



AGENDA CMC

Congestion Management Committee
ZOOM VIRTUAL MEETING
Meeting ID: 938 7600 5598
Password: 556891

Please click [here](#) to be directed to the Zoom website, or you may dial in at.

September 16, 2020
2:00 p.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of July 15, 2020 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. Review Project Concept Sheets Submitted in Response to Call for Projects
8. **Reports and Presentations (May Require Committee Action)**
 - A. FDOT Report on Current PD&E Studies
 - B. Reporting on Travel Time, Congestion Management Performance Measures – Two Vendors
9. **Member Comments**
10. **Distribution Items (No presentation)**
11. **Next Meeting Date:**

*Next Meeting Date:
November 18, 2020 2020 at 2 p.m.
TBD – Virtual or In-Person*
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
Via ZOOM**

**July 15, 2020 2:00 p.m.
Meeting Minutes**

1. Call to Order

Mr. Khawaja called the meeting to order at 2:00 p.m.

2. Roll Call

Ms. McLaughlin called the roll and confirmed a quorum was present.

CMC Members Present

Tony Khawaja, Chairman, Collier County Traffic Operations
Karen Homiak, CAC Representative
Lorraine Lantz, Collier Co. Transportation Planning
Don Scott, Lee County MPO (*non-voting*)
Dave Rivera, City of Naples
Tim Pinter, Vice-Chair, City of Marco Island
Dr. Mort Friedman, PAC Representative
Alison Bickett, City of Naples
Omar DeLeon, Public Transit Neighborhood Enhancement

CMC Members Absent

Dan Summers, Collier County Emergency Management
John Kasten, Collier County School District

MPO Staff

Anne McLaughlin, Executive Director
Brandy Otero, Principal Planner
Josephine Medina, Planner
Karen Intriago, Administrative Assistant

Others Present

Pierre Beauvoir, Collier County Traffic Operations
Victoria Peters, FDOT
Trinity Scott, Collier County, Transportation Planning
Wally Blain, Tindale Oliver
Valerie Nowotnick, Minute Taker

3. Approval of the Agenda

Ms. Bickett moved to approve the agenda. Mr. Pinter seconded. Carried unanimously.

4. Approval of the May 20, 2020 Meeting Minutes.

Ms. Lantz moved to approve the minutes. Mr. DeLeon seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters – Old 41 PD&E project that was previously discussed. Working on typical sections and will have meetings with Bonita Springs and Collier County. Had plan for late fall/early winter to have public meeting/participation. Updates are available if requested.

B. MPO Executive Director

Ms. McLaughlin – None.

C. City of Naples

Mr. Rivera – 8th Street project commenced in April. Finished 2 blocks and continuing to move north. Hope to begin new intersection at 4th and 8th in next week.

Mr. DeLeon – Collier Area Transit (CAT) – moving forward with transit development plan. Meeting to be held on July 30, 2020.

Mr. Khawaja – Collier County – projects are ongoing. One project was submitted for approval on July 14. PTZ camera contract opened and Access was selected. Bosch was previously used. Will need to go to Board for award – perhaps in September. Network upgrade is going out for RFP. Selection committee will be reviewing applicants soon.

Ms. Lantz – Collier County Board of County Commissioners approved the 2017 TIGER IX Discretionary Grant Agreement - Phase 1. Moving forward on project.

7. Committee Action

A. Transportation System Performance Report & Action Plan Update

Mr. Khawaja – introduced Wally Blaine with Tindale Oliver to provide update and presentation (in agenda packet). **Ms. Otero** – action plan is last element in report and get approval today so it can be presented to MPO board in September. **Mr. Blain** – gave presentation on overall project (see agenda packet for presentation slides). Provided recap of Congestion Management Process (goals and objectives). Explained maps indicating public transit routes and identified

congested areas. Discussed congestion problems and analyses pertaining to statistical data regarding traffic crashes and fatalities. Focus areas include Immokalee Road, Goodlette Frank Road, Collier Boulevard, Airport Pulling Road. Bike/pedestrian lanes were also reviewed in these areas. Evaluations of project criteria should include baseline considerations and implementation of strategies. Explanation of congestion management strategies includes evaluation/prioritize, decision-making, scheduling, implementation, evaluation effectiveness.

Mr. Khawaja – inquired about submitting a roundabout project and what the process would be if the report and Action Plan are approved. **Mr. Blain** – ensure that proposal identifies congested locations and provides relief to congested corridor. Goal is to alleviate congestion through operational and “quick-fix” projects. Brief discussion concerning confirmation of requirements to meet project objectives. **Ms. Otero** – purpose of report was to identify locations to focus efforts on improving congestion management and spending allocations. Report should be updated every other year. CMC has funding every 3 years. Federal Highway is pushing towards performance-based funding. **Mr. Khawaja** – multi-modal is a solution and signal-timing could be issue. Brief discussion concerning what is the most effective way to propose projects and what the priority solutions should be going forward. **Mr. DeLeon** – mentioned van pool as a possible transit strategy but not listed in report. Would it be eligible for funding if not identified as a strategy. **Mr. Blain** – should be acknowledged and recognized as an option. Matrix was not intended to be prescriptive – only as a guide for analyses as possible options. Will add it as a strategy for transit. Further discussion concerning clarification on certain projects and school congestion management.

Ms. Bickett – have charter schools been considered in plan. **Mr. Blain** – charter schools were not included except for Marco Island Academy. **Ms. Bickett** – will it be considered in the future. **Mr. Blain** – should be policy discussion but bussing is not factored into plan. **Ms. Otero** – review of this topic in the plan at this late stage would be very costly. Can be included in future plan. **Ms. Blain** – matrix of strategies for schools are in appendix of plan. **Ms. Scott** – committee members could collect data over next year that would feed into next plan update. Traffic counts and other alternatives for gathering information. Plan will be updated in 2 years. **Ms. Bickett** – have obtained data already and will incorporate that into any future development plan.

Ms. Otero - still have public involvement pending. PowerPoint to be sent out to public via TV and MPO website probably within 1 week. Will not change elements of report. Comments today will be reported to MPO board. Seeking approval of plan from committee and then present to MPO Board in September.

Ms. Lantz – Section 3-10 and 3-11 – analysis for intersections. Recommending overpasses and are those going to be incorporated into LRTP. **Mr. Blain** – Immokalee Road/US 41 and Livingston/Golden Gate Parkway. Recommendation was to provide some type of elevation control. Left turn accommodation would not improve traffic control. Right of way issues especially at Immokalee/US 41 intersection. Intersection of Green/Santa Barbara is also under consideration. **Ms Otero** – grade separated and innovative intersections are noted in Needs Plan but do not affect model

Mr. Scott – Veterans to Strand – is 4 lanes the limit. **Mr. Blain** – project listed in TIP goes further than Livingston. **Ms. Scott** – not sure that it was a 4-lane project. Will have to review design

build. **Mr. Blain** – will review Transportation Improvement Program. Recapped the comments and changes proposed.

Ms. Homiak moved to approve the Transportation System Performance Report as revised per comments from committee. Mr. Pinter seconded. Carried unanimously.

B. Discuss Call for Projects

Ms. Otero – presenting TSPR on September 11, 2020 to MPO Board. After MPO approved, CMC projects would be consistent with TSPR. Looking at corridor type projects. Need to discuss meeting schedule – need concept sheets within 30 days.

Ms. Lantz – asked for clarification of projects to be recommended. Tier 1 or other matrix categories. **Ms. Otero** – allows for Tier 1, Tier 2, or Tier 3 projects to be recommended. Brief discussion on very tight deadline to submit projects (within 30 days) and inability to meet deadline. **Ms. Peters** – FDOT will be changing application process and will find out if next call for projects will be different. May be online system to permit online submissions. Will follow up and report back. **Ms. Lantz** – confirmed that same system as school applications. **Ms. Peters** – T/A projects and congestion management will likely fall within same category. Will report back to committee with any updated requirements, training, etc. **Ms. Otero** – will send out the implementation matrix and concept sheets on July 16, 2020.

C. CMC Bylaws

Ms. McLaughlin – reviewed bylaws for advisory committees to ensure consistency with MPO bylaws. Updated name of committee as well as purpose statement. Suggested removing non-voting members and add Don Scott as voting member. Need to confirm Everglades City will not object if vacant position is removed. Will keep non-voting members on distribution list but remove them from actual committee membership. County attorney reviewed and suggested minor revisions. Can present to MPO Board in September for approval. Recommended endorsing changes. **Mr. Khawaja** – is there no requirement to keep non-voting members. **Ms. McLaughlin** – requires a revision to MPO bylaws to remove non-voting members, simultaneously with amending committee bylaws.

Mr. Pinter moved to endorse the change to the CMC bylaws as recommended. Ms. Lantz seconded. Carried unanimously.

8. Reports and Presentations (May Require Committee Action)

N/A.

9. Member Comments

None.

10. Distribution Items

N/A.

11. Next Meeting Date

*September 16, 2020 – 2:00 p.m.
2885 Horseshoe Drive North, Main Conference Room*

12. Adjournment

*There being no further comments or business to discuss, **Mr. Khawaja** adjourned the meeting at 3:20 p.m.*

COMMITTEE ACTION
ITEM 7A

2020 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 2027.

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, 2021. In order to meet this timeline, the first round of applications was due to MPO staff by September 1st.

The MPO received 5 applications for funding in the amount of \$3,319,100. The total expected funding is \$4,134,000. If all projects were funded, this would leave a balance of \$814,900.

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 Sheet - 91st Ave N sidewalk construction
2. Project Concept Sheet - Vanderbilt Beach Road Corridor Study
3. Project Concept Sheet - ITS Fiber Optic and FPL Power Infrastructure
4. Project Concept Sheet - ITS Vehicle Detection Update/Installation at Signalized Intersections in Collier County
5. Project Concept Sheet - ITS ATMS Retiming of Arterials
6. Eligibility Review Spreadsheet
7. Implementation Matrix

Prepared By: Brandy Otero, MPO Principal Planner

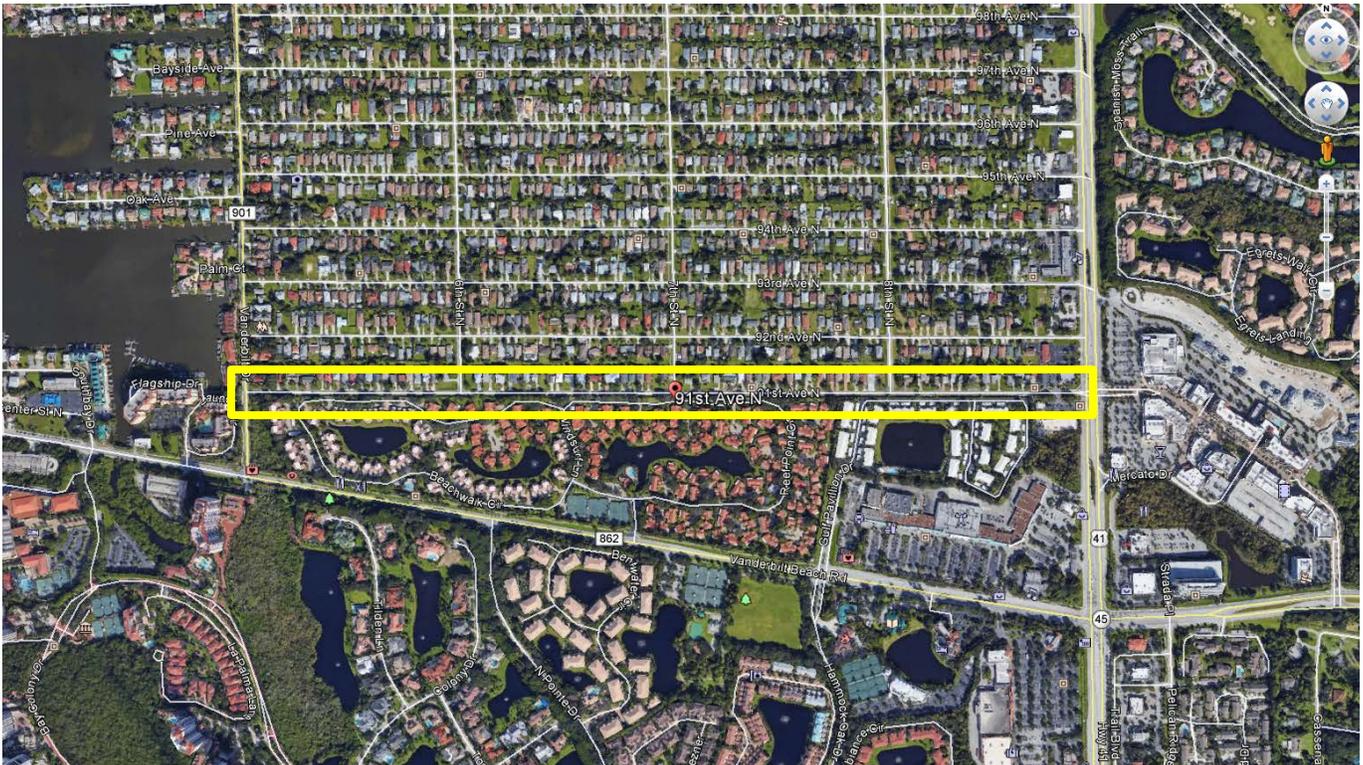
Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project 91st Ave. North - Sidewalk from Vanderbilt Dr. to US41
2. Name of Applicant Collier County – GMD / Transportation Planning
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?

91st Ave. North – Vanderbilt Drive to US 41 – approximately 1 mile



The project includes construction of a 5-foot wide concrete sidewalk along the south side of 91st Avenue North in Naples park. The sidewalk will connect the existing sidewalk adjacent to US 41 to the bicycle and pedestrian facilities along Vanderbilt Drive. Other improvements and safety features include crosswalks, drainage improvements, and signing and marking.

6. Amount of CMC/ITS SU Box funds being requested \$ 500,000 Estimated Total Project Cost \$500,000

The right-of-way availability has been confirmed and a preliminary feasibility analysis has been completed. A preliminary cost estimate has been completed using the best available current cost data. See attached cost estimate for design and construction of the project.

If SU Box funds are not requested, what funding source would be most appropriate? This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this application. If the project is not funded, it would not be completed unless Collier County local funds were allocated towards the project.

7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.

YES NO X

County staff will provide Project Management and Coordinate the project with internal representatives once funded.

8. Anticipated time to complete the project If programmed by the MPO/FDOT, the design and construction is expected to be approximately 5 years into the future. Once fully funded, the design and construction is feasible within 24 months.

9. Does this project require the acquisition of Right-of-Way? YES NO X

10. Is this project on a congested corridor? Identify the corridor. YES X NO

The corridor of US41 from Vanderbilt Beach Road to Immokalee Road is Tier 2 Hot Spot Congestion Location – based on Safety and Speed.

11. Does this project address a documented safety problem? Explain. YES X NO

Per Figure 3-2: Safety Assessment Corridors, the US41 from VBR to Immokalee Rd. is the 2nd corridor listed.

12. Does this project address a strategy listed on the implementation matrix? YES X NO

Strategy #5 – Bicycle and Pedestrian Facilities. This project focuses on building a convenient multimodal network, public safety, and connectivity.

13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES NO

91st Ave. North is a local road and is not likely to be re-classified.

14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES NO

The MPO's Transportation System Performance Report and Baseline Condition Analysis indicated that this section of US 41 was a Tier 2 congestion hot spot location based on safety and speed. (Table 5-5) page 5-14. The MPO Bicycle and Pedestrian Master Plan public comments indicated a need for sidewalk on 91st Ave. based on connections and the existence of a current sidewalk gap. In addition, this is a parallel facility to VBR.

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES. (If project is funded, you will be expected to provide data to the MPO with 2 years and 5 years of construction/implementation for performance measures selected.)

1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

2. Transit Travel – Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance

This project focuses on building a convenient multimodal network, public safety and connectivity. The current CAT Route 11 has several stops along US41 in the vicinity of this project, including 2 at the intersection of US41 and VBR, 1 at the Mercato and another at 93rd Ave. N. Transit ridership along US41 may increase based on the new sidewalk connection and the accessibility to transit.

3. Pedestrian/Bicycle Facilities – Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes
 - b. Linear miles of connector sidewalks on arterial roadways
 - c. Linear miles of Shared Use paths adjacent to roadways

This project will add linear miles of sidewalk by closing a gap in the current sidewalk network and making a connection to the beach, US41 and the Mercato shopping center.

4. Goods Movement – Describe how project addresses one or more of the following performance measures:
- a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0
 - b. Number of crashes involving heavy vehicles/trucks

5. Safety– Describe how project addresses one or more of the following performance measures:
- a. Total crashes
 - b. Motor vehicle severe injury crashes
 - c. Motor vehicle fatal crashes
 - d. Pedestrian and bicycle severe injury and fatal crashes

According to the Collier County Crash Data Management System report dated 8/6/20 (attached), between April 9, 2005 and April 1, 2020 there were 21 crashes in the corridor. Those crashes resulted in 5 injuries of which 3 included pedestrians and 2 included bicyclists.

6. TDM– Describe how project addresses one or more of the following performance measures:
- a. Number of people registered in the FDOT Commute Connector database that have an origin in Collier County

7. Accessibility– Describe how project addresses one or more of the following performance measures:

- a. Share of regional jobs within ¼ mile of transit
- b. Share of regional households within ¼ mile of transit

This project is adjacent to CAT transit Route 11 on US41 and focuses on building a convenient multimodal network, public safety, and connectivity.

As for consistency with established safety measures and guidelines, the project will utilize the two FDOT publications, the current edition of the Florida Greenbook and the Florida Design Manual, mentioned in Chapter 6 of the BPMP.

8. Incident Duration– Describe how project addresses one or more of the following performance measures:

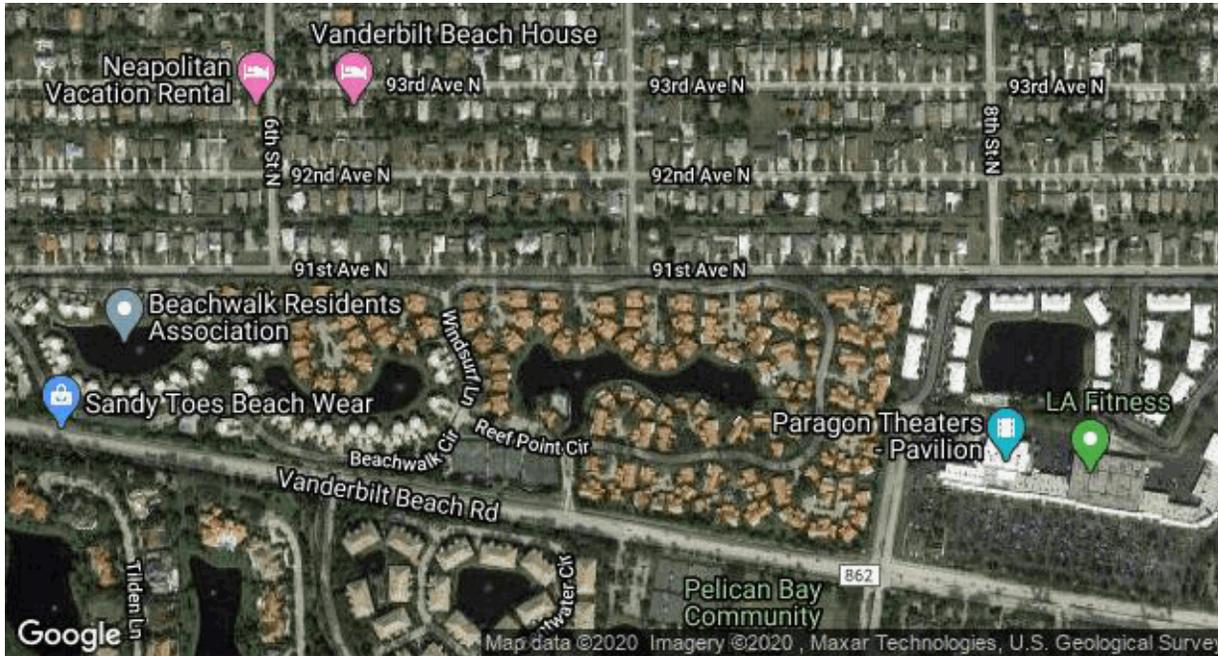
- a. Mean time for responders to arrive on scene after notification
- b. Mean incident clearance time
- c. Road Ranger stops

9. Customer Service– Describe how project addresses one or more of the following performance measures:

- a. Report on nature of comments/responses and customer satisfaction

Report Memo:

None



Selections used to generate this report:

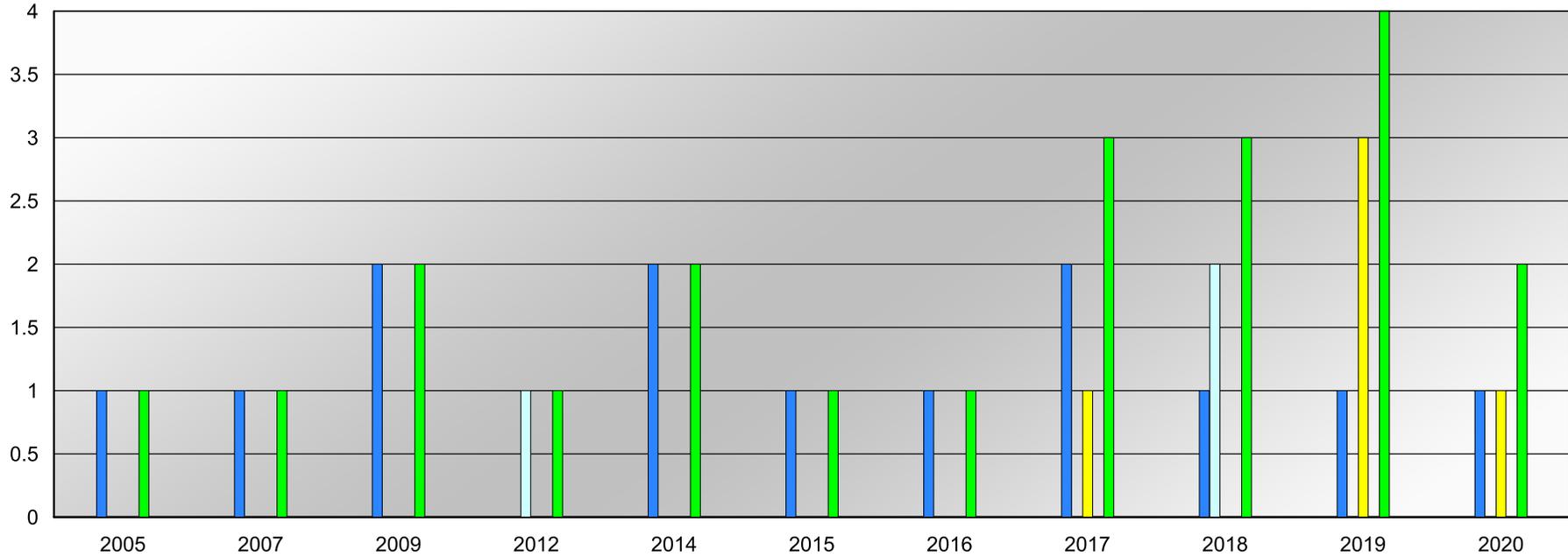
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Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Intersection Summary Top 40 Report Click for Drill Down	Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan											
				Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
US 41 @ 91ST AVE N	11	0	4	0	0	4	3	3	2	2	0	2	0	0	0	0	0	4	1	3	1	3	6	0	0
VANDERBILT DR (CR 901) @ 91ST AVE N	3	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0
7TH ST N @ 91ST AVE N	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	1	1	0	0	
8TH ST N @ 91ST AVE N	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	
7TH ST N @ 1ST AVE N	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6TH ST N @ 91ST AVE N	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Number of Crashes By Year

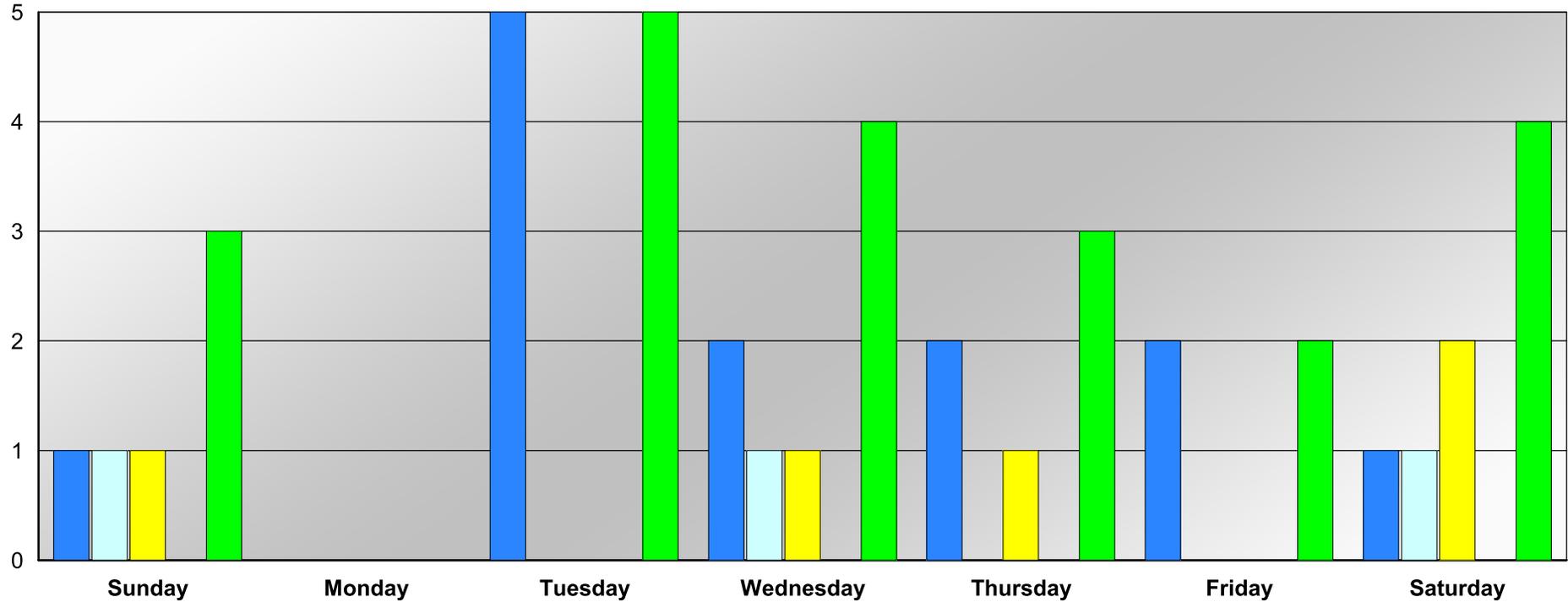


Breakdown of Crashes by Year

	2005	2007	2009	2012	2014	2015	2016	2017	2018	2019	2020
PDO	1	1	2	0	2	1	1	2	1	1	1
Possible Injury	0	0	0	1	0	0	0	0	2	0	0
Injury Crashes	0	0	0	0	0	0	0	1	0	3	1
Total Crashes	1	1	2	1	2	1	1	3	3	4	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

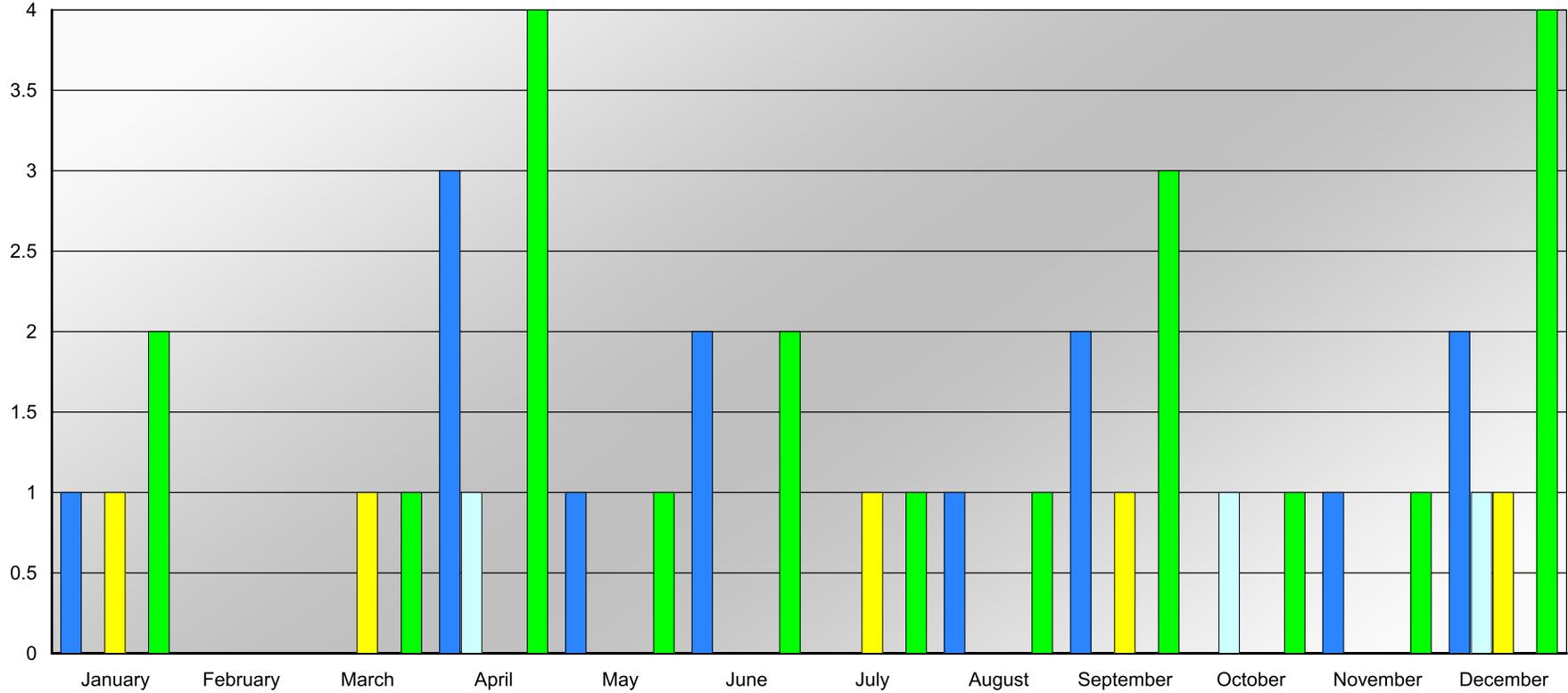
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	1	0	5	2	2	2	1	13
Possible Injury	1	0	0	1	0	0	1	3
Injury Crashes	1	0	0	1	1	0	2	5
Others	0	0	0	0	0	0	0	0
Total Crashes	3	0	5	4	3	2	4	21

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

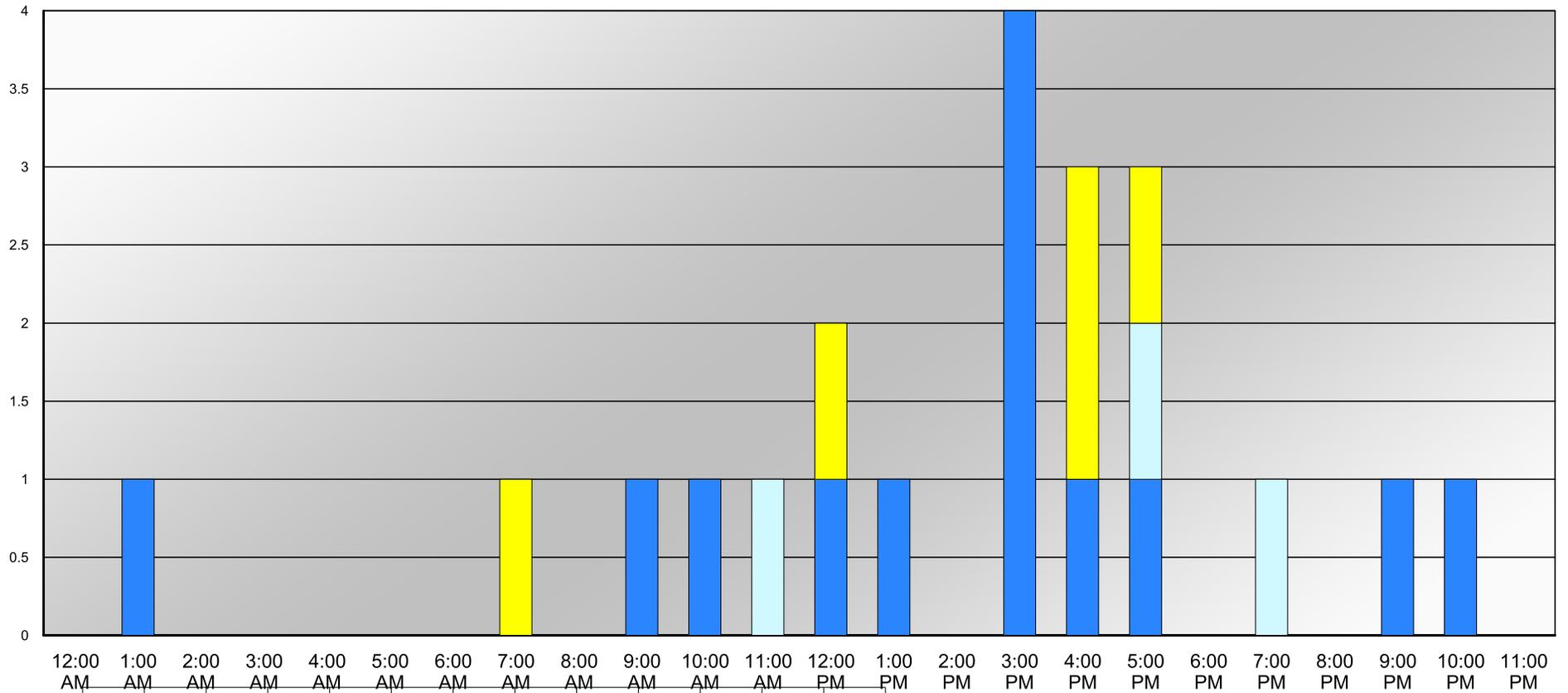
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	1	0	0	3	1	2	0	1	2	0	1	2	13
Possible Injury	0	0	0	1	0	0	0	0	0	1	0	1	3
Injury Crashes	1	0	1	0	0	0	1	0	1	0	0	1	5
Others	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Crashes	2	0	1	4	1	2	1	1	3	1	1	4	21

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Crashes by Time of Day



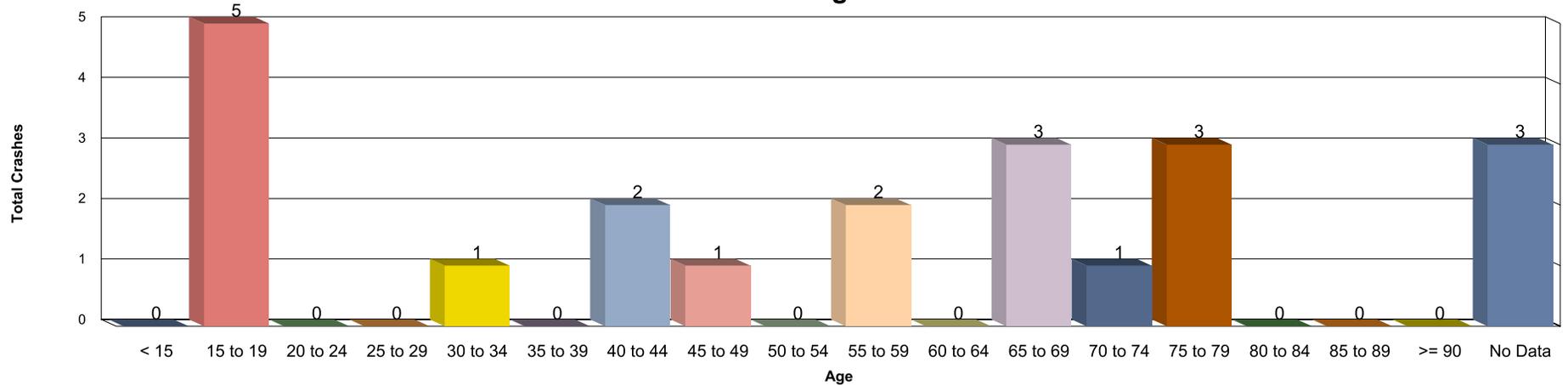
	1:00 AM	7:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	3:00 PM	4:00 PM	5:00 PM	7:00 PM	9:00 PM	10:00 PM
PDO	1	0	1	1	0	1	1	4	1	1	0	1	1
Possible Injury	0	0	0	0	1	0	0	0	0	1	1	0	0
Injury Crashes	0	1	0	0	0	1	0	0	2	1	0	0	0
Total	1	1	1	1	1	2	1	4	3	3	1	1	1

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Driver Age Summary (Vehicle 1, Driver 1)

Drill Down Rpt.	Driver Actions											
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	0	0	0	0	0	0	0	0	0	0	0	0
Age 15 to 19	5	0	2	1	0	0	0	1	2	2	1	4
Age 20 to 24	0	0	0	0	0	0	0	0	0	0	0	0
Age 25 to 29	0	0	0	0	0	0	0	0	0	0	0	0
Age 30 to 34	1	0	0	0	0	1	0	0	0	0	0	0
Age 35 to 39	0	0	0	0	0	0	0	0	0	0	0	0
Age 40 to 44	2	0	0	0	0	0	0	0	0	0	0	1
Age 45 to 49	1	0	0	0	0	0	0	0	0	0	0	0
Age 50 to 54	0	0	0	0	0	0	0	0	0	0	0	0
Age 55 to 59	2	0	0	0	0	0	0	0	0	0	0	1
Age 60 to 64	0	0	0	0	0	0	0	0	0	0	0	0
Age 65 to 69	3	0	0	1	0	0	0	0	0	0	0	1
Age 70 to 74	1	0	1	0	1	0	0	0	0	0	0	0
Age 75 to 79	3	0	2	1	1	0	0	0	0	0	1	0
Age 80 to 84	0	0	0	0	0	0	0	0	0	0	0	0
Age 85 to 89	0	0	0	0	0	0	0	0	0	0	0	0
Age >= 90	0	0	0	0	0	0	0	0	0	0	0	0
Age No Data	3	0	0	0	0	0	0	0	0	0	0	0

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
---------	------------	----------	------	------	------------	------------------	--------------------	----------------	-----------------

Angle	5	0	1	1	0	0	1	3	0	1
Front to Rear	1	0	0	0	0	0	0	0	0	0
Rear to Side	1	0	0	0	0	0	0	1	0	0
Sideswipe, same direction	1	0	0	0	0	0	0	0	1	1
Unknown	13	0	4	2	2	1	5	3	2	2

Relation to Intersection

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

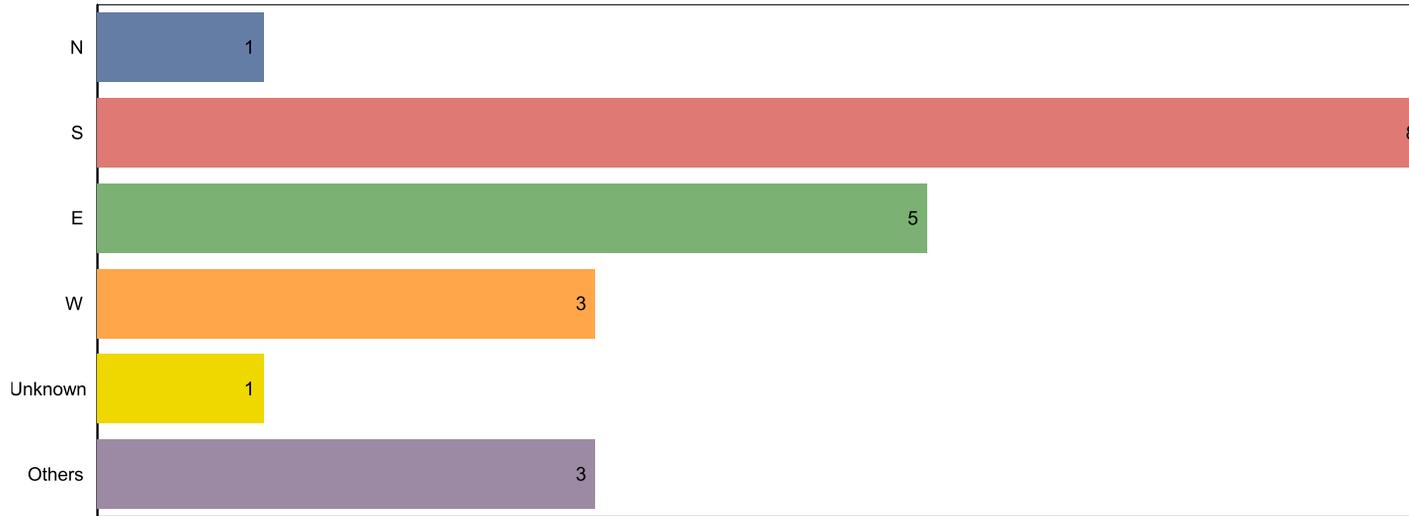
Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
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Intersection	4	0	2	0	1	0	1	2	1	4
Intersection-Related	3	0	1	0	1	0	1	1	1	0
Non-Junction	9	0	2	3	0	0	3	2	0	0
Driveway/Ally Access Related	1	0	0	0	0	0	0	1	0	0
Other, Explain in Narrative	2	0	0	0	0	1	1	0	0	0
Unknown	2	0	0	0	0	0	0	1	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Rear	No Data	Other, Explain in Narrative	Rear to Side	Sideswipe, same direction	Unknown
N	0	0	0	0	0	1	0
S	2	1	1	2	1	0	1
E	2	0	2	0	0	0	1
W	1	0	0	1	0	0	1
Unknown	0	0	1	0	0	0	0
Others	0	0	2	0	0	0	1
Total	5	1	6	3	1	1	4

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

At Fault Vehicle Summary

Vehicle Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Cargo Van (10,000lbs (4,536kg) or less)	1	0	0	0	0	1	1	0	0	0
Medium/Heavy Trucks (more than 10,000lbs)	1	0	0	0	0	0	0	0	0	0
Passenger Car	11	0	3	2	1	0	3	4	1	3
Passenger Van	2	0	1	0	1	0	1	1	0	1
Pickup	1	0	0	1	0	0	1	1	0	0
Unknown	1	0	0	0	0	0	0	0	0	0
No Data	4	0	1	0	0	0	0	1	2	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	5	0	3	1	0	0	1	2	0	1
Turning Left	3	0	1	1	0	0	1	1	1	1
Turning Right	5	0	1	1	2	0	3	2	1	2
Backing	3	0	0	0	0	1	1	1	0	0
Slowing	1	0	0	0	0	0	0	0	0	0
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	0	0	0	1	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	15	0	4	3	2	1	6	5	1	4
Shoulder	1	0	0	0	0	0	0	0	0	0
Off Roadway	1	0	1	0	0	0	0	0	1	0
Unknown	4	0	0	0	0	0	0	2	1	0

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	1	0	0	0	0	0	0	0	0	0
Dry	20	0	5	3	2	1	6	7	3	4

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	17	0	5	3	2	1	6	5	2	4
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0
Unknown	3	0	0	0	0	0	0	2	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	10	0	3	2	2	0	4	4	1	4
Stop Sign	4	0	1	0	0	1	1	0	1	0
Other Sign	1	0	0	0	0	0	0	1	1	0
No Controls	4	0	1	1	0	0	1	2	0	0
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	13	0	4	2	2	1	5	3	2	3
Unknown	8	0	1	1	0	0	1	4	1	1

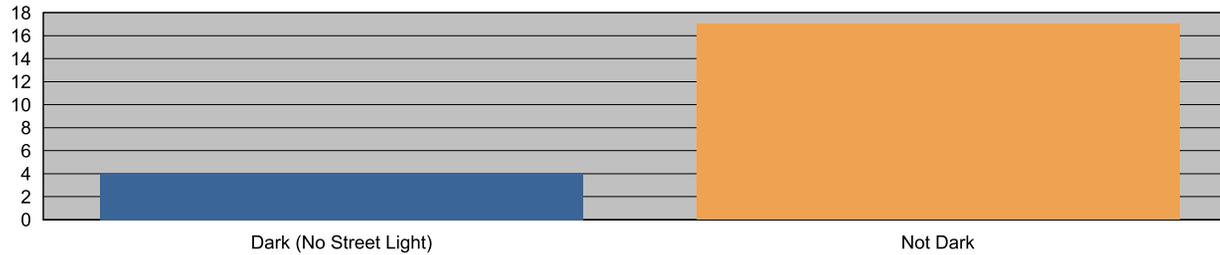
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

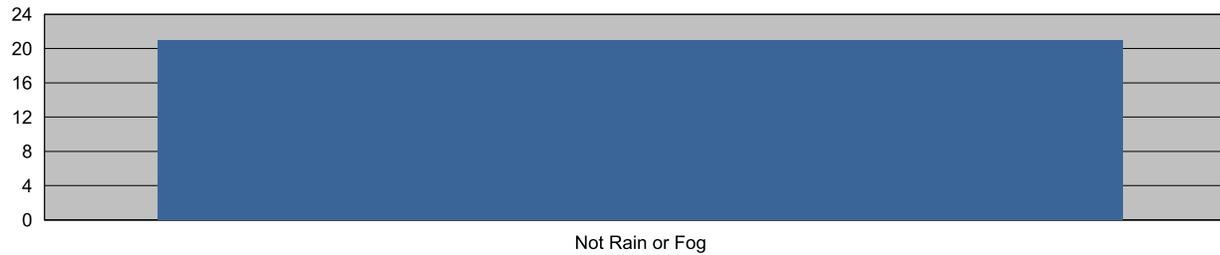
Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	16	0	5	2	2	1	5	5	2	3
Dark-Lighted	1	0	0	0	0	0	0	1	1	0
Dark-Not Lighted	4	0	0	1	0	0	1	1	0	1



Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	17	0	4	3	2	1	6	6	2	4
Cloudy	4	0	1	0	0	0	0	1	1	0



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
04/09/2005 to 04/01/2020	21	0	5	3	2	1	4	0	0	1	2	6	7	3	4

Located Crashes

Area	Crashes	Fatalities	Injuries
NAPLES	1	0	0
NAPLES CITY	1	0	0
No Data	4	0	0
NORTH NAPLES	5	0	1
UNINCORPORATED	10	0	4
Totals:	21	0	5

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
Totals:			

Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project Vanderbilt Beach Road (“VBR”) Corridor Study
2. Name of Applicant Collier County – GMD / Transportation Planning
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?

Vanderbilt Beach Road – Airport-Pulling Road to Livingston Road – approximately 1 mile



Intersections:

1. Airport-Pulling Rd. – Signal
2. Tiburon Dr.
3. Groves Rd.
4. Livingston Rd. – Signal

The general objective for this project is to contract with a consultant to provide professional Transportation planning/engineering and technical support to Collier County Transportation Planning staff in order to evaluate the current and future levels of traffic congestion within the VBR corridor, and to identify and evaluate potential improvements to reduce congestion within the corridor. This project should also consider all multi-modal aspects of the roadway including coordination with transit and bicycle and pedestrian facilities. The project will also include utility coordination and analysis. The result of the study will be draft conceptual plans and cross sections which define typical sections, ROW

widths, utility needs and potential pond sites (if necessary). It is expected that an engineer will be able to use the concept plans to develop the draft 30% plans.

6. Amount of CMC/ITS SU Box funds being requested \$ 300,000 Estimated Total Project Cost \$300,000
If SU Box funds are not requested, what funding source would be most appropriate? This project is not budgeted in the Collier County CIP at this time. Full funding is being requested by this application. If the project is not funded, it would not be completed unless Collier County local funds were allocated towards the project.

7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.
YES NO X

Staff with Project Manage and Coordinate the project with internal representatives once funded.

8. Anticipated time to complete the project 12 - 18 months for the study after NTP

9. Does this project require the acquisition of Right-of-Way? YES NO X

10. Is this project on a congested corridor? Identify the corridor. YES X NO

Tier 1 – VBR from Airport-Pulling Rd. to Livingston Rd. based on Safety, Speed and Public Feedback

11. Does this project address a documented safety problem? Explain. YES X NO

Per Figure 5-5: Top Safety Concern Intersections and Road Segments – VBR at Airport and VBR at Livingston are listed as safety intersections.

12. Does this project address a strategy listed on the implementation matrix? YES X NO

#4 – Capacity

13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES X NO

Currently the road is classified as an Urban Major Collector. When VBR extension is complete, it is envisioned to change the classification of some or all of the facility to an Arterial. VBR Ext. is in the Collier County Work Program for construction in FY2022.

14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES X NO

The MPO's Transportation System Performance Report and Action Plan recommended conducting a more detailed analysis of the intersection of VBR and Livingston Rd. on page 3-10 #2. The segment is also a Tier 1 Hotspot based on Safety, Speed and Public Feedback (Table 5-4) page 5-14. The MPO Bicycle and Pedestrian Master Plan public comments indicated a need for sidewalks, wide sidewalks and bike lanes on VBR.

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES. (If project is funded, you will be expected to provide data to the MPO with 2 years and 5 years of construction/implementation for performance measures selected.)

1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

A study of the corridor will look at the physical roadway capacity now and, in the future, and determine ways to enhance or improve the corridor. The study is intended to include intersection analysis as recommended in Action Item #2 on page 3-10 and will follow the FDOT Intersection Control Evaluation (ICE) or the most current evaluation tools. The study tasks will include:

- 1. Traffic Data Collection
- 2. Land Use Data Collection
- 3. Existing Conditions and LOS Analysis
- 4. Future Conditions LOS Analyses
- 5. Identification and Evaluation of Alternatives
- 6. Public Involvement Activities

2. Transit Travel – Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance

Currently there is no transit in this corridor. It is anticipated that during the study, the consultant will coordinate with transit on their needs consistent with the TDP and LRTP, within the corridor.

3. Pedestrian/Bicycle Facilities – Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes
 - b. Linear miles of connector sidewalks on arterial roadways
 - c. Linear miles of Shared Use paths adjacent to roadways

The study will evaluate the 2 major intersections along the corridor (Airport Pulling Road and Livingston Blvd.) and will use the latest Florida Greenbook for design criteria. The study will evaluate ROW needs and may make recommendations for enhanced bicycle/pedestrian facilities.

4. Goods Movement – Describe how project addresses one or more of the following performance measures:
- a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0
 - b. Number of crashes involving heavy vehicles/trucks

5. Safety– Describe how project addresses one or more of the following performance measures:
- a. Total crashes
 - b. Motor vehicle severe injury crashes
 - c. Motor vehicle fatal crashes
 - d. Pedestrian and bicycle severe injury and fatal crashes

According to the Collier County Crash Data Management System report dated 8/6/20 (attached), between January 4, 2005 and July 13, 2020 there were 1,677 crashes in the corridor. Those crashes resulted in 113 injuries and 1 fatality.

6. TDM– Describe how project addresses one or more of the following performance measures:
- a. Number of people registered in the FDOT Commute Connector database that have an origin in Collier County

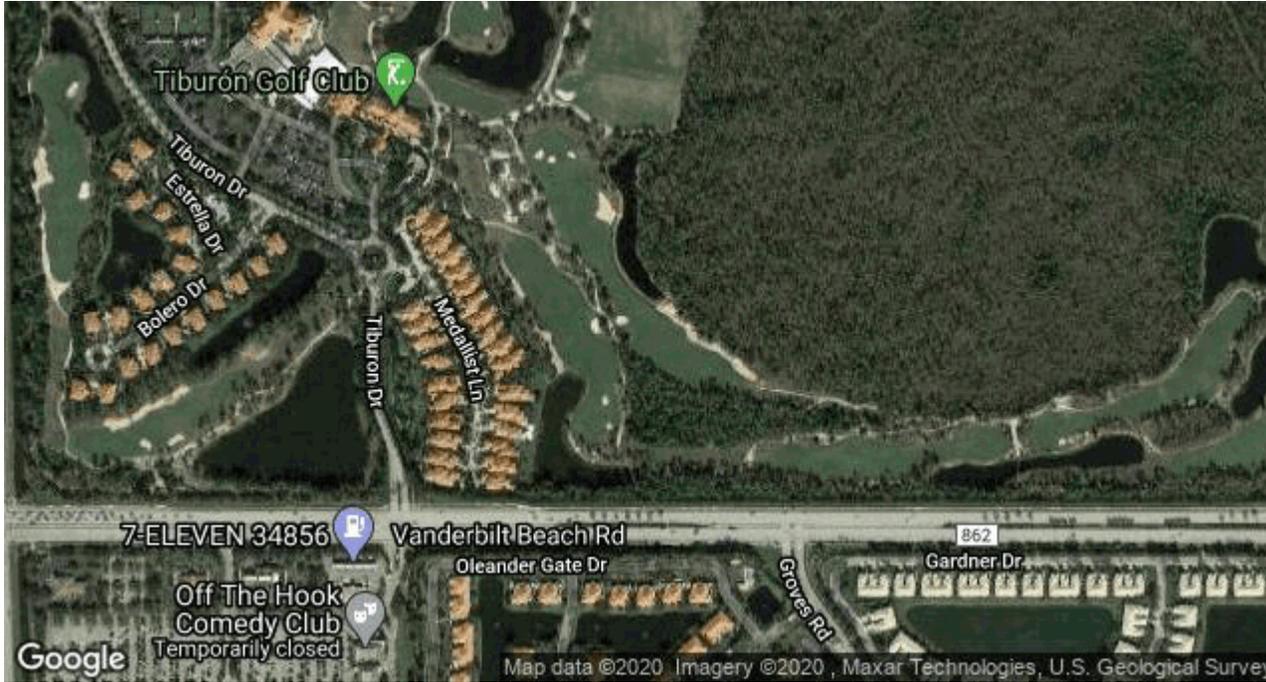
7. Accessibility– Describe how project addresses one or more of the following performance measures:
- a. Share of regional jobs within ¼ mile of transit
 - b. Share of regional households within ¼ mile of transit

8. Incident Duration– Describe how project addresses one or more of the following performance measures:
- a. Mean time for responders to arrive on scene after notification
 - b. Mean incident clearance time
 - c. Road Ranger stops

9. Customer Service– Describe how project addresses one or more of the following performance measures:
- a. Report on nature of comments/responses and customer satisfaction

Report Memo:

None



Selections used to generate this report:

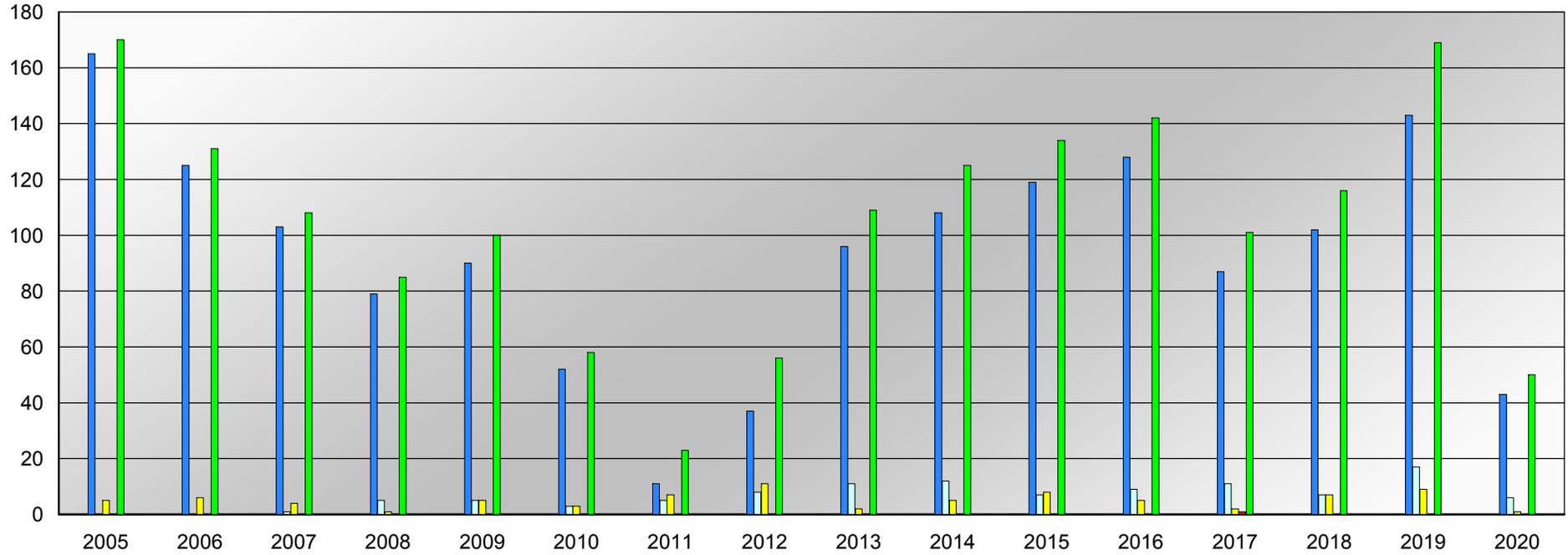
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Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Intersection Summary Top 40 Report Click for Drill Down	Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Strategic Highway Safety Plan										
				Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
VANDERBILT BEACH RD (CR 862) @ LIVINGSTO	933	1	48	1	3	22	57	0	2	11	5	6	7	33	2	14	441	57	100	95	116	377	23	5
CR 31 AIRPORT RD @ VANDERBILT BEACH RD	598	0	45	0	3	21	37	3	6	36	6	18	5	22	0	8	285	88	76	45	79	261	20	8
VANDERBILT BEACH RD (CR 862) @ TIBURON D	71	0	6	0	2	3	8	0	5	8	4	5	1	1	0	3	42	11	7	8	12	41	1	1
VANDERBILT BEACH RD (CR 862) @ GROVES RD	56	0	8	0	2	4	2	0	1	11	3	0	0	6	0	1	27	10	5	5	10	19	2	2
VANDERBILT BEACH RD (CR 862) @ GOODLETTE	6	0	3	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	3	2	0
IMMOKALEE RD (CR 846) @ GOODLETTE RD (CR	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	1	0	0	0
GARDNER DR @ GROVES RD	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
39TH ST SW @ 17TH AVE SW	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
PINE RIDGE RD (CR 896) @ LIVINGSTON RD S	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
CR 31 AIRPORT RD @ TRADE CENTER WAY	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
GARDNER DR @ GROVES RD	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
VANDERBILT BEACH RD (CR 862) @ GALLARIE	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
VANDERBILT BEACH RD (CR 862) @ BERMUDA I	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
IMMOKALEE RD (CR 846) @ OIL WELL RD (CR	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Number of Crashes By Year

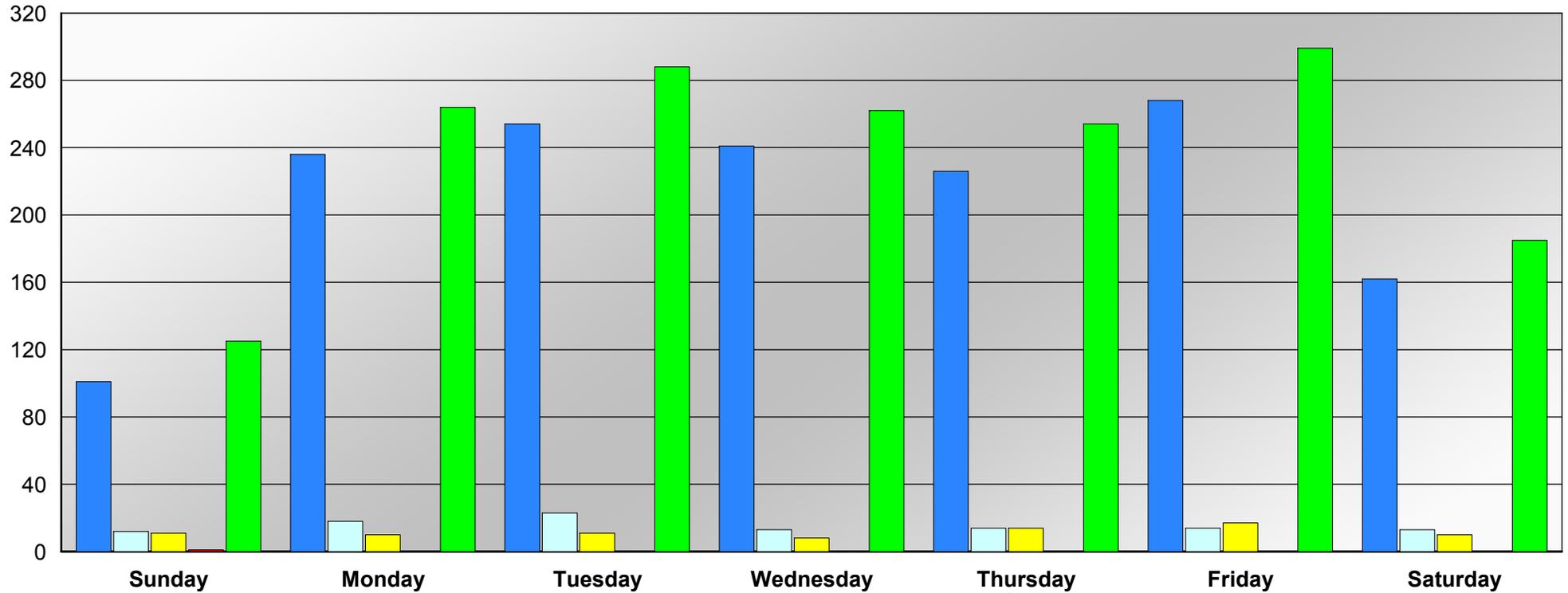


Breakdown of Crashes by Year

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
PDO	170	131	107	79	90	52	11	37	96	108	119	128	87
Possible Injury	0	0	1	5	5	3	5	8	11	12	7	9	11
Injury Crashes	0	0	0	1	5	3	7	11	2	5	8	5	2
Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Crashes	170	131	108	85	100	58	23	56	109	125	134	142	101

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

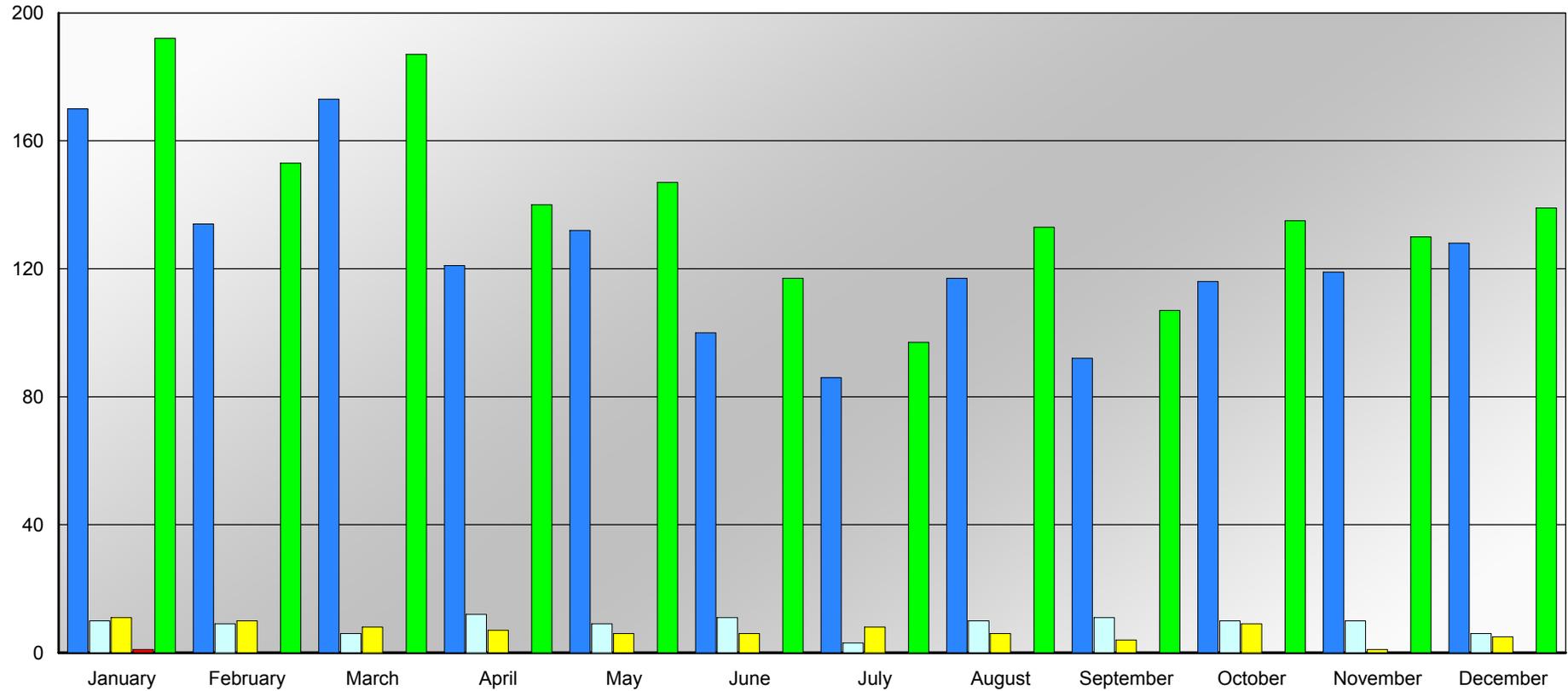
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	105	240	255	243	229	269	162	1,503
Possible Injury	12	18	23	13	14	14	13	107
Injury Crashes	7	6	10	6	11	16	10	66
Fatal Crashes	1	0	0	0	0	0	0	1
Total Crashes	125	264	288	262	254	299	185	1,677

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

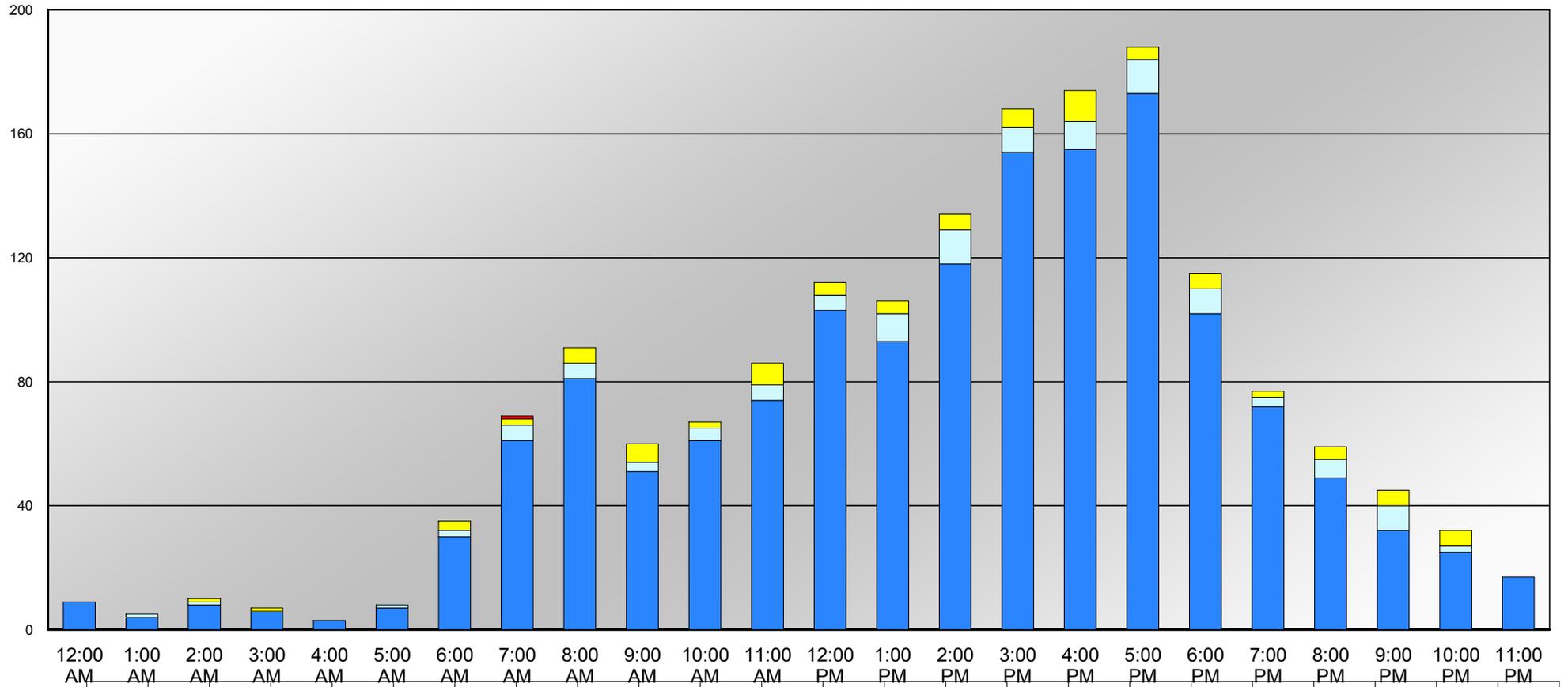
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	173	136	174	122	132	101	88	118	92	118	120	129	1,503
Possible Injury	10	9	6	12	9	11	3	10	11	10	10	6	107
Injury Crashes	8	8	7	6	6	5	6	5	4	7	0	4	66
Fatal Crashes	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Crashes	192	153	187	140	147	117	97	133	107	135	130	139	1,677

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Crashes by Time of Day



	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
PDO	9	4	8	6	3	7	31	62	81	52	61	75	103	93	118	155	157	175	104	73	50	33	26	17
Possible Injury	0	1	1	0	0	1	2	5	5	3	4	5	5	9	11	8	9	11	8	3	6	8	2	0
Injury Crashes	0	0	1	1	0	0	2	1	5	5	2	6	4	4	5	5	8	2	3	1	3	4	4	0
Fatal Crashes	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	5	10	7	3	8	35	69	91	60	67	86	112	106	134	168	174	188	115	77	59	45	32	17

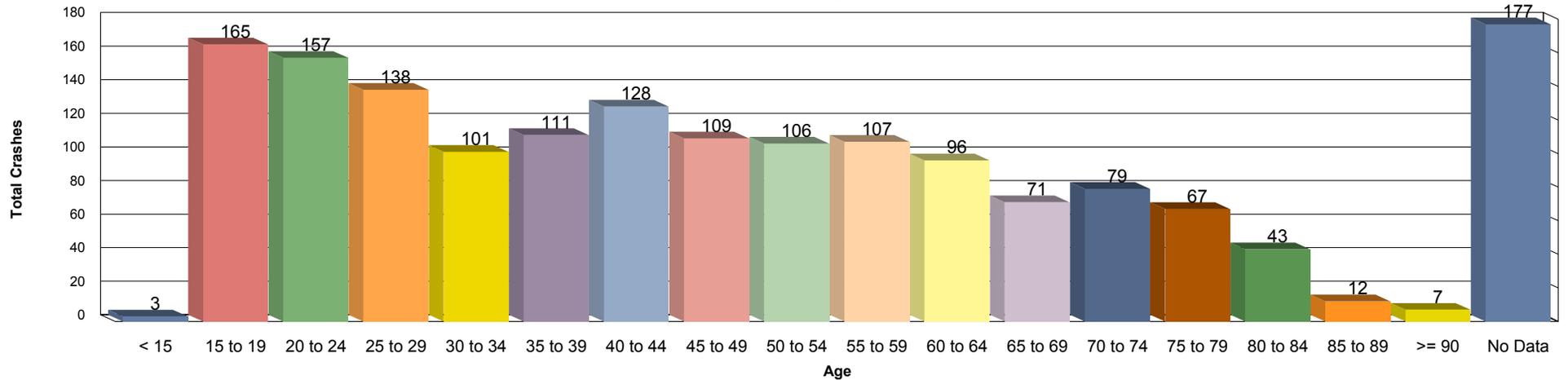
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Distraction	Agr. Driving
Age < 15	3	0	0	0	0	0	0	0	0	0	0	1
Age 15 to 19	165	0	2	0	1	0	1	2	4	3	15	79
Age 20 to 24	157	0	7	1	2	3	8	2	3	3	16	82
Age 25 to 29	138	0	10	1	1	1	4	2	1	0	17	65
Age 30 to 34	101	0	7	0	2	1	3	0	4	4	11	43
Age 35 to 39	111	0	11	0	0	1	2	0	0	0	12	54
Age 40 to 44	128	0	9	0	1	1	7	0	5	4	11	57
Age 45 to 49	109	0	5	0	2	1	5	2	1	2	6	58
Age 50 to 54	106	0	6	0	0	2	5	0	1	0	13	45
Age 55 to 59	107	0	15	0	3	0	5	0	3	3	11	50
Age 60 to 64	96	0	13	0	1	1	5	0	1	1	9	48
Age 65 to 69	71	0	7	0	1	1	0	0	2	0	6	39
Age 70 to 74	79	0	1	0	0	0	0	0	0	0	9	41
Age 75 to 79	67	1	8	0	0	0	0	0	1	3	4	35
Age 80 to 84	43	0	5	0	1	1	0	1	0	0	5	23
Age 85 to 89	12	0	1	0	0	0	0	0	1	0	1	8
Age >= 90	7	0	1	0	0	0	0	0	0	0	1	5
Age No Data	177	0	5	1	1	3	4	1	3	1	10	67

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Angle	115	0	25	0	2	1	3	72	1	29
Front to Front	13	0	4	0	0	0	0	8	10	6
Front to Rear	1,174	0	59	0	2	3	5	555	0	118
Rear to Side	14	0	0	0	0	0	0	1	0	0
Sideswipe, same direction	148	0	1	0	2	1	3	86	130	14
Unknown	213	1	24	3	10	11	22	78	27	23

Relation to Intersection

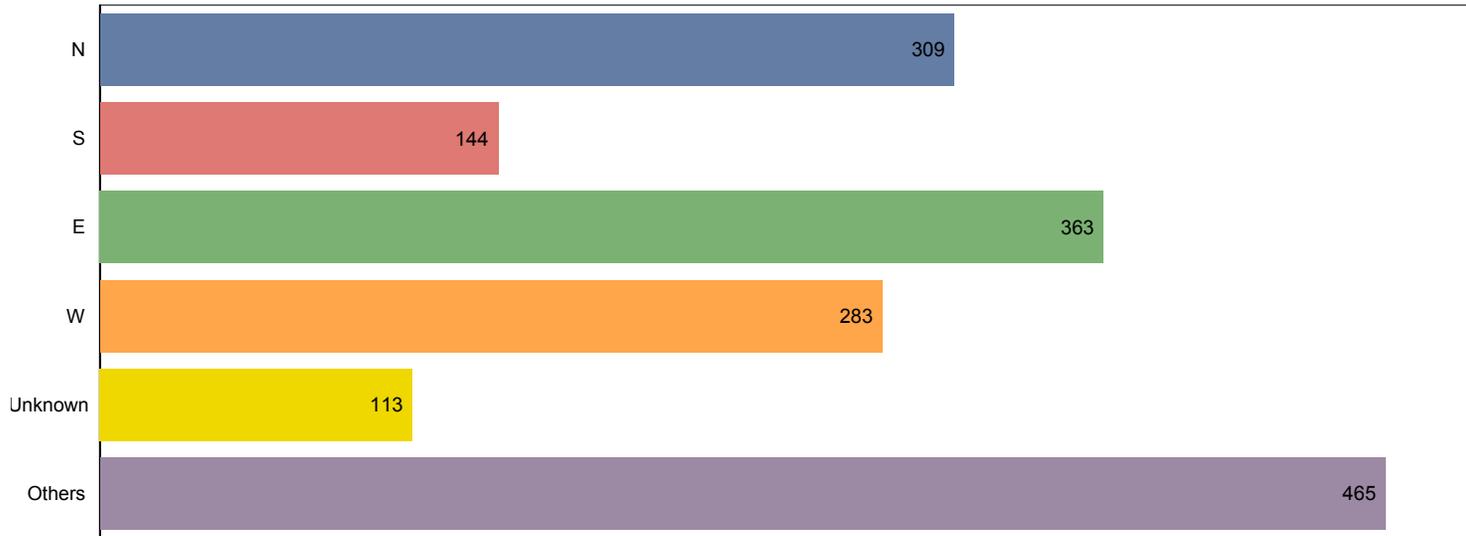
Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	195	0	49	0	7	5	12	118	19	190
Intersection-Related	209	0	30	0	1	3	4	99	11	0
Non-Junction	657	1	30	1	4	7	12	321	91	0
Driveway/Ally Access Related	4	0	2	0	1	1	2	2	1	0
Entrance/Exit Ramp	10	0	1	0	0	0	0	5	0	0
Other, Explain in Narrative	102	0	0	2	2	0	2	35	10	0
Unknown	500	0	1	0	1	0	1	220	36	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Vehicle 1 Direction Summary

Total Crashes By Vehicle 1 Direction



Crash Type By Vehicle 1 Direction

	Angle	Front to Front	Front to Rear	No Data	Other, Explain in Narrative	Rear to Rear	Rear to Side	Sideswipe , Opposite Direction	Sideswipe , same direction	Unknown
N	35	2	236	5	4	0	0	0	25	2
S	10	1	108	3	6	0	1	1	11	3
E	27	6	270	9	12	0	0	0	36	3
W	15	3	200	11	16	1	1	1	29	6
Unknown	2	0	62	40	0	0	4	0	5	0
Others	26	1	298	85	1	0	8	0	42	4
Total	115	13	1,174	153	39	1	14	2	148	18

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
All Terrain Vehicle (ATV)	1	0	0	0	0	0	0	1	0	0
Bus	6	0	0	0	0	0	0	3	2	1
Cargo Van (10,000lbs (4,536kg) or less)	9	0	0	0	0	0	0	3	1	0
Medium/Heavy Trucks (more than 10,000lbs)	18	0	0	0	0	0	0	8	8	4
Motorcycle	10	0	5	0	0	10	10	1	2	4
Other Light Trucks (10,000lbs (4,536kg))	26	0	1	0	0	0	0	12	4	2
Other, Explain in Narrative	4	0	0	0	0	0	0	1	1	1
Passenger Car	621	0	66	0	7	4	11	340	73	112
Passenger Van	54	0	6	1	1	0	2	28	4	8
Pickup	116	0	16	0	1	1	2	55	5	23
Unknown	21	0	0	0	0	0	0	8	6	5
No Data	791	1	19	2	7	1	8	340	62	30

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	560	1	76	0	5	7	12	258	40	81
Turning Left	83	0	20	1	2	3	6	49	23	29
Turning Right	296	0	11	0	5	2	7	187	12	56
Making U-Turn	7	0	0	0	0	0	0	2	1	1
Backing	8	0	0	0	0	0	0	0	0	3
Changing Lanes	56	0	4	0	1	2	3	27	37	4
Overtaking/Passing	2	0	0	0	0	0	0	0	1	0
Slowing	56	0	1	0	0	2	2	27	1	4
Other, Explain in Narrative	97	0	0	2	2	0	2	27	10	2
Unknown	512	0	1	0	1	0	1	223	43	10

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	1,160	0	101	3	13	13	27	595	127	182
Median	9	0	1	0	0	1	1	1	0	0
Shoulder	12	1	2	0	1	0	1	2	2	2
Off Roadway	4	0	4	0	0	1	1	1	2	2
Unknown	492	0	5	0	2	1	3	201	37	4

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	260	1	15	1	2	1	3	106	25	24
Dry	1,409	0	98	2	14	15	30	692	143	166
Other, Explain in Narrative	7	0	0	0	0	0	0	1	0	0
Unknown	1	0	0	0	0	0	0	1	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	912	1	77	1	11	8	20	499	109	141
Debris	1	0	0	0	0	0	0	1	0	0
Obstruction in Roadway	3	0	0	0	0	0	0	1	1	0
Worn, Travel-Polished Surface	1	0	0	0	0	0	0	1	0	1
Work Zone	11	0	3	0	0	2	2	5	2	2
Other, Explain in Narrative	101	0	1	2	2	0	2	31	11	1
Unknown	648	0	32	0	3	6	9	262	45	45

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	882	1	71	2	6	6	12	418	70	134
Stop Sign	41	0	5	1	2	0	3	27	2	3
Flashing Signal	4	0	0	0	0	0	0	3	1	0
Yield Sign	176	0	11	0	0	1	1	81	4	23
Other Sign	64	0	1	0	1	1	2	27	8	2
School Zone Sign/Device	2	0	0	0	0	0	0	1	1	0
No Controls	432	0	25	0	7	8	15	212	76	24
Person	3	0	0	0	0	0	0	0	0	0
Other, Explain in Narrative	16	0	0	0	0	0	0	8	3	1
Unknown	9	0	0	0	0	0	0	2	1	2
Unknown	48	0	0	0	0	0	0	21	2	1

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	617	0	99	3	15	13	29	283	63	113
Curve Left	2	0	0	0	0	0	0	1	1	2
Curve Right	116	0	10	0	0	1	1	71	5	32
Unknown	942	1	4	0	1	2	3	445	99	43

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

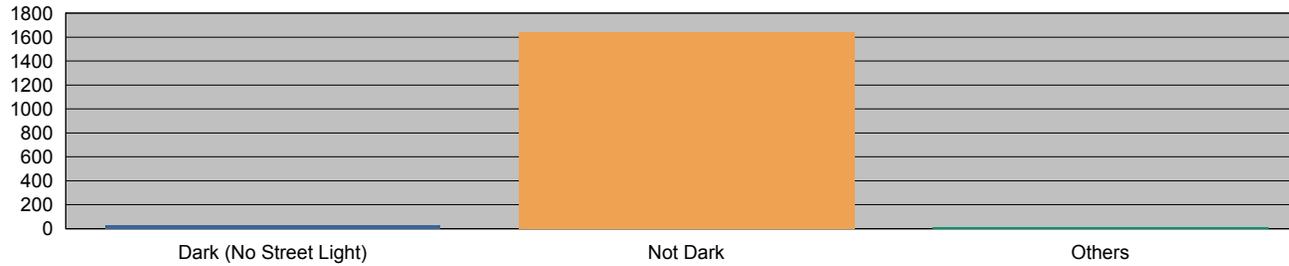
Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	1,328	1	71	2	13	10	24	646	129	132
Dark-Lighted	239	0	39	1	3	4	7	101	22	45
Dusk	57	0	2	0	0	0	0	24	5	11
Dawn	18	0	0	0	0	0	0	13	5	2
Dark-Not Lighted	26	0	1	0	0	2	2	12	6	0
Unknown	9	0	0	0	0	0	0	4	1	0

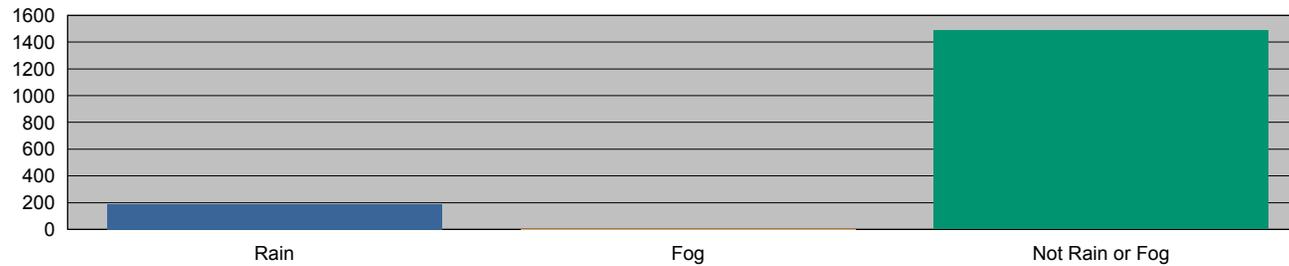


Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	1,235	0	85	3	13	16	30	615	129	148
Cloudy	242	0	17	0	2	0	2	107	18	23
Fog, Smog, Smoke	5	0	0	0	0	0	0	3	1	0
Rain	186	1	11	0	1	0	1	72	20	18
Other, Explain in Narrative	9	0	0	0	0	0	0	3	0	1



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/04/2005 to 07/13/2020	1,677	1	113	3	16	16	66	13	49	10	30	33	800	168	190

Located Crashes

Area	Crashes	Fatalities	Injuries
E NAPLES	1	0	0
N NAPLES	20	0	3
NAPLES	92	0	35
No Data	556	0	14
NORTH NAPLES	934	0	52
UNINCORPORATED	74	1	9
Totals:	1677	1	113

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
Totals:			



Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

- 1. Name of Project **(ITS) Fiber Optic and FPL Infrastructure Improvement**
- 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 implement FPL power and Fiber Optics Network Connectivity to midblock ITS devices, such as Vehicle Traffic Count Systems and midblock PTZ Cameras on Collier County roadways.

6. Amount of CMC/ITS SU Box funds being requested **\$ 830,000** Estimated Total Project Cost **\$ 830,000** If SU Box funds are not requested, what funding source would be most appropriate?

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 or reduce the scope.

8. Anticipated time to complete the project **24 months**

9. Does this project require the acquisition of Right-of-Way? YES NO

10. Is this project on a congested corridor? Identify the corridor. YES NO

The project will be located on various locations on the following corridors:

- 1) **Airport-Pulling Rd**
- 2) **Collier Blvd**
- 3) **Golden Gate Blvd**
- 4) **Golden Gate Pkwy**
- 5) **Goodlette Frank Rd**
- 6) **Immokalee Rd**

- 7) Lake Trafford Rd
- 8) Livingston Rd
- 9) Oil Well Rd
- 10) Pine Ridge Rd
- 11) Radio Rd
- 12) Rattlesnake Hammock Rd
- 13) Santa Barbara Rd
- 14) Vanderbilt Beach Rd
- 15) Logan Blvd
- 16) Randall Blvd
- 17) Everglades Blvd
- 18) Wilson Blvd
- 19) Bayshore Dr

11. Does this project address a documented safety problem? Explain. YES NO

The County currently uses radio and wireless technologies to provide network connectivity for our Vehicle Traffic Count Stations. These technologies have not proven to be stable and require staff to be at risk on the Right of Way tending to these devices.

12. Does this project address a strategy listed on the implementation matrix? YES NO

13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES NO

14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES NO

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES. (If project is funded, you will be expected to provide data to the MPO with 2 years and 5 years of construction/implementation for performance measures selected.)

1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

This project will improve network communication between roadside ITS devices and the Traffic Management Center across some 162 linear miles of the most travelled County roadways.

2. Transit Travel – Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance

-
3. Pedestrian/Bicycle Facilities – Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes
 - b. Linear miles of connector sidewalks on arterial roadways
 - c. Linear miles of Shared Use paths adjacent to roadways

This project will improve network communication between roadside ITS devices and the Traffic Management Center across some 162 linear miles of the most travelled County roadways.

- 1) Airport Rd – approximately 10 miles
- 2) Collier Blvd – approximately 22 miles
- 3) Golden Gate Blvd – approximately 11 miles
- 4) Golden Gate Pkwy – approximately 15 miles
- 5) Goodlette Frank Rd – approximately 10 miles
- 6) Immokalee Rd – approximately 31 miles
- 7) Livingston Rd – approximately 11 miles
- 8) Oil Well Rd – Approximately 16 miles
- 9) Pine Ridge Rd – approximately 10 miles
- 10) Radio Rd – approximately 5 miles
- 11) Rattlesnake Hammock – approximately 4 miles
- 12) Santa Barbara Blvd – approximately 7 miles
- 13) Vanderbilt Beach Rd – approximately 10 miles
- 14) Logan Blvd – approximately 2 miles

- 15) Randall Blvd – approximately 3 miles
- 16) Everglades Blvd – approximately 9 miles
- 17) Wilson Blvd – approximately 4 miles
- 18) Bayshore – approximately 1 mile

4. Goods Movement – Describe how project addresses one or more of the following performance measures:
- a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0
 - b. Number of crashes involving heavy vehicles/trucks
-

5. Safety– Describe how project addresses one or more of the following performance measures:
- a. Total crashes
 - b. Motor vehicle severe injury crashes
 - c. Motor vehicle fatal crashes
 - d. Pedestrian and bicycle severe injury and fatal crashes

This project will address staff safety in the maintenance of roadside ITS devices.

6. TDM– Describe how project addresses one or more of the following performance measures:
- a. Number of people registered in the FDOT Commute Connector database that have an origin in Collier County
-
-
-
-

7. Accessibility– Describe how project addresses one or more of the following performance measures:
- a. Share of regional jobs within ¼ mile of transit
 - b. Share of regional households within ¼ mile of transit
-
-
-
-

8. Incident Duration– Describe how project addresses one or more of the following performance measures:
- a. Mean time for responders to arrive on scene after notification

b. Mean incident clearance time

c. Road Ranger stops

9. Customer Service– Describe how project addresses one or more of the following performance measures:

a. Report on nature of comments/responses and customer satisfaction



Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

- 1. Name of Project ITS Vehicle Detection Update/Installation at Signalized Intersections in 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 purpose of this project is to upgrade the County’s Vehicle Detection System at signalized intersections on Collier County arterials, using the latest Intelligent Transportation System (ITS) technologies. Vehicle detectors inform traffic signal controllers of the presence of motorized vehicles and bicycles at a signalized intersection, mitigate congestion, and promote the efficient flow of vehicle traffic along municipal roadways.

6. Amount of CMC/ITS SU Box funds being requested \$ 991,100 Estimated Total Project Cost \$ 991,100 If SU Box funds are not requested, what funding source would be most appropriate?

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

10. Is this project on a congested corridor? Identify the corridor. YES NO

Immokalee Rd, Airport-Pulling Rd, Collier Blvd, Goodlette Frank Rd, Golden Gate Pkwy, Golden Gate Blvd, Livingston Rd, Oil Well Rd, Pine Ridge Rd, Vanderbilt Beach Rd, Santa Barbara Rd, Rattlesnake Hammock Rd.

11. Does this project address a documented safety problem? Explain. YES NO

Will provides better detection, reduce the likelihood of vehicles breaching intersections when they are skipped due to detector malfunctions.

12. Does this project address a strategy listed on the implementation matrix? YES NO
13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES NO
14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES NO
-

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES. (If project is funded, you will be expected to provide data to the MPO with 2 years and 5 years of construction/implementation for performance measures selected.)

1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

The requested percentages in items “a.” and “b.” are not applicable to this proposal see signalized intersection list in Addendum “A”. The 73 signalized intersections in this proposal are specific locations across County arterials.

2. Transit Travel – Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance
-

3. Pedestrian/Bicycle Facilities – Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes
 - b. Linear miles of connector sidewalks on arterial roadways
 - c. Linear miles of Shared Use paths adjacent to roadways

4. Goods Movement – Describe how project addresses one or more of the following performance measures:
- a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0

- b. Number of crashes involving heavy vehicles/trucks
-

5. Safety– Describe how project addresses one or more of the following performance measures:

- a. Total crashes
- b. Motor vehicle severe injury crashes
- c. Motor vehicle fatal crashes
- d. Pedestrian and bicycle severe injury and fatal crashes

This project promotes vehicle and pedestrian safety through improved detection across County arterials

6. TDM– Describe how project addresses one or more of the following performance measures:

- a. Number of people registered in the FDOT Commute Connector database that have an origin in Collier County

7. Accessibility– Describe how project addresses one or more of the following performance measures:

- a. Share of regional jobs within ¼ mile of transit
- b. Share of regional households within ¼ mile of transit

8. Incident Duration– Describe how project addresses one or more of the following performance measures:

- a. Mean time for responders to arrive on scene after notification
- b. Mean incident clearance time
- c. Road Ranger stops

9. Customer Service– Describe how project addresses one or more of the following performance measures:

- a. Report on nature of comments/responses and customer satisfaction

ADDENDUM “A”

ITS Vehicle Detection Update at Signalized Intersections in Collier County

Project Scope:

Although, Collier County Traffic Operations utilizes several types of vehicle detection to include, video detection, inductive loops, and radar sensors. We are currently looking to update our 292 video detection cameras at 73 signalized intersections. This is to further develop a state-of-the-art ITS infrastructure and better position the County for the introduction of future technologies. Traffic Operations continues to test various detection systems by various manufacturers to ensure these meet our requirements and function as advertised. The updated infrastructure will provide vehicle detection, vehicle traffic and turning movement counts, and allow for real-time configuration, monitoring and troubleshooting of these ITS devices, through the network from the Traffic Management Center (TMC).

The County’s current video detection system dates to 2007 with failing part having been replaced in 2016. Additionally considering, weather conditions in southwest Florida, these systems are in desperate need of upgrading due to age, system failures and continued development in detection technologies. We are requesting a Grant in the amount of \$991,000 for this project.

Amount Requested and Estimated Total Project Cost:

Description	Total Cost
Detection Camera	\$635,100
Accessories	\$146,000
Software Application	\$25,000
Servers	\$30,000
Disk Storage	\$25,000
Licenses	\$15,000
Installation and Configuration	\$40,000
Maintenance – 5 years	\$75,000
TOTAL	\$991,000

Estimated Project Duration:

24 months

The project plan is to purchase and deploy vehicle detection camera systems at the signalized intersections on Collier County roadways, in the table below, to manage congestion.

- 2 Airport Pulling Rd at Golden Gate Pkwy
- 3 Airport Pulling Rd at Immokalee Rd
- 4 Airport Pulling Rd at J& C Blvd/Fountainview Cir
- 5 Airport Pulling Rd at Pine Ridge Rd
- 6 Airport Pulling Rd at Vanderbilt Beach Rd
- 7 Collier Blvd at Business Cir S
- 8 Collier Blvd at City Gate Dr/ Magnolia Pond Dr
- 9 Collier Blvd at Crystal Lake Dr/Oak Ridge MS
- 10 Collier Blvd at Grand Lely Dr/Veronawalk Blvd
- 11 Collier Blvd at Lely Cultural Pkwy
- 12 Collier Blvd at Rattlesnake Hammock Rd
- 13 Collier Blvd at Tree Farm Rd
- 14 Collier Blvd at Vanderbilt Beach Rd
- 15 Golden Gate Blvd @ Big Cypress ES
- 16 Golden Gate Blvd at Max Hasse Park
- 17 Golden Gate Pkwy at Coronado Pkwy
- 18 Golden Gate Pkwy at Goodlette Frank Rd
- 19 Golden Gate Pkwy at Livingston Rd
- 20 Golden Gate Pkwy at Santa Barbara Blvd
- 21 Goodlette Frank Rd at 22nd Ave N
- 22 Goodlette Frank Rd at Granada Blvd/Moorings Park Dr
- 23 Goodlette Frank Rd at Immokalee Rd
- 24 Goodlette Frank Rd at Ohio Dr
- 25 Goodlette Frank Rd at Orange Blossom Dr
- 26 Goodlette Frank Rd at Pine Ridge Rd
- 27 Goodlette Frank Rd at Solana Rd
- 28 Goodlette Frank Rd at Vanderbilt Bch Rd
- 29 Goodlette Frank Rd at Wilderness Dr
- 30 Green Blvd at Sunshine Blvd
- 31 Immokalee Rd at Gulf Coast HS/Dancing Wind Ln
- 32 Immokalee Rd at Lakeland Ave/The Lane
- 33 Immokalee Rd at Laurel Oaks ES/Preserve Ln
- 34 Immokalee Rd at Livingston Rd
- 35 Immokalee Rd at Logan Blvd
- 36 Immokalee Rd at Northbrooke Dr/Tarpon Bay Blvd
- 37 Immokalee Rd at Oil Well Rd
- 38 Immokalee Rd at Orange Tree Blvd
- 39 Immokalee Rd at Palm River Blvd/Parnu St
- 40 Immokalee Rd at Randall Blvd/4th St NE
- 41 Immokalee Rd at Strand Blvd/Juliet Blvd
- 42 Immokalee Rd at Valewood Dr
- 43 Immokalee Rd at Wilson Blvd4
- 44 Livingston Rd at Grey Oaks Blvd E/Wyndemere Way
- 45 Livingston Rd at Orange Blossom Dr
- 46 Livingston Rd at Osceola Trail/Sable Ridge Way
- 47 Livingston Rd at Pine Ridge Rd

- 48 Livingston Rd at Vanderbilt Beach Rd
- 49 Livingston Rd at Veterans Memorial Blvd
- 50 Naples Blvd at Hollywood Blvd
- 51 Oil Well Rd at Corkscrew ES/MS
- 52 Oil Well Rd at Everglades Blvd
- 53 Oil Well Rd at Palmetto Ridge HS/Victory Ln
- 54 Pine Ridge Rd at Naples Blvd
- 55 Pine Ridge Rd at Pine Ridge Crossing
- 56 Pine Ridge Rd at Whipoorwill Ln/Kramer Dr
- 57 Radio Rd at San Marcos Blvd
- 58 Radio Rd at Santa Barbara Blvd
- 59 Rattlesnake Hammock Rd at Grand Lely Dr/Skyway Dr
- 60 Rattlesnake Hammock Rd at Saint Andrews Blvd/Santa Barbara Blvd
- 61 Santa Barbara Blvd at Berkshire Pines Rd/Devonshire Blvd
- 62 Santa Barbara Blvd at Calusa Park ES
- 63 Santa Barbara Blvd at Prince Andrew Blvd/Recreation Ln
- 64 Seagate Dr at Myra Janco Daniels Blvd/West Blvd
- 65 Vanderbilt Beach Rd at Island Walk Blvd
- 66 Vanderbilt Beach Rd at Logan Blvd
- 67 Vanderbilt Beach Rd at Oakes Blvd
- 68 Vanderbilt Beach Rd at Strada Pl
- 69 Vanderbilt Beach Rd at Vanderbilt Dr
- 70 Vanderbilt Beach Rd at Village Walk Cir/Wilshire Lakes Blvd
- 71 Vanderbilt Beach Rd at Vineyards Blvd
- 72 Vanderbilt Dr at 111th Ave N/ Bluebill Ave
- 73 Vanderbilt Dr at Wiggins Pass Rd



Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

- 1. Name of Project (ITS) ATMS Retiming of Arterials
- 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 implement signal retiming at 39 intersections depicted in Addendum "A", The work will entail, conducting vehicle traffic counts, the development and implementation of timing plans and the deployment of necessary technologies, required to ensure optimum intersection performance. The work will also include a before and after snapshot of the project arterials.

6. Amount of CMC/ITS SU Box funds being requested \$ 698,000 Estimated Total Project Cost \$ 698,000 If SU Box funds are not requested, what funding source would be most appropriate?

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 or reduce the scope.

8. Anticipated time to complete the project 24 months

9. Does this project require the acquisition of Right-of-Way? YES NO

10. Is this project on a congested corridor? Identify the corridor. YES NO

The project will be located on various locations on the following corridors:

- 1) Airport Road
- 2) Vanderbilt Beach Road
- 3) Livingston Road
- 4) Golden Gate Parkway
- 5) Davis Road
- 6) Santa Barbara Boulevard

11. Does this project address a documented safety problem? Explain. YES NO

The County currently uses radio and wireless technologies to provide network connectivity for our Vehicle Traffic Count Stations. These technologies have not proven to be stable and require staff to be at risk on the Right of Way tending to these devices.

12. Does this project address a strategy listed on the implementation matrix? YES NO

13. Does this project maintain concurrency with FDOT Regional ITS architecture? YES NO

14. Does this project promote one or more multi-modal solutions by advancing recommendations from an adopted MPO study? Please identify. YES NO

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH EXPLANATION OF HOW IT APPLIES. (If project is funded, you will be expected to provide data to the MPO with 2 years and 5 years of construction/implementation for performance measures selected.)

1. Travel Demand - Describe how the project addresses one or more of the following Performance Measures:
- a. Percent of roadway miles by volume to capacity (V/C) ratio
 - b. Percent of vehicle miles traveled by volume to capacity (v/c) ratio
 - c. Number of signalized intersections connected to ATMS

This project will improve travel times on the selected arterials.

2. Transit Travel – Describe how the project addresses one or more of the following performance measures:
- a. Average bus route service frequency and number of routes
 - b. Passenger trips (annual ridership)
 - c. Passenger trips per revenue hour
 - d. Transit on time performance

3. Pedestrian/Bicycle Facilities – Describe how project addresses one or more of the following Performance Measures:
- a. Centerline miles of bicycle lanes

- b. Linear miles of connector sidewalks on arterial roadways
- c. Linear miles of Shared Use paths adjacent to roadways

This project will enhance the flow of traffic for vehicles, bicyclists and pedestrians, through the optimization of traffic signals in the selected corridors.

Bay Shore

- 4. Goods Movement – Describe how project addresses one or more of the following performance measures:
 - a. Vehicle miles traveled (VMT) on designated truck routes with V/C greater than 1/0
 - b. Number of crashes involving heavy vehicles/trucks
-

- 5. Safety– Describe how project addresses one or more of the following performance measures:
 - a. Total crashes
 - b. Motor vehicle severe injury crashes
 - c. Motor vehicle fatal crashes
 - d. Pedestrian and bicycle severe injury and fatal crashes

This project will address staff and motorist safety through the reduction in congestion.

- 6. TDM– Describe how project addresses one or more of the following performance measures:
 - a. Number of people registered in the FDOT Commute Connector database that have an origin in Collier County
-
-
-
-

- 7. Accessibility– Describe how project addresses one or more of the following performance measures:
 - a. Share of regional jobs within ¼ mile of transit
 - b. Share of regional households within ¼ mile of transit
-
-
-
-

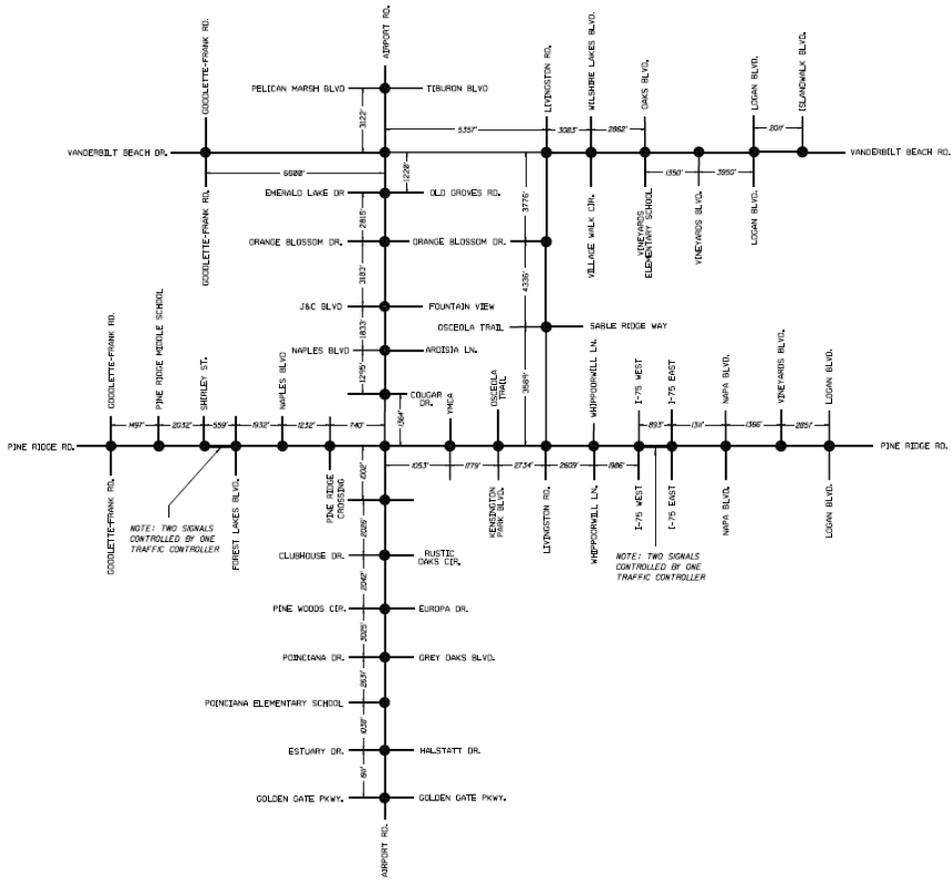
- 8. Incident Duration– Describe how project addresses one or more of the following performance measures:
 - a. Mean time for responders to arrive on scene after notification

b. Mean incident clearance time

c. Road Ranger stops

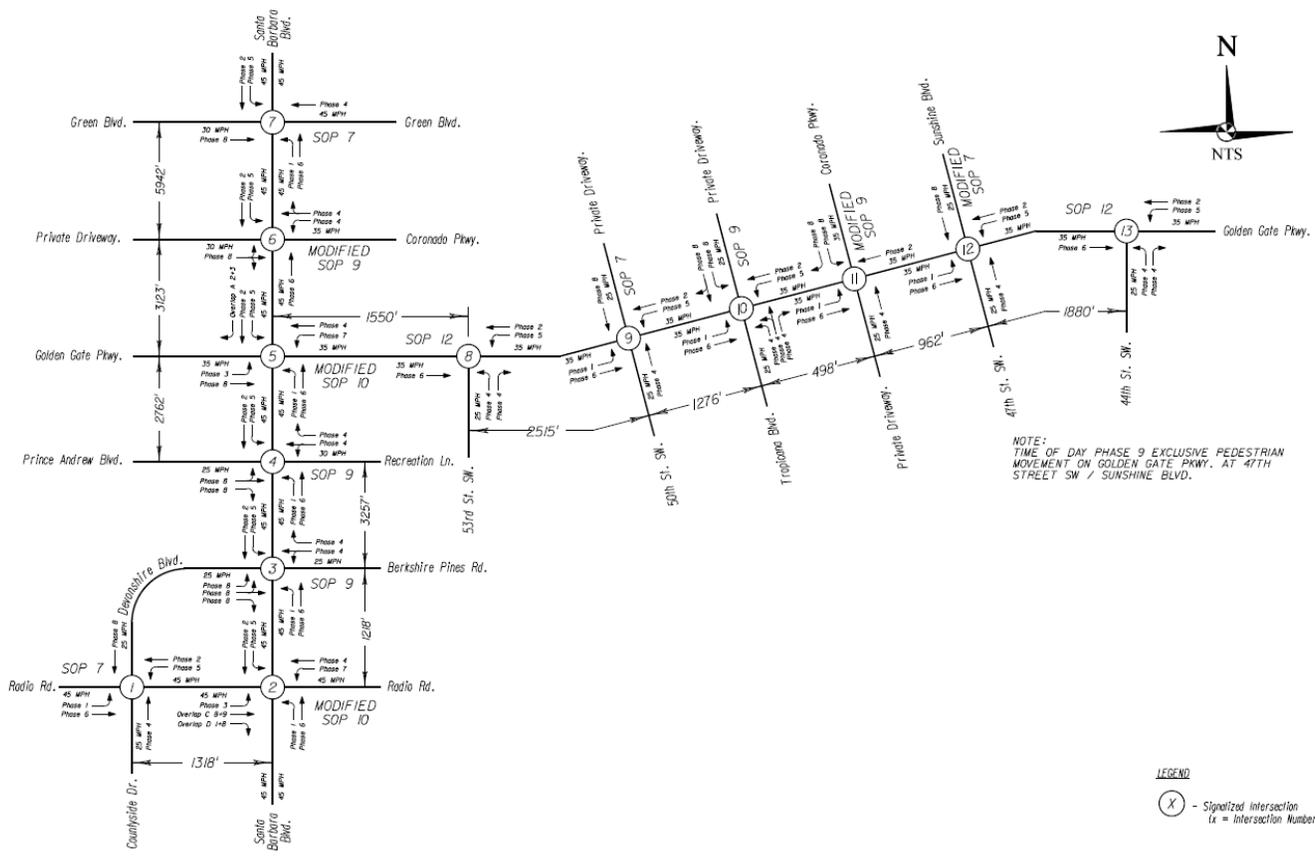
9. Customer Service– Describe how project addresses one or more of the following performance measures:

a. Report on nature of comments/responses and customer satisfaction



LEGEND
 ● - Signalized Intersection





NOTE:
 TIME OF DAY PHASE 9 EXCLUSIVE PEDESTRIAN
 MOVEMENT ON GOLDEN GATE PKWY. AT 47TH
 STREET SW / SUNSHINE BLVD.

LEGEND
 (X) - Signalized Intersection
 (x) = Intersection Number

Item 7A - Attachment 6

CMS/ITS Project Eligibility and Cost

9/16/20 CMC Meeting

CHECK ALL THAT APPLY

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Eligibility Question #7 Technical or Monetary Local Contributions. CHECK BOX IF YES	Eligibility Question #9. Project require the acquisition of ROW. CHECK BOX IF NO	Eligibility Question #10. Project on a congested corridor. CHECK BOX IF YES	Eligibility Question #11. Project address a documented safety problem. CHECK BOX IF YES	Eligibility question #12. Project address a strategy listed on the implementation matrix. CHECK BOX IF YES	Eligibility Question #13. Project maintain concurrency with FDOT Regional ITS Architecture. CHECK BOX IF YES	Eligibility Question #14. Project promote one or more multimodal solutions by advancing recommendatins from an adopted MPO study. CHECK BOX IF YES	Estimated Total Funding Request	Phase	Submitting Agency Subtotals
1	91st Ave N (Construction of a 5' wide sodewalk along the south side of the road)	Collier County		X	X	X	X		X	\$ 500,000	PE & CST	\$ 500,000
2	Vanderbilt Beach Road Corridor Study	Collier County		X	X	X	X	X	X	\$ 300,000	PE & CST	\$ 300,000
3	ITS Fiber Optic and FPL Power Infrastructure - 13 locations	Collier County		X	X	X	X	X		\$ 830,000	CST	\$ 830,000
4	ITS Vehicle Detection Update/Installation at Signalized Intersections in Collier County	Collier County	X	X	X	X	X	X		\$ 991,100	CST	\$ 991,100
5	ITS ATMS Retiming of Arterials	Collier County	X	X	X	X	X	X		\$ 698,000	CST	\$ 698,000
Total Amount Requested										\$ 3,319,100		\$ 3,319,100
Total Available										\$ 4,134,000		
Amount Remaining										\$ 814,900		

EXECUTIVE SUMMARY
Committee Presentation
Item 8A

FDOT Update on Current Project Development & Environmental (PD&E) Studies

OBJECTIVE: For the committee to receive a presentation from FDOT on current PD&E Studies.

CONSIDERATIONS: Jennifer Marshall, P.E., FDOT Environmental Administrator in Environmental Management, will present an update on a number of current PD&E Studies:

- 417540-1: SR 29 from Oil Well Road to SR 82
- 434490-1: SR 29 from I-75 to Oil Well Road
- 435110-1: CR 887 US 41 to Lee County Line
- 435368-1: CR 846 Immokalee at Randall

STAFF RECOMMENDATION: That the committee receives a presentation from FDOT on current PD&E Studies.

Prepared By: Anne McLaughlin, MPO Director

Attachment 1: FDOT Presentation



Collier MPO PD&E Study Status Update (Aug/Sept 2020)

Jennifer Marshall, PE
District Environmental Administrator



District 1 PD&E Study Status (as of August 2020)

Project	FDOT PM	Status
417540-1:SR 29 from Oil Well Road to SR 82	Jennifer Marshall*	PD&E ongoing. Coordinating with US Fish & Wildlife Service for species.
434490-1:SR 29 from I-75 to Oil Well Road	Jennifer Marshall*	PD&E ongoing. Alternatives development and analysis in progress. Environmental Advisory Group Meeting #2 scheduled for Fall 2020.
435110-1:CR 887 US 41 to Lee County Line	Steven Andrews	PD&E ongoing. Alternatives development and analysis in progress.
435368-1:CR 846 Immokalee at Randall	David Turley	PD&E ongoing. In review with FDOT Office of Environmental Management for approval.

* Denotes lead for FDOT project management team

EXECUTIVE SUMMARY
Committee Presentation
Item 8B

Reporting on Travel Time, Congestion Management Performance Measures – Two Vendors

OBJECTIVE: For the committee to receive presentations from two vendors – ITERIS and Urban SDK – on Reporting on Travel Time and other Congestion Management Performance Measures

CONSIDERATIONS: The MPO is required to report on congestion management system-related performance measures and demonstrate how performance is taken into account when identifying project priorities in the Long Range Transportation Plan and the Transportation Improvement Program.

Two vendors – ITERIS and Urban SDK – will each give a brief presentation on the real-time reporting services they offer.

STAFF RECOMMENDATION: For the Committee to receive presentations from two vendors – ITERIS and Urban SDK – on Reporting on Travel Time and other Congestion Management Performance Measures

Prepared By: Anne McLaughlin, MPO Director