gate Parkway cannot be expanded.

Although he said he felt the City could handle the expense of a bridge and that the public would be willing to pay for it, he suggested an alternative route in the widening of the Gordon River bridge and the rerouting of U.S. 41 across the Collier Enterprises property in order to bring U.S. 41 to Airport Road. Mr. Perry, however, said he felt the likelihood of a lot of traffic being diverted because of this type of rerouting is questionable.

Mayor Putzell then questioned City Attorney Rynders as to the exact jurisdiction of the MPO over the City. Mr. Rynders explained that the MPO is set up to help establish priorities to obtain Federal assistance for various transportation projects. It was created by City and County via federal legislation. Mr. Rynders confirmed that a bridge could be built without violating the MPO mandate.

Mr. Harry Rothchild spoke on his attempts to have a bridge built during his years as a member of City Council. He made reference to several studies which have been made in the past, one of which cost the City \$35,000. He also cited "Naples Daily News" and Cable Channel 9 Editorials in favor of the project, and noted, however, that the State had told the City there would be no promise of funding from that source.

Mr. Walter Olson suggested building a causeway rather than a bridge citing aesthetic and ecological considerations. He said he had approached the Conservancy with this option and received a favorable response.

Mayor Putzell suggested the City meet with the County, since a bridge would be part of a road network taking into account the County's present constraints, future roadway plans and zoning problems. We must look at the Gordon River bridge on the basis of how it will relieve the problems of the City/County network, he added.

Mayor Putzell asked the staff to compile a list of key questions with reference to a bridge project to circulate to the Council for further discussion. He also suggested contacting the MPO to determine how

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In discussion of the Creech Road right-of-way, Council encouraged the City Manager that it be handled in a similar fashion to Sandpiper. Councilman Richardson observed the importance of Creech Road as an additional east/west connector between Goodlette-Frank Road and the Tamiami Trail. Mr. Jones further commented that Creech Road improvements are not budgeted until 1991, so it may be necessary to seek approval for a reappropriation of funding.

AGENDA ITEM #3. Discussion Concerning Law Enforcement, Especially with Reference to Illicit Drugs.

Mayor Putzell introduced Police Chief Reble and Lieutenant Jim Byrne who circulated several items of drug paraphernalia among Council members.

Also distributed is Attachment #4, an information sheet on "crack" cocaine. A video of actual drug buys was then shown. Chief Reble explained that it takes four officers to produce videos like this one due to the risk of the operation - two to participate in the actual "buy", two others for backup, and the remainder to handle the taping. All these conversations must also be transcribed by staff so that they may be submitted in Court.

The increasing use of "crack" cocaine said Chief Reble, causes increases in such crimes as petty theft and robbery. Chief Reble contrasted cocaine as a longer and more mild high to "crack" as a quick, short-lived high followed by deep depression. The availability of "crack" was much greater and the cost 1/3 that of cocaine; as a result, it is involving much younger users. Chief Reble exhibited different ways the drug was taken into the body and passed around "boulders" of the actual drug.

In the recent raid, OPERATION "HARDROCK PHASE II", many of the dealers were apprehended, now the Police Department will begin to concentrate on the users of "crack", Chief Reble advised. Council asked whether additional personnel was needed in this effort. Chief Reble stated that at the present time staffing was sufficient to handle the task force work, although, some additional personnel could be required in the future.

He also pointed out the extensive support and assistance received from the Collier County Sheriff's Department, particularly the large number of deputies which were deployed for Operation Hardrock Phase II. Because the area where this operation took place is considered one of the principal drug sale locations in the County, much effort by both agencies has been devoted there.

He further mentioned pending legislation for prosecution of drug offenses; currently, the penalty for possession is 3-4 years, varying with the presentence investigations and the feeling of the judge. At this time, a dealer has to be carrying the "crack" in order to be arrested for trafficking.

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Lieutenant Byrne then made reference to another handout (Attachment #5) which presented a comparison of the workload of City police officers with regard to total reported crimes compared to Collier County. The report includes only UCR (serious) reported crimes. One of the major problems caused by the "crack" epidemic is the draining of officers from other areas in the department to help with drug-related work, he added. Police Chief Reble cited several examples of the great amount of money that can be made in this criminal activity, making it worth the risk even for repeat offenders.

Mr. Barnett noted that the David Lawrence Center's new drug treatment center would be open soon with 24-bed capacity.

AGENDA ITEM #4. Discussion of Purchasing Procedures.

City Manager Jones opened this discussion by advising that this review was requested at a recent Council meeting when an item being considered for award had received only two bids. Council wanted assurance of adequate competition under present purchasing procedures, he added. Mr. Jones made reference to information packets previously distributed to Council that Assistant City Manager Wiltsie had prepared. This material contains comprehensive information not only on City purchasing procedures, but how they relate to the local business community, what the City has attempted to do via its purchasing policies and some results of the last fiscal year's bidding programs to identify areas where less than three bids were received. (A copy of this material is on file in the City Clerk's Office) It was established some time ago, Mr. Jones explained, that three or more bids were necessary to insure adequate competition; less than three bids meant that the City must justify that prices were competitive. Because Naples is not a metropolitan area, frequently there is not the degree of competition enjoyed elsewhere, he added, but pointed out that in each instance cited in the packet materials, the staff was satisfied that a fair price was paid.

Over the last few months, the staff has considered proposing changes to the Council which would revise approval levels and requirements for formal bidding to bring them more in line with current costs, Mr. Jones continued. Proposed now is an increase in the threshold required for sealed bids from \$1,500 to \$5,000 and an increase in the level at which the City Manager approves purchases from \$5,000 to \$7,500. This will give the staff more flexibility to handle those purchases not in need of competitive bidding and to bring to the Council, through formal bidding process, those items of significant dollar amount, Mr. Jones concluded.

In response to Mayor Putzell, City Attorney Rynders then explained that there are no specific statutory requirements although general law governing purchasing by governmental bodies does apply. He



City of Naples

MEMO



ENGINEERING MEMO #86-22

TO: FRANK JONES
 FROM: JERRY GRONVOLD *J.G.*
 SUBJECT: REVIEW OF JOHN T. CONROY, JR. LETTER
 DATE: MARCH 4, 1986

In reviewing John Conroy's letter of February 7, 1986 concerning the construction of a bridge over the Gordon River which would bring traffic out on Radio Road, I have the following comments:

His estimate of 20,000 cars per day is based on a traffic count during the peak tourist season. The average daily traffic would be about 16,000 cars per day.

I also would question that half the traffic would take this route and that half the traffic would be willing to pay \$0.25.

His time estimates are low because they are based on an average of 45 m.p.h. which would be difficult to achieve from a standing start and stopping at the east end; 30 m.p.h. average might be more reasonable.

Overall I think his idea is a good one and should be pursued. I think rather than stopping on Radio Road it should be extended all the way to I-75 before the area gets built up more than it is.

GLG:sdm