AGENDA
CMC

Congestion Management Committee
Collier County Growth Management Division
Main Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104

September 19, 2018
2:00 p.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of July 18, 2018 Meeting Minutes**
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
   A. FDOT
   B. MPO Director
   C. Other
7. **Committee Action**
   A. 2018 Congestion Management Project Review
8. **Reports and Presentations (May Require Committee Action)**
9. **Member Comments**
10. **Distribution Items (No presentation)**
11. **Next Meeting Date:**

    Next Meeting Date: November 21, 2018 at 2 p.m.
12. **Adjournment**

PLEASE NOTE:

This meeting of the Congestion Management Committee (CMC) of the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or CMC Committee Chair 14 days prior to the date of the next scheduled meeting of the CMC. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5884. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO by calling MPO Executive Director, Anne McLaughlin, at (239) 252-5884 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

Congestion Management Committee of the
Collier Metropolitan Planning Organization
Collier County Growth Management Department
Main Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104

July 18, 2018
2:30 p.m.

1. Call to Order

Mr. Khawaja called the meeting to order at 2:40 p.m.

2. Roll Call

Ms. Otero called the roll and confirmed that a quorum was present.

Members Present
Tony Khawaja, Collier Traffic Ops, Chairman
Pierre Beauvoir, Collier Traffic Ops (alternate for Tony Khawaja)
Karen Homiak, Citizen Advisory Committee (CAC) Representative
Dr. Mort Friedman, Pathways Advisory Committee (PAC) Representative
David Rivera, City of Naples
Alison Bickett, City of Naples
Ian Barnwell, Collier County Transportation Planning
Don Scott, Lee MPO (Non-Voting)

Members Absent
Dan Summers, Collier County Emergency Management
Tim Pinter, City of Marco Island, Vice-chairman
Omar DeLeon, Public Transit and Neighborhood Enhancement (PTNE)
David Ogilvie, Collier School District

Others Present
Victoria Peters, Florida Department of Transportation (FDOT)
Gregg Strakaluse, City of Naples

MPO Staff
Anne McLaughlin, MPO Executive Director
Brandy Otero, MPO Senior Planner
Karen Intriago, MPO Administrative Secretary

3. Approval of the Agenda

Ms. Homiak: I move to approve the agenda.

Ms. Bickett: I second the motion.

THE MOTION CARRIED UNANIMOUSLY.

4. Approval of the March 21, 2018 Meeting Minutes

Ms. Homiak: I move to approve the March 21st meeting minutes.

Mr. Rivera: I second the motion.

THE MOTION CARRIED UNANIMOUSLY.

5. Open to the Public for Comment on Items not on the Agenda

None.

6. Agency Reports

A. FDOT

Ms. Peters updated the committee on several Florida's Department of Transportation (FDOT) projects, She noted:

- US41 from 951 to Greenway Lighting will be re-advertised due to not enough bidders. The contract time for that is scheduled for 225 days after letting plus flex time.
- Resurfacing 951 Jolley Bridge to Fiddlers Creek is currently in design and will be advertised on March 27, 2019.
- Judge Jolley Bridge Street Lights plans were completed and contract Lets in August. Due to acquisition time, work would likely begin in December.
- The 8th St Bridge in Golden Gate was started on July 20th, 2017. Contract amount was $6.1 million and the completion date is scheduled for December 30th.
- The Pine Ridge Rd to US 41 sidewalk project is due to be completed in the fall.
- North 15th St (SR19) Intersection Lighting, Florida Safety Contractors was awarded the contract. Contract is in material flex time. Proposed to start September 24, 2017.
- SR 84 (Davis Blvd) / SR 90 (US41) to Airport Pulling Rd project advertisement will be in July 25th with a 60-day acquisition period.
- I-75 at SR29 Lighting Contract Executed with ARC Electric on June 25, 2018 with the notice to proceed being expected on July 25, 2018.

B. MPO Director

Ms. McLaughlin stated that the Transportation System Performance Report called for in the Congestion Management Process (CMP) 2017 went out to three general planning contract vendors as a limited solicitation. Staff received one proposal back. Due to various staff vacations over the summer, the proposal will be reviewed at the end of August. The proposal came in at $61,000 over budget which was estimated at $90,000. Additional funds would be needed if the proposal is deemed acceptable. If the contract is approved by MPO Board, the estimated completion time would be a year from October/November. Ms. Peters communicated that the funding in the Collier MPO identified operational improvement box for 2019 needs to be spent down and committed to projects that can be implemented in 2019. In the past it was FDOT's practice to keep funds to pay for cost over runs in other programmed projects, however, FDOT is moving away from this practice. County Transportation Planning staff has led an effort involving MPO staff, City of Naples and Marco Island to look at projects that are already in outer years of the TIP and potentially have them advanced into an earlier year. This also included

advancing the construction phase for projects that were already programmed to be designed. Ms. McLaughlin asked the committee to identify any projects that can be advanced.

Mr. Scott asked what a reasonable contingency amount would be to be left in box. Ms. Peters stated she would get more information about this topic and let the committee know.

C. Other Agencies

Ms. Bickett provided an update on City of Naples project at 8th St South. The City is evaluating roundabout possibilities and will be meeting with stakeholders about redesign.

Mr. Rivera reported on testing a new bicycle detection system at Goodlette Frank Road and Central Ave. due to a few accidents in that area.

Mr. Beauvoir reported on County Traffic Ops Projects:

- Video Wall Replacement completed and received final acceptance.
- Arterial Traffic Monitoring System Control upgrade for signalized intersections awaiting final acceptance in a few weeks. Installing a new product called Max Adapt in the Immokalee Rd corridor.
- 49 Wavetronix stations to be installed for traffic counts across several intersections.
- ITS Network Upgrade, allowing connectivity with City of Naples, Collier County, and FDOT to share data.

Ms. Peters asked if Marco Island would be participating with the ITS Network. Mr. Khawaja responded that Marco Island has declined the offer.

Mr. Barnwell reported that the Immokalee Complete Streets Tiger Grant was awarded just over 16 million. In March the Board of County Commissioners approved the Continuous Flow Intersection Option for Pine Ridge Rd and Livingston Rd.

7. Committee Action

A. Call for Projects Process & Submittal Requirements

Mr. Khawaja update on Traffic Management Center (TMC) expansion slated for 2024. Since the TMC will be relocated to the Collier County Emergency Operations Center (EOC), that project is no longer necessary. In 2024 there will $4.13 million available to program for projects to submit to MPO board.

Ms. McLaughlin recommended a two-step process with preliminary screening for eligibility and budget impacts to be reviewed at the September committee meeting, followed by completing FDOT D1 Priority Project Information Packets for eligible projects for review and prioritization at November Committee meeting. Staff prepared draft submittal documents for first step in the process: A Project Concept Sheet and Evaluation Checklist. (Documents are in agenda packet on MPO website and can be made available for whoever may request them.)

Ms. Peters FDOT revising D1 Priority Project Information Packets for eligible projects, will send revised form to the committee once it's updated.

Mr. Strakaluse Is there a uniform method to determine design cost and construction cost that all applicants should follow**?** Mr. Khawaja stated that Collier County bases cost estimates on recent bids; assume project

design cost 10-15% of construction cost under normal site conditions, more if drainage or other issues are involved.

Ms. McLaughlin established deadline for submitting forms for eligibility and budget review to MPO staff is August 31st.

8. Reports and Presentations (May Require Committee Action)

None.

9. Member Comments

None.

10. Distribution Items (No presentation)

None.

11. Next Meeting Date:

September 19, 2018 at 2:00 p.m.

12. Adjournment

With no further comments, Mr. Khawaja adjourned the meeting at 3:45 pm.

COMMITTEE ACTION
ITEM 7A

2018 Congestion Management Project Review

OBJECTIVE: For the Committee to review the submitted project concept sheets and determine if all projects should move forward to the next phase for funding.

CONSIDERATIONS: The MPO Board's current allocation policy for Transportation Management Area (TMA) Special Use-Urban (SU) funds (also known as "Box Funds) identifies about $4.134 million for congestion management priority projects for the upcoming 5th year of the Transportation Improvement Program (TIP) - FY 2024.

The Congestion Management Committee (CMC) decided to issue a call for projects for funding in order to submit projects to the Florida Department of Transportation prior to June 1, 2020. In order to meet this timeline, the first round of applications was due to MPO staff by August 31st to be eligible for funding.

The MPO received 8 applications for funding in the amount of $4,630,000. The total expected funding is $4,134,000. If all projects were funded, this would produce a budget shortfall of $496,000.

STAFF RECOMMENDATION: For the Committee to review the submitted projects and determine if all projects should move forward to the next phase of application process.

Attachments:

1. Project Concept Sheets
    a. Lidar Mapping Equipment for Crash Investigations
    b. Golden Gate Pkwy & US 41 Intersection Improvement
    c. Mooring Line Dr. & Crayton Rd. Intersection Improvement
    d. Crayton Rd. & Harbour Dr. Intersection Improvement
    e. Bicycle Detection System Project
    f. Travel Time Metrics Project
    g. Fiber Optic and FPL Power Project
    h. Advanced Traveler Information System Project
2. Evaluation Checklist

Prepared By: Brandy Otero, MPO Senior Planner

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project _Laser Scanning Equipment for Crash Investigations_____
2. Name of Applicant __Florida Highway Patrol Troop F_____
3. Name of Submitting Jurisdiction __Lee County MPO_____
4. If this is a multi-jurisdictional application, please list the jurisdictions involved _Lee and Collier Counties (including all of the local jurisdictions within them)__
5. Describe the project and its purpose, including the project limits (if applicable). Attachment? Yes _Purchase of one laser scanner that will be used for crash scene investigations (2 will be purchased one from the Collier MPO allocation and one from the Lee MPO allocation). These will be used to gather the necessary crash scene investigation data that is required. This will significantly reduce the road/lane closure time that it takes to process a crash scene, particularly for fatality investigations. This will also assist FHP with their reporting requirements.
6. Amount of CMC/ITS funds being requested $100,000_ Estimated Total Project Cost $200,000__
7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain. Yes, FHP personnel will be using the equipment so training and operational use of the equipment will be covered through their funding. _____
8. Anticipated time to complete the project __3 months_____
9. Does this project require the acquisition of Right-of-Way? No

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT <u>WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES</u>:

[X] 1. <u>CMS/ITS Operations</u> - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:

   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.

   This project meets the vision and goals of the Regional ITS architecture and provides rapid turnaround of critical crash information. _____

b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.

c. Improves Travel Time Reliability – Describe how before/after conditions will be measured.

The use of the equipment for crash investigations will allow normal traffic operations to resume quicker which will increase travel time reliability. In addition, the use of the equipment will also decrease the overall number of lane closures needed for the safe acquisition of the crash data. _____

[X] 2. Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (ie. Current and projected post-construction LOS

The LOS will improve due to the reduction of time needed from the crash investigation, ones where it includes the closure of lanes and/or the roadway segment. In addition, the time that it impacts the drivers where they are slowly moving through incidents (due to rubbernecking) on both sides of the road will be reduced. The measurement of results will come from the comparison of the average time that it takes to clear incident after acquisition compared to average clearance times in the past for similar crashes. For I-75, this data can be obtained from the incident reports to help determine effectiveness. ____

[ ] 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters

_____
_____
_____

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements

_____
_____
_____

[ ] 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016

_____
_____
_____

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit

_____
_____

[ ] 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project: **Golden Gate Parkway & US-41 Intersection Improvements**
2. Name of Applicant: **City of Naples Streets & Stormwater Department**
3. Name of Submitting Jurisdiction: **City of Naples**
4. If this is a multi-jurisdictional application, please list the jurisdictions involved: **Project is not multi-jurisdictional.**
5. Describe the project and its purpose, including the project limits (if applicable)**: Intersection improvements would include adding an additional left turn lane for southbound to eastbound vehicles. The proposed configuration would create three left turn lanes where there are currently two. Additional improvemts would include constructing a dedicated right turn lane for northbound to eastbound traffic at the same intersection.**
6. Amount of CMC/ITS funds being requested: **$600,000** Estimated Total Project Cost: **$600,000**
7. Are there specific technical and/or monetary local contributions for this project? **None currently planned.**
8. Anticipated time to complete the project: **Anticipated project completion time is six months.**
9. Does this project require the acquisition of Right-of-Way? **No acquisition of the right-of-way is required.**

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

■ 1. **CMS/ITS Operations** - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.
   b. Increases the number of signalized intersections connected to ITS by adding intersections.
   c. Improves Travel Time Reliability – Describe how before/after conditions will be measured: **Travel times would be reduced due to the increase in capacity for users of the system traveling from southbound US-41 to eastbound Golden Gate Parkway. Travel times would also be reduced for travelers heading northbound on US-41 to eastbound on Golden Gate Parkway due to the addition**

of a dedicated right turn lane. This can be measured by performing travel time tests both before and after the proposed intersections improvements.

■ **2.** **<u>Capacity Enhancement</u>** – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (i.e. Current and projected post-construction LOS: **Adding the proposed dedicated travel lanes will improve the level of service at the intersection by reducing delay, travel time and idle time. All level of service improvements can be measured through intersection study and analysis that may include travel counts, travel time studies, traffic camera monitoring and feedback from the community.**

☐ 3. <u>Transit</u> – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters.

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements.

☐ 4. <u>Nonmotorized Transportation</u> – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016.

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit.

☐ 5. <u>Studies</u> – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment).

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project: **Mooring Line Drive & Crayton Road Intersection Improvements**
2. Name of Applicant: **City of Naples Streets & Stormwater Department**
3. Name of Submitting Jurisdiction: **City of Naples**
4. If this is a multi-jurisdictional application, please list the jurisdictions involved: **Project is not multi-jurisdictional.**
5. Describe the project and its purpose, including the project limits (if applicable): **Project would include intersection improvements aimed at improving the efficiency of the intersection for all modes of transportation. Improvemts may include converting the current signalized intersection to a roundabout system.**
6. Amount of CMC/ITS funds being requested: **$650,000** Estimated Total Project Cost: **$650,000**
7. Are there specific technical and/or monetary local contributions for this project? **None currently planned.**
8. Anticipated time to complete the project: **Anticipated project completion time is six months.**
9. Does this project require the acquisition of Right-of-Way? **No acquisition of the right-of-way is required.**

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

■ 1. **CMS/ITS Operations** - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.
   b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.
   c. Improves Travel Time Reliability – Describe how before/after conditions will be measured: **One intersection improvement option that has been considered for this intersection is the installation of a roundabout**. **Roundabouts improve travel time reliability by reducing delay. Roundabouts also promote a continuous flow of traffic and reduce idle times. Studies by the IIHS have found**

that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops.

■ **2.** **Capacity Enhancement** – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (i.e. Current and projected post-construction LOS: **The level of service at this intersection would be improved through the installation of a roundabout. Traffic is only required to yield so the intersection can handle more traffic in the same amount of time. This can be measured by comparing current travel times and traffic counts to projected and actual data prior to and after project completion.**

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:
   a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters:
   b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements:

■ 4. **Nonmotorized Transportation** – Describe how project addresses one or more of the following performance measures:
   a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016.

   b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit: **Roundabouts have proven to be safer than standard signalized intersections for pedestrians and cyclists. According to the IIHS and the Federal Highway Administration, roundabouts reduce vehicle vs pedestrian collisions by 40% when compared to a standard signalized intersection. Roundabouts are specifically designed to be safer than signalized intersections for pedestrians and cyclists. Vehicles move at a slower rate of speed in a roundabout. Crosswalks are set further back from vehicle traffic, allowing drivers more time to react to people in the roadway before merging into or out of the roundabout. Islands between lanes of vehicle traffic give people moving through the roundabout a safe place to wait if they choose to cross only one direction of traffic at a time. People on bikes can choose to ride through the roundabout with traffic or walk their bicycles through the pedestrian crosswalks.**

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)
   a. TDM Program (identify)_____
   b. New network Connections _____
      Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project: **Crayton Road & Harbour Drive Intersection Improvements**
2. Name of Applicant: **City of Naples Streets & Stormwater Department**
3. Name of Submitting Jurisdiction: **City of Naples**
4. If this is a multi-jurisdictional application, please list the jurisdictions involved: **Project is not multi-jurisdictional.**
5. Describe the project and its purpose, including the project limits (if applicable): **Project would include intersection improvements aimed at improving the efficiency of the intersection for all modes of transportation. Improvemts may include converting the current signalized intersection to a roundabout system.**
6. Amount of CMC/ITS funds being requested **$650,000** Estimated Total Project Cost **$650,000**
7. Are there specific technical and/or monetary local contributions for this project? **None currently planned.**
8. Anticipated time to complete the project: **Anticipated project completion time is six months.**
9. Does this project require the acquisition of Right-of-Way? **No acquisition of the right-of-way is anticipated.**

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

■ 1. **CMS/ITS Operations** - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:

   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations:

   b. Increases the number of signalized intersections connected to ITS by adding intersections.

   c. Improves Travel Time Reliability – Describe how before/after conditions will be measured: **One intersection improvement option that has been considered for this intersection is the installation of a roundabout**. **Roundabouts improve travel time reliability by reducing delay. Roundabouts also promote a continuous flow of traffic and reduce idle times. Studies by the IIHS have found that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops.**

■ **2.** Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (i.e. Current and projected post-construction LOS: **The level of service at this intersection would be improved through the installation of a roundabout. Traffic is only required to yield so the intersection can handle more traffic in the same amount of time. This can be measured by comparing current travel times and traffic counts to projected and actual data prior to and after project completion.**

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters.

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements.

■ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016.

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit: **Roundabouts have proven to be safer than standard signalized intersections for pedestrians and cyclists. According to the IIHS and the Federal Highway Administration, roundabouts reduce vehicle vs pedestrian collisions by 40% when compared to a standard signalized intersection. Roundabouts are specifically designed to be safer than signalized intersections for pedestrians and cyclists. Vehicles move at a slower rate of speed in a roundabout. Crosswalks are set further back from vehicle traffic, allowing drivers more time to react to people in the roadway before merging into or out of the roundabout. Islands between lanes of vehicle traffic give people moving through the roundabout a safe place to wait if they choose to cross only one direction of traffic at a time. People on bikes can choose to ride through the roundabout with traffic or walk their bicycles through the pedestrian crosswalks.**

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project: **Bicycle Detection Systems**
2. Name of Applicant: **City of Naples Streets & Stormwater Department**
3. Name of Submitting Jurisdiction: **City of Naples**
4. If this is a multi-jurisdictional application, please list the jurisdictions involved: **Project is not multi-jurisdictional.**
5. Describe the project and its purpose, including the project limits (if applicable): **Project would include installing bicycle detection systems at four key intersections throughout the city. The systems would be installed at Central Avenue & US-41, 3rd Avenue South & US-41, 3rd Avenue South & 8th Street South and Park Shore Drive & Crayton Road. Standard detection systems do not detect bicycles, so cyclists must wait for a larger vehicle to arrive for the traffic signal to turn green. Loop detection requires a certain amount of metal to be present to properly detect passing vehicles. Modern bicycles, which are increasingly manufactured from non-metallic materials like carbon fiber, are not detected with the current detection systems at these intersection..**
6. Amount of CMC/ITS funds being requested **$80,000** Estimated Total Project Cost **$80,000**
7. Are there specific technical and/or monetary local contributions for this project? **None currently planned.**
8. Anticipated time to complete the project: **Anticipated project completion time is three months.**
9. Does this project require the acquisition of Right-of-Way? **No acquisition of the right-of-way is anticipated.**

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

■ 1. **CMS/ITS Operations** - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
   - **a.** Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations:
   - b. Increases the number of signalized intersections connected to ITS by adding intersections.

c. Improves Travel Time Reliability – Describe how before/after conditions will be measured: **Travel time reliability would be improved for cyclists at these four key intersections due to the decrease in delay. Cyclists would no longer need to wait for another vehicle to arrive at the intersection to provide a green light.**

■ **2.** Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (i.e. Current and projected post-construction LOS: **The level of service at this intersection would be improved through the installation of the bicycle detection systems due to the reduction in delay for cyclists at the intersection. Overall congestion for all modes of transportation would be reduced as well.**

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters.

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements.

■ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016.

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit: **Safety for cyclists would be greatly improved. Cyclists would no longer need to wait for another vehicle to provide a green light. As a result, cyclists could safely pass through intersections on green and don't need to risk injury by running the red lights.**

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project: To capture travel time calculations and performance measurements across critical arterials throughout Collier County.
2. Name of Applicant PIERRE-MARIE BEAUVOIR
3. Name of Submitting Jurisdiction COLLIER COUNTY
4. If this is a multi-jurisdictional application, please list the jurisdictions involved

   _____
5. Describe the project and its purpose, including the project limits (if applicable). Attachment? ☐ THE PROJECT WILL ENABLE TRANSPORTATION ENGINEERING TO CAPTURE TRAVEL TIME METRICS AND PERFORMANCE MEASUREMENTS ACROSS THE MAJOR CORRIDORS AND TO ACCOMODATE CONNECTED VEHICLE COMMUNICATION IN COLLIER COUNTY USING THE LATEST TECHNOLOGIES. THE PURPOSE IS TO PROVIDE TRANSPORTATION ENGINEERING STAFF AND MOTORISTS ACCURATE TRAVEL TIME INFORMATION, THUS REDUCING DELAYS AND CONGESTION COUNTYWIDE.
6. Amount of CMC/ITS funds being requested $ 700,000 Estimated Total Project Cost $ 700,000
7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.
   YES ☒ NO ☐
   If the project exceeds our estimated costs, we will need local funds for Completion.
8. Anticipated time to complete the project 24 months
9. Does this project require the acquisition of Right-of-Way? YES ☐ NO ☒

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

☒ 1. CMS/ITS Operations - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.

b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.

c. Improves Travel Time Reliability – Describe how before/after conditions will be measured.

Currently we do not have the capability to capture Travel Time data. This project will enable the County to do so.

☑ 2. Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (ie. Current and projected post-construction LOS

The County will be able to capture realtime Travel information on vehicles traveling on the target arterials and allow timing engineers to more accurately Time Intersections and reduce congestion.

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements

☐ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project (ITS) FIBER OPTIC AND FPL POWER INFRASTRUCTURE
2. Name of Applicant PIERRE-MARIE BEAUVOIR
3. Name of Submitting Jurisdiction COLLIER COUNTY
4. If this is a multi-jurisdictional application, please list the jurisdictions involved

5. Describe the project and its purpose, including the project limits (if applicable). Attachment? ☐
   THE PURPOSE OF THIS PROJECT IS TO AUGMENT THE COUNTY'S FIBER OPTICS AND FPL POWER INFRASTRUCTURE TO PROVIDE NETWORK CONNECTIVITY TOTRAFFIC SIGNAL CABINETS LOCATED AT FIRE/EMS STATIONS AND TO MID-BLOCK ITS SYSTEMS SUCH AS VEHICLE COUNT STATIONS AND PTZ CAMERAS
6. Amount of CMC/ITS funds being requested $ 900,000 Estimated Total Project Cost $ 900,000
7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.
   YES ☒ NO ☐
   If the project exceeds our estimated costs, we will need local funds for Completing
8. Anticipated time to complete the project 18 months
9. Does this project require the acquisition of Right-of-Way? YES ☐ NO ☒

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

☒ 1. CMS/ITS Operations - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
   a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.
   through the deployment of Fiber Optic Network Connectivity to facilitate the collection of data at ITS device locations.

b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.

c. Improves Travel Time Reliability – Describe how before/after conditions will be measured.

☐ 2. Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (ie. Current and projected post-construction LOS

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements

☐ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project Advanced Traveler Information System (ATIS) Framework
2. Name of Applicant Pierre-Marie Beauvoir
3. Name of Submitting Jurisdiction Collier County
4. If this is a multi-jurisdictional application, please list the jurisdictions involved

   _____

5. Describe the project and its purpose, including the project limits (if applicable). Attachment? ☐

   This project is to procure and implement an Advanced Traveler Information System in Collier County. The purpose is to disseminate travel time information to motorists using Variable Message Signs and through a County Traveler Website. An ATIS is made up of multiple components. A Central Subsystem where, transportation system conditions are evaluated for distribution. The Roadside Subsystem used for data capture and message display. Vehicle Subsystems, which can be used for data collection, receiving and/or disseminating data and information to mobile data terminals (MDT) and the Traveler Subsystem to deliver information to travelers, carriers or other agencies.

   The ATIS Framework will need to be implemented in phases for each of the stated Subsystems.

6. Amount of CMC/ITS funds being requested $ 950,000 Estimated Total Project Cost $ 950,000
7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.

   YES ☒ NO ☐

   If the project exceeds our estimated costs, we will require local funds for completion
8. Anticipated time to complete the project _____
9. Does this project require the acquisition of Right-of-Way? YES ☐ NO ☒

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

☐ 1. CMS/ITS Operations - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events

management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:

a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.

We will be able to maintain concurrency with FDOT and ~~shall~~ make information available to the Agency.

b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.

c. Improves Travel Time Reliability – Describe how before/after conditions will be measured.

The County Currently does not possess this capability. This project will enable the County to collect travel time data and affect/improve Travel Time Reliability, and provide Performance Dashboards to the Agency more accurate

☒ 2. Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (ie. Current and projected post-construction LOS

It is our belief that accurate realtime travel data and make changes where applicable in our environment to reduce congestion.

☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:

a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters

b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements

☐ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016

b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit

☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

a. TDM Program (identify)_____

b. New network Connections _____

Intermodal Hubs_____

CMS/ITS Project Eligibility Checklist

CHECK ALL THAT APPLY

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Eligibility Category #1 CMS/ITS Operations- a) Maintains concurrency w/FDOT Regional ITS &/or Technical advances. CHECK BOX IF YES	Eligibility Category #1 b. Increases # signalized intersections connected CHECK BOX IF YES	Eligibility Category #1 - c. Improves Travel Time Reliability CHECK BOX IF YES	Eligibility Category #2 Capacity Enhancement CHECK BOX IF YES	Eligibility Categority #3 - Transit a) Increases ridership on existing route & increases # riders at specific transit stops before/after install. CHECK BOX IF YES	Eligibility Category #3 Transit b) Improves bike/ped connections to bus shelters, inclusive of meeting ADA CHECK BOX IF YES	Eligibility Category #4 Nonmotorized Transport a) reduces miles of gaps in cycling network per 2016 Inventory CHECK BOX IF YES	Eligibility Category #4 b) addresses problem area identified in B/P safety study, Walkability Study or B/P Safety Audit; CHECK BOX IF YES	Eligibility Category #5 Studies - TDM related CHECK BOX IF YES	Eligibility Category # 5 Studies - New Network Connections CHECK BOX IF YES	Eligibility Category # 5 Studies - Intermodal Hubs CHECK BOX IF YES	Estimated Total Funding Request
1	Lidar Mapping Equipment for Crash Investigations	Lee County MPO	X		X	X				X				$ 100,000
2	Golden Gate Parkway & US-41 Intersection Improvemetns	City of Naples			X	X								$ 600,000
3	Mooring Line Drive & Crayton Road Intersection Improvements	City of Naples			X	X				X				$ 650,000
4	Crayton Road & Harbour Drive Intersection Improvements	City of Naples			X	X				X				$ 650,000
5	Bicycle Detection Systems	City of Naples			X	X				X				$ 80,000
6	Travel Time Metrics	Collier County	X	X	X	X								$ 700,000
7	Fiber Optic and FPL Power	Collier County	X	X		X								$ 900,000
8	Advanced Traveler Information System	Collier County	X	X	X	X								$ 950,000
													Total Funding Request	**$ 4,630,000**
													Available Budget	**$ 4,134,000**
														$ (496,000)