



# AGENDA BPAC

## Bicycle Pedestrian Advisory Committee ZOOM VIRTUAL MEETING

Meeting ID:

Password:

Please click [here](#) to be directed to the Zoom website, or you may dial in at 1-646-876-9923

**September 15, 2020**

**9:00 a.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of the August 18, 2020 Meeting Minutes
5. Open to the Public for Comment on Items not on the Agenda
6. Agency Updates
  - A. FDOT
  - B. MPO
7. Committee Action
  - A. Endorse Amendment to Committee Bylaws
  - B. Review and Comment on 2045 Long Range Transportation Plan Draft Cost Feasible Plan (CFP) Roadway Network, Draft Chapter 4 System-wide Needs Assessment
8. Reports & Presentations (May Require Committee Action)
9. Member Comments
10. Distribution Items
11. Next Meeting Date

October 20, 2020 – 9:00 a.m.  
TBD whether will be virtual or in-person
12. Adjournment

### PLEASE NOTE:

*This meeting of the Bicycle & Pathways Advisory Committee (BPAC) to 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 by 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 Executive Director 14 days prior to the date of the next scheduled meeting of the BPAC. 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) 252-5814. 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 Ms. Anne McLaughlin at (239) 252-5884 or by writing to her at 2885 South Horseshoe Dr., Naples, FL 34104.*

**BICYCLE & PEDESTRIAN ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION**

**Virtual Meeting via ZOOM platform**

**August 18, 2020 ---- 9:00 A.M.**

**Meeting Minutes**

**1. Call to Order**

**Mr. Bonness** called the meeting to order at 9:06 a.m.

**2. Roll Call**

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

Members Present

Joe Bonness, Chair  
Anthony Matonti, Vice-Chair  
Alan Musico, At-Large  
Andrea Halman, At-Large  
Patty Huff, At-Large  
Kim Jacob, At-Large  
Dayna Fendrick, At-Large  
Susan Sonnenschein, At-Large

Members Absent

Dr. Mort Friedman, At-Large  
David Driapsa, At-Large  
Larry Smith, At-Large

MPO Staff

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

Others Present

Victoria Peters, FDOT  
Deborah Chesna, FDOT  
Lorraine Lantz, Collier County Transportation Planning/TAC Chair  
Eric Ortman, Blue Zones Project  
Valerie Nowotnick, Minute Taker

**3. Approval of the Agenda**

*Ms. Halman moved to approve the agenda. Second by Ms. Huff. Carried unanimously.*

**4. Approval of the May 19, 2020 Meeting Minutes**

*Ms. Fendrick moved to approve the May 19, 2020 minutes. Second by Ms. Halman. Carried unanimously.*

**5. Open to the Public for Comment on Items Not on the Agenda**

**Mr. Ortman** – update from Blue Zones re: Bike To Work Day. September 22, 2020. Discussed various stops and activities at each stop location.

**6. Agency Updates**

**A. FDOT**

**Ms. Peters** - Working diligently and vetting the priority projects. Trying to get them into the next cycle of the upcoming work program. Draft tentative may be issued in November or December. **Ms. Chesna** – discussed statewide continuous count program. Certain counties chosen to put continuous counter on trails to assist in counting pedestrians using facilities. Two per district – possibly more once program is updated and are based on safety. Collier County is not on list but that signifies not high crash rates. Can put suggestions on FDOT website. SunTrail is also soliciting for projects in fall – open in September and will close in December. **Mr. Bonness** – are other municipalities and counties considered in bike/ped statistics. **Ms. Chesna** – will get info and report back. Brief discussion regarding locations of other counters within region. **Ms. Huff** – can 2-mile gap be submitted for upcoming SunTrail project. **Ms. McLaughlin** – Collier County would need to agree to sign the FDOT maintenance agreement before the MPO can finalize a submittal. In the past, has worked with Trinity Scott (FDOT) on issue. Collier County has specific concerns with the wording of the maintenance agreement. Discussion among members and FDOT representatives regarding how to move forward on getting support from Collier County to move forward.

**B. MPO Executive Director**

**Ms. McLaughlin** – working on Long Range Transportation Plan. Opportunities to get involved if interested. Wiki map loaded on LRTP page of the website to receive suggestions. First draft available of needs plan. Just finished certification review with FDOT, FHWA, etc. They commented that the 2040 LRTP was not sufficiently multimodal. So we need to broaden the reviewers and solicit more suggestions to enhance the multimodal aspect of the 2045 LRTP.. Also acknowledged proposal from safety coalition involving bike/ped safety education for drivers and riders. Blue Zones is leading charge. Naples Pathways Coalition is also involved. Local Road Safety Plan is close to being published and recommends formation of coalition pertaining to safety education. Will update committee once proposal is more closely reviewed. **Ms. Halman** – have other committees met during summer months to discuss the Long Range Transportation Plan. **Ms. McLaughlin** – CAC and TAC committees have met to assist with development of Needs and Cost Feasible roadway networks for modeling. Will share future meeting notices.

**7. Committee Action**

## **A. Review and Comment on Collier County FY20-25 Resurfacing Plan**

**Ms. McLaughlin** – reviewed comments that were provided at May meeting. Discussed attachments in agenda packet. Commented on conversation with Tony Khawaja, Traffic Operations Director and Chair of the Congestion Management Committee (CMC) concerning repaving plan in response to **Mr. Bonness** comments. Also mentioned narrowing vehicular lanes to expand cycle lanes. County does not support lower than 11 ft. in width due to commercial traffic, busses, etc. utilizing roads. However, FDOT is reducing lane width to 10 ft on US 41 near Davis Blvd. and Shadowlawn, County will monitor to see if successful. Discussed lane markings for bike lanes as a way to preserve them; if there is insufficient right-of-way at intersections, may not have sufficient room to incorporate bike lanes whether signed or not. Everglades Blvd. widening project – do not have answer on bike lanes. County standard is to include shoulders on rural roads. Modifications to establish bike lanes would have to be specifically requested as bike/ped project due to need for increased funding. **Mr. Bonness** – often shoulders are paved larger than required. **Ms. McLaughlin** – discussed remaining projects on list pertaining to bike lane construction. **Ms. Lantz** – new road projects are incorporating design features for right-of-way. Collier County is considering all suggestions and determining feasibility to add onto current repaving plan and future construction projects. Extensive discussion with committee members as to projects being reviewed and considered for bike/ped lanes to be added into construction.

## **B. Update on 2020 Bike/Ped Project Priorities and Reconsideration of 91st Ave N Sidewalk Project**

**Ms. McLaughlin** – referenced agenda packet explanation of project. Project was dropped from bike/ped priorities list. Anticipated there would be a reconsideration of priorities such as the Freedom Park Pedestrian Bridge from a cost and feasibility standpoint, due to environmental issues and cost of mitigation. Tried to get onto Naples City Council agenda but was not successful. Councilman McCabe is supportive of project remaining on priority list. Will probably seek public involvement on overall project scope. Collier County would most likely have to manage the project because Golden Gate Parkway is a County Road. Regarding 91st Ave N Sidewalk project, Collier County Transportation Planning Division just submitted it as congestion management project. The Congestion Management Committee will review preliminary submittals in September. **Ms. Lantz** – consultant did feasibility study and recommended sidewalk on 91<sup>st</sup> Ave. Will be parallel facility to Vanderbilt Beach Road and connects to US 41. Not sure about points, ranking, or funding availability. **Mr. Musico** – if congestion management does not work out, will it be reconsidered for BPAC projects. **Ms. Lantz** – if it fits for SU money, it will be included. **Ms. Fendrick** – would bike lanes be considered as well. **Ms. Lantz** – consultant recommended sidewalk on south side only. Interaction with driveways (on north side) was a safety concern for bike lanes due to mailboxes, etc. **Ms. Chesna** – discussed choice of concrete or asphalt for bike/ped lanes. Use of amenity and connectivity are primarily considered when determining inclusion in project. Mentioning facility type would be very helpful to include in future requests. **Ms. Jacob** – congestion between Mercato and general growth in North Naples is a serious issue. Concrete is best option and encourages pedestrian rather than cars with safety as the primary factor. Lengthy discussion among members about viability of bike lanes in area, preference on concrete or asphalt materials for projects, and resubmission of 91<sup>st</sup> Avenue N. sidewalk project.



**Mr. Musico** – two comments. MPO Board making decision as to continuing 5-year rotating allocation schedule. Should we make recommendation to continue schedule. **Ms. McLaughlin** – plan is expiring. Appears to be working satisfactorily. Will need to ask the Board if they want to continue it.

***Mr. Musico** moved to make recommendation to MPO Board to continue 5-year rotating allocation schedule. **Ms. Fendrick** seconded. Carried unanimously.*

**Mr. Musico** – second item of discussion. Call for projects for approval in 2022 – applications would be due in July 2021. Call for projects came out April 1 with due date of July 31 in 2020. Not enough time to complete application. Suggested if call for projects is needed – notice should go out sooner. **Ms. McLaughlin** – notices can go out sooner but 2-step process: (1) eligibility; (2) application. Should not do application (including expenses associated with preparing application) unless eligibility is determined first. **Mr. Musico** – suggested increasing lead time and be more diligent about reviewing and approving them sooner. **Ms. Peters** – bike/ped application can be filled out ahead of time. Department uses TA funds in conjunction with SU funds. Will be a new application form in the future and it will be distributed to committee. Detailed explanation of application process and funding opportunities. Submitted through GAP system. Brief discussion on clarifying types of applications and what will be required. **Ms. Fendrick** – inquiry about call for projects already being in place for next cycle in terms of budget. **Ms. McLaughlin** – FDOT has been generous and helpful in funding construction of bike/ped projects. Using SU funds to initiate projects (design phase). FDOT has provided additional funding sources to assist with construction. **Ms. Peters** – bike/ped projects are reviewed under Transportation Alternative (TA) funds first then supplement with SU funding. Explained funding origins and application to specific transportation projects. **Ms. McLaughlin** – suggested reviewing TIP plan – funding sources for bike/ped projects have included SA, TA, TALU, DDR (state). Continued discussion regarding how funds are used, construction projects in pipeline, and how allocations are distributed.

**8. Reports & Presentations (May Require Committee Action)**

None.

**9. Members Comments**

**Ms. Huff** – Everglades City participated in certification process. Very interesting and educational.

**10. Distribution Items**

None.

**11. Next Meeting Date**

September 15, 2020 – 9:00 a.m.  
Will be virtual

12. **Adjournment**

*Mr. Bonness asked for motion to adjourn. Ms. Sonnenschein moved to adjourn. Mr. Musico seconded. Unanimous vote. The meeting was adjourned at 10:54 a.m.*

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Endorse Amendment to Committee Bylaws**

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**OBJECTIVE:** For the Committee to endorse an amendment to the Committee's Bylaws

**CONSIDERATIONS:** The MPO Director has prepared a draft amendment to the BPAC Bylaws (**Attachment 1 Track Changes, Attachment 2 Clean Version**) to bring them into conformance with the MPO Bylaws (**Attachment 3**). The draft changes have been reviewed by the County Attorney's Office.

**STAFF RECOMMENDATION:** That the Committee to endorse an amendment to the Committee Bylaws.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. BPAC Bylaws Amendment – Track Changes
2. BPAC Bylaws Amendment – Clean Version
3. MPO Bylaws

BYLAWS

for

| BICYCLE AND PEDESTRIAN ~~PATHWAYS~~ ADVISORY COMMITTEE

of

COLLIER METROPOLITAN PLANNING ORGANIZATION

**COLLIER COUNTY**  
**PATHWAY-BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**  
**BYLAWS**

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Pathways-Bicycle and Pedestrian Advisory Committee. The intent is to provide procedures and policies to assist the Pathways-Bicycle and Pedestrian Advisory committee to accomplish its purpose.

**SECTION I:       NAME**

The name of this Committee shall be the Pathways-Bicycle and Pedestrian Advisory Committee (hereinafter the "BPAC") of the Collier Metropolitan Planning Organization (hereinafter, the "MPO").

**SECTION II:       PURPOSE**

- A. The purpose of the BPAC is to provide citizen input into the ~~process of deliberation of a pathway-bicycle- and pedestrian-related issues within the community, to advise the MPO on developing a Bicycle and Pedestrian Master Plan (BPMP) that is responsive to the needs of the community, to recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation, and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.~~ motivate other concerned citizens, to make priority recommendations for pathway plans and program implementation, and to provide vision and recommendations to the development of the pathways program.
- B. The mission of the BPAC is to promote walking and bicycling as integral components of local, regional and state recreational and transportation networks.
- ~~C. The functions of the PAC shall include, but not be limited to, the following:~~
- ~~1. To provide citizen input into the deliberation of pathway related issues within the community.~~
  - ~~2. To develop a Comprehensive Pathway Plan that is responsive to the needs of the community.~~
  - ~~3. To recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment in Collier MPO's planning area.~~
  - ~~4. To make priority recommendations for pathway projects and program implementations.~~

~~5. To provide vision and recommendations regarding the development of the pathways network.~~

~~6. To review and provide comments on draft MPO planning documents and priorities for State and Federal funds in respect to the promotion of walking and bicycling activities.~~

### **SECTION III: MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT, AND TERMINATION OF MEMBERSHIP**

#### **A. Voting Members:**

The BPAC shall be composed of ~~Nine-twelve (912)~~ citizens-at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.-

#### **B. Appointment and Term of Appointment:**

1. All BPAC members are appointed by the MPO for a fixed term of two (2) years.
2. Reappointment to additional term(s) may be approved by the MPO at the written request of the BPAC member.

#### **C. Termination of Membership:**

If at any time, the MPO believes that any BPAC member is not performing his or her duties in accordance with these bylaws, the MPO may remove that member from the BPAC.

### **SECTION IV: OFFICERS, TERMS OF OFFICE, AND DUTIES**

#### **A. Officers and Terms of Office:**

1. A Chair and a Vice-Chair of the BPAC shall be elected at the first regularly scheduled meeting of each calendar year when a quorum is attained and shall hold the offices until their successors are elected.
2. Any voting member may nominate or be nominated as an officer. All elections shall be held by the majority vote of voting members present.
3. The Chair and Vice-Chair shall serve for a period of one (1) year or until a successor is elected.

4. The Chair and Vice-Chair shall be voting members of the BPAC.

**B. Chair Duties:**

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.
2. ~~The Chair is empowered to call special meetings~~The Chair and the MPO Director shall collaborate to, establish the agenda for meetings. ~~The Chair, and~~ acts as a liaison with governmental bodies and other related committees.

**C. Vice-Chair Duties**

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

**D. Absenteeism of an Officer:**

If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting.

1. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members.
2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B and C, it may recommend the removal of the Officer to the MPO.

**SECTION V: MEETINGS**

**A. Regular Meetings:**

The BPAC shall meet as often as necessary in order to meet its responsibilities. A meeting schedule shall be developed annually, endorsed by the BPAC and approved by the MPO.

**B. Special Meetings:**

Special meetings may be called by the Chair in coordination with the MPO Director with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all member agencies.

**C. Notice of Meetings:**

A minimum of seven (7) calendar days notice shall be given for regular meetings. Agendas should be sent with meeting notices and, wherever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

**D. Agendas:**

MPO staff is responsible for preparing agendas for each BPAC meeting. Members may request to place items on the tentative agenda by notification to the MPO staff. ~~Any item requiring PAC action may be brought before the Committee by any member, even though it is not on the agenda, by making a request prior to the approval of the agenda for the PAC meeting, and upon receiving a majority vote in favor of adding the item to the agenda. The PAC shall decide if action is to be taken at that meeting or at a subsequent meeting.~~

**E. Quorum:**

1. A quorum shall consist of a majority of the voting members.

~~2. In the absence of a quorum, those members present may review the agenda items and make recommendations. These recommendations may be reviewed and considered for approval by the PAC at its next meeting where there is a quorum present.~~

**F. Voting:**

An affirmative vote of a majority of the BPAC members present ~~on the active roster~~ shall be necessary in order to take any action.

**G. Public Meetings:**

All meetings of the BPAC are open to the public and all activities of the BPAC are subject to the Florida Government in the Sunshine Law, Chapter 286, *Florida Statutes*, commonly known as the Sunshine Law.

**H. Parliamentary Procedures:**

Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.

**I. Staff**

1. The MPO shall provide the BPAC with sufficient staff support and resources to enable it to fulfill its responsibilities.
2. MPO staff shall manage and oversee the operations of the BPAC and assist in scheduling meetings, preparing agenda packets, and other necessary administrative duties as required by the BPAC within the limits of the resources available.



~~3.~~ Staff shall maintain the minutes and other records of the BPAC. ~~The minutes shall accurately reflect the proceedings of the PAC.~~

#### J. Attendance:

1. It is the intent and strong desire of the MPO that there be full attendance of the BPAC members at all BPAC meetings; recognizing, however, that it may be necessary for BPAC members to be absent from a meeting due to unusual or emergency circumstances. Nevertheless, full attendance at BPAC meetings is encouraged and necessary for the proper operation of the BPAC, and in furtherance thereof, the following requirements are established.
2. Any BPAC member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled BPAC meetings shall be deemed to have tendered his or her resignation from the BPAC.
3. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly fill same.
4. No BPAC member shall serve at any meetings after he/she is deemed to have tendered his/her resignation.

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## SECTION VI: AMENDMENTS

### A. Amendments:

Amendments to tThese Bylaws may be ~~endorsed~~amended by an affirmative vote of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the BPAC. All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws ~~will become effective upon are subject to approval~~endorsement by the Collier MPO.

### B. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously adopted by the ~~Pathways-Bicycle and Pedestrian~~ Advisory Committee.

### C. Effective Date:

These Bylaws for the ~~Pathways-Bicycle and Pedestrian~~ Advisory Committee of the Collier County Metropolitan Planning Organization ~~are were~~ hereby ~~adopted~~endorsed in an open session with a quorum present and voting on ~~November 3, 2014~~ Date TBD by the ~~PathwaysBicycle and Pedestrian~~ Advisory Committee and subsequently adopted by the Collier Metropolitan Planning Organization on ~~December 12, 2014~~ Date TBD.

Commented [T2]: To be filled in.

**PATHWAY-BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

By: \_\_\_\_\_

~~Dayna Fendrick~~ Joe Bonness  
BPAC Chair

**COLLIER COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

By: \_\_\_\_\_

Councilwoman ~~Sam J. Saad, III~~ Elaine Middelstaedt, Esq.  
MPO Chair

Attested by: \_\_\_\_\_

~~Lucilla Ayer, AICP~~ Anne McLaughlin  
MPO Executive Director

**COLLIER COUNTY ATTORNEY**

By: \_\_\_\_\_

Scott R. Teach  
Deputy County Attorney

BYLAWS  
for  
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE  
of  
COLLIER METROPOLITAN PLANNING ORGANIZATION

# **COLLIER COUNTY BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE BYLAWS**

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Advisory Committee. The intent is to provide procedures and policies to assist the Bicycle and Pedestrian Advisory committee to accomplish its purpose.

## **SECTION I: NAME**

The name of this Committee shall be the Bicycle and Pedestrian Advisory Committee (hereinafter the "BPAC") of the Collier Metropolitan Planning Organization (hereinafter, the "MPO").

## **SECTION II: PURPOSE**

- A. The purpose of the BPAC is to provide citizen input into the deliberation of bicycle- and pedestrian-related issues within the community, to advise the MPO on developing a Bicycle and Pedestrian Master Plan (BPMP) that is responsive to the needs of the community, to recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation, and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.
- B. The mission of the BPAC is to promote walking and bicycling as integral components of local, regional and state recreational and transportation networks.

## **SECTION III: MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT, AND TERMINATION OF MEMBERSHIP**

### **A. Voting Members:**

The BPAC shall be composed of twelve (12) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

### **B. Appointment and Term of Appointment:**

1. All BPAC members are appointed by the MPO for a fixed term of two (2) years.
2. Reappointment to additional term(s) may be approved by the MPO at the written request of the BPAC member.

**C. Termination of Membership:**

If at any time, the MPO believes that any BPAC member is not performing his or her duties in accordance with these bylaws, the MPO may remove that member from the BPAC.

**SECTION IV: OFFICERS, TERMS OF OFFICE, AND DUTIES**

**A. Officers and Terms of Office:**

1. A Chair and a Vice-Chair of the BPAC shall be elected at the first regularly scheduled meeting of each calendar year when a quorum is attained and shall hold the offices until their successors are elected.
2. Any voting member may nominate or be nominated as an officer. All elections shall be held by the majority vote of voting members present.
3. The Chair and Vice-Chair shall serve for a period of one (1) year or until a successor is elected.
4. The Chair and Vice-Chair shall be voting members of the BPAC.

**B. Chair Duties:**

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.
2. The Chair and the MPO Director shall collaborate to establish the agenda for meetings. The Chair acts as a liaison with governmental bodies and other related committees.

**C. Vice-Chair Duties**

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

**D. Absenteeism of an Officer:**

If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting.

1. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members.
2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B and C, it may recommend the removal of the Officer to the MPO.

## **SECTION V: MEETINGS**

### **A. Regular Meetings:**

The BPAC shall meet as often as necessary in order to meet its responsibilities. A meeting schedule shall be developed annually, endorsed by the BPAC and approved by the MPO.

### **B. Special Meetings:**

Special meetings may be called by the Chair in coordination with the MPO Director with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all member agencies.

### **C. Notice of Meetings:**

A minimum of seven (7) calendar days notice shall be given for regular meetings. Agendas should be sent with meeting notices and, wherever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

### **D. Agendas:**

MPO staff is responsible for preparing agendas for each BPAC meeting. Members may request to place items on the tentative agenda by notification to the MPO staff.

### **E. Quorum:**

1. A quorum shall consist of a majority of the voting members.

### **F. Voting:**

An affirmative vote of a majority of the BPAC members present shall be necessary in order to take any action.

### **G. Public Meetings:**

All meetings of the BPAC are open to the public and all activities of the BPAC are subject to the Florida Government in the Sunshine Law, Chapter 286, *Florida Statutes*, commonly known as the Sunshine Law.

#### **H. Parliamentary Procedures:**

Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.

#### **I. Staff**

1. The MPO shall provide the BPAC with sufficient staff support and resources to enable it to fulfill its responsibilities.
2. MPO staff shall manage and oversee the operations of the BPAC and assist in scheduling meetings, preparing agenda packets, and other necessary administrative duties as required by the BPAC within the limits of the resources available.
3. Staff shall maintain the minutes and other records of the BPAC.

#### **J. Attendance:**

1. It is the intent and strong desire of the MPO that there be full attendance of the BPAC members at all BPAC meetings; recognizing, however, that it may be necessary for BPAC members to be absent from a meeting due to unusual or emergency circumstances. Nevertheless, full attendance at BPAC meetings is encouraged and necessary for the proper operation of the BPAC, and in furtherance thereof, the following requirements are established.
2. Any BPAC member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled BPAC meetings shall be deemed to have tendered his or her resignation from the BPAC.
3. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly fill same.
4. No BPAC member shall serve at any meetings after he/she is deemed to have tendered his/her resignation.

### **SECTION VI: AMENDMENTS**

#### **A. Amendments:**

Amendments to these Bylaws may be endorsed by an affirmative vote of the BPAC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the BPAC. All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws are subject to approval by the Collier MPO.

#### **B. Prior Agreement:**

These Bylaws supersede and replace any and all Bylaws previously adopted by the Bicycle and Pedestrian Advisory Committee.

**C. Effective Date:**

These Bylaws for the Bicycle and Pedestrian Advisory Committee of the Collier County Metropolitan Planning Organization are hereby endorsed in an open session with a quorum present and voting on September 15, 2020 by the Bicycle and Pedestrian Advisory Committee and subsequently adopted by the Collier Metropolitan Planning Organization on October 9, 2020.



**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

By: \_\_\_\_\_  
Joe Bonness  
BPAC Chair

**COLLIER COUNTY**  
**METROPOLITAN PLANNING ORGANIZATION**

By: \_\_\_\_\_  
Councilwoman Elaine Middelstaedt, Esq.  
MPO Chair

Attested by: \_\_\_\_\_  
Anne McLaughlin  
MPO Executive Director

**COLLIER COUNTY ATTORNEY**

By: \_\_\_\_\_  
Scott R. Teach  
Deputy County Attorney

**THE BYLAWS OF  
COLLIER METROPOLITAN PLANNING ORGANIZATION (MPO)**

**Section 1**                      Description of Organization

- 1.01    The Agency
- 1.02    Composition and Operation of MPO
- 1.03    Committees
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**Section 2**                      Agenda and Scheduling--Meeting and Workshops

- 2.01    Notice of Meetings and Workshops
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- 2.03    Emergency Meetings and Workshops

**Section 3**                      Amendments to Bylaws

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**Section 1**                      **DESCRIPTION OF ORGANIZATION**

**1.01    THE AGENCY**

The Collier Metropolitan Planning Organization, hereinafter referred to as the MPO, is created pursuant to Florida Statute 339.175 and operates under an Interlocal Agreement, as amended and restated dated February 26, 2015, authorized under Chapter 163 of the Florida Statutes. The parties to the interlocal agreement are Collier County, the City of Naples, the City of Marco Island, the City of Everglades City and the Florida Department of Transportation.

Creation of the MPO is for the purpose of implementing Title 23, United States Code, Section 134, and Title 49, United States Code, Sections 1602, 1603, and 1604, and Title 23, Code of Federal Regulations, Part 450, and Chapter 339.175, Florida Statutes. The MPO is created to work in cooperation with the Florida Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

**1.02    COMPOSITION AND OPERATION OF THE MPO**

The composition and operation of the MPO shall be as provided in the aforesaid

Interlocal Agreement; the officers of the MPO and their duties, and these rules may be amended as provided by said Agreement.

- A. Officers – The MPO shall elect a Chairman and a Vice Chairman of the MPO at its first meeting of the calendar year. The Chairman and Vice Chairman shall serve for a period of one (1) year or until a successor is elected. The Chairman and Vice-Chairman shall be voting members of the MPO.
- B. Chairman – The Chairman of the MPO shall call and preside at all meetings of the MPO. The Vice Chairman shall serve as Chairman in the absence of the Chairman.
- C. Agency Clerk – The staff of the MPO shall maintain the minutes and other records of the MPO. The minutes shall accurately reflect the proceedings of the MPO.
- D. Quorum – A majority of the voting members of the MPO must be present for the MPO to conduct business.
- E. Rules of Order – Except as otherwise provided in these Bylaws, Roberts Rules of Order, as revised, shall be followed as to any parliamentary procedures at all meetings.
- F. Reconsideration of Matters – Except for MPO approved contracts, any matter which has been voted upon by the MPO may be reconsidered as follows:
  - (1) By a motion to reconsider made by a member who voted with the majority if such motion is made prior to the adjournment of the meeting at which the matter was voted upon. If there were no public speakers on the item, or if all of the public speakers for the item are still present in the boardroom following a successful motion to reconsider, the MPO may elect to rehear the matter during that meeting, or direct the MPO Executive Director to place the item on the agenda for a future meeting. In the event that there were public speakers for the item, and not all of the public speakers are still present in the boardroom following a successful motion to reconsider, the MPO Executive Director shall be directed to place the item on the agenda for a future meeting.
  - (2) By a motion to reconsider made by a member who voted with the majority if such motion is made at a regular meeting following the meeting at which the matter was voted upon, but only in accordance with the following:



- (i) Where a member who voted with the majority wishes the Board to reconsider a matter after the adjournment of the meeting at which it was voted on, the member shall deliver to the MPO Executive Director a written memorandum stating that the member intends to introduce a motion to reconsider. The memorandum shall state the date of the regular meeting at which the member intends to introduce such motion, and shall be delivered to the MPO Executive Director at least six days prior to such meeting. The purpose of this requirement is to allow staff to advise the Board of the legal or other ramifications of reconsideration.
- (ii) No motion to reconsider shall be made any later than the second regular MPO meeting following the MPO Board's vote on the matter sought to be reconsidered; with the exception of where the basis for such request for reconsideration is found upon MPO's staff's presentation of newly discovered and previously unknown facts which would have been material to the MPO's consideration at the time the item was originally considered but were not known earlier despite the due diligence of MPO staff.
- (iii) Upon adoption of a motion to reconsider, the MPO Executive Director shall place the item on an agenda not later than the second regular MPO meeting following the meeting at which the motion for reconsideration was adopted.
- (iv) All parties who participated by speaking, submitting registration forms or written materials at the original meeting the item was addressed by the MPO, shall be notified by the MPO Executive Director of the date of reconsideration.
- (v) MPO approved contracts may only be reconsidered by motion made prior to the adjournment of the meeting at which the matter was voted upon notwithstanding the discovery of subsequent newly discovered facts. For purposes of this subsection, a contract is defined as an agreement that is legally binding and enforceable in a court of law.

### 1.03 COMMITTEES

There are hereby created five (5) standing committees, which shall be advisory committees to the governing board of the MPO. These advisory committees are the Technical Advisory Committee, Citizens Advisory Committee, the Bicycle

and Pedestrian Advisory Committee, the Congestion Management Committee and the Local Coordinating Board for the Transportation Disadvantaged which shall have the following composition and duties:

- A. The Technical Advisory Committee – the responsibility of the Technical Advisory Committee, hereinafter referred to as the TAC, shall be to serve the MPO in an advisory capacity on technical matters regarding all modes of travel, including promoting coordination among agencies, members, and transportation planning and programming; reviewing technical sufficiency, accuracy and completeness of appropriate studies; making priority recommendations for the transportation plan and program implementation, and providing technical analyses on other transportation planning issues.

The TAC shall be composed of thirteen (13) voting members and one (1) non-voting member appointed by the division, department or agency that they represent. TAC voting members may designate an alternate to replace them in their absence.

- B. Citizens Advisory Committee – the responsibility of the Citizen Advisory Committee, hereinafter referred to as the CAC, is to advise the MPO reviewing, reacting to, and providing comment on transportation planning issues and needs regarding all modes of travel from the citizens' perspectives. The CAC shall consist of voting members appointed by the MPO.

Membership shall be composed of thirteen (13) citizens residing or whose principal place of business is located in the following areas:

City of Naples (2),  
Collier County Unincorporated Area (5), coinciding with the established Collier County Commission Districts,  
City of Marco Island (1),  
City of Everglades City (1), including the area encompassing Chokoloskee and Plantation Island, and;

Four (4) citizens at large, including a minimum of one (1) citizen representing the disabled or an advocate for the disabled community, one (1) minority citizen, and two (2) appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests.

- C. Bicycle and Pedestrian Advisory Committee – The responsibility of the Bicycle and Pedestrian Advisory Committee, hereinafter referred to as the BPAC, is to provide citizen input into the deliberation of bicycle- and



pedestrian-related issues within the community, to advise the MPO on developing a Bicycle and Pedestrian Master Plan (BPMP) that is responsive to the needs of the community, to recommend policies and advise the MPO Board of opportunities that will improve the walking and bicycling environment, recommend priorities for bicycle and pedestrian projects and program implementation, and contribute to the BPMP's vision and recommendations regarding the development of the bicycle and pedestrian network.

Membership shall be composed of twelve (12) at-large voting members representing a wide cross-section of Collier County residents and neighborhoods, bicycle and pedestrian safety professionals, Safe Routes to Schools organizations, transit riders, local bicycle and pedestrian advocacy groups, organizations that encourage active transportation from a community health perspective, and advocates for persons with disabilities, and other transportation disadvantaged populations.

- D. The Congestion Management Committee – the responsibility of the Congestion Management Committee, hereinafter referred to as the CMC, shall be to serve the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management Process (CMP) and the coordination of the CMP with regional Congestion Management System and Intelligent Transportation System architecture.

The CMC shall be composed of eleven (11) voting members and fourteen (14) non-voting members appointed by the division, department or agency that they represent. CMC voting and non-voting members may designate an alternate to replace them in their absence.

- E. The Local Coordinating Board for the Transportation Disadvantaged – the responsibility of the Local Coordinating Board for the Transportation Disadvantaged, hereinafter referred to as the LCB, shall be to assist the MPO in identifying local service needs and providing information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation disadvantaged pursuant to Chapter 427.0157, *Florida Statutes*. In accordance with Rule 41-2.012, Florida Administration Code, all members of the LCB shall be appointed by the designated official planning agency. The designated official planning agency for Collier County is the MPO.

The LCB shall be composed of sixteen (16) voting members appointed by the division, department, or agency that they represent. LCB voting members may designate an alternate to replace them in their absence.

#### **1.04 GENERAL INFORMATION ON THE MPO**

All public records of the MPO, TAC, CAC, BPAC, LCB and CMC Committee are open for inspection and examination at the office of the MPO, 2885 South Horseshoe Drive, Naples, Florida, between the hours of 8:00 a.m. and 5:00 p.m. during regular business days.

#### **1.05 PUBLIC ACCESS TO MEETINGS AND WORKSHOPS**

All MPO, TAC, CAC, BPAC, LCB and CMC meetings, workshops and proceedings shall be open to the public.

#### **1.06 RIGHTS OF REVIEW**

All parties to the Interlocal Agreement, as well as the FHWA and FTA shall have the rights of technical review and comment of MPO projects.

### **Section 2 AGENDA, SCHEDULING and MEETINGS**

#### **2.01 NOTICE OF MEETINGS AND WORKSHOPS**

- A. Except in the case of emergency meetings or workshops, the MPO shall give at least seven (7) days public notice of any meeting or workshop through the issuance of a press release to local print and broadcast media in the Naples Area.
- B. The press release notice of such meeting or workshop shall provide:
  - 1. The date, time, and place of the event.
  - 2. A brief description of the purpose of the event.
  - 3. The address where interested parties may write to obtain a copy of the agenda.

A copy of the Agenda may be obtained by writing to the Collier MPO, 2885 South Horseshoe Drive, Naples, Florida 34104. Agendas may also be obtained by e-mail at [colliermmpo@colliergov.net](mailto:colliermmpo@colliergov.net) or by accessing the MPO's Web site at [colliermmpo.net](http://colliermmpo.net).

#### **2.02 AGENDA**

- A. At least seven (7) days prior to a meeting or workshop, the MPO staff shall prepare and make available an agenda for distribution on request by any interested person. The agenda shall list the items in the order they are



to be considered; provided, however, that for good cause stated in the record by the person who is designated to preside at the meeting, items may be considered out of their listed order.

- B. The agenda shall be specific as to the items to be considered. All matters shall be listed on the agenda.
  - 1. Any person who desires to have an item placed on the agenda of the meeting of the MPO shall request in writing that the item be considered at the next scheduled meeting of the MPO, provided, however, that such a request must be received fourteen (14) days in advance of the scheduled meeting. Written requests for placing an item on the agenda must describe and summarize the item and shall be mailed or delivered to MPO, at the address in Section 2.01 (B) of these Bylaws.
  - 2. Additional items not included on the meeting agenda may be considered at a meeting if the chairman or his designee feels that the item requires immediate action by the MPO.

## **2.03    EMERGENCY MEETINGS AND WORKSHOPS**

- A. The MPO may hold an emergency meeting or workshop notwithstanding the provisions of Sections 2.01 and 2.02 of these Bylaws, for the purpose of acting upon matters affecting the public health, safety and welfare.
- B. Whenever an emergency meeting or workshop is scheduled to be held, the MPO shall notify, as soon as possible prior to the meeting, at least one major newspaper of major circulation in the Naples Area stating time, date, place and purpose of the meeting or workshop.

## **Section 3                    AMENDMENTS TO BYLAWS**

These Bylaws may be amended by a majority vote of the voting members, provided a copy of the proposed amendment shall have been sent to all members at least seven (7) calendar days prior to it being voted on. The MPO Board has sole authority to adopt and amend the bylaws of any advisory committee.

These Bylaws and any and all amendments to the Bylaws will become effective upon endorsement of the Collier MPO.

These Bylaws for the Collier Metropolitan Planning Organization were hereby adopted in an open session with a quorum present and voting on May 8, 2020.



METROPOLITAN PLANNING ORGANIZATION

By: Elaine Middelstaedt  
Elaine Middelstaedt, MPO Chair

Attested By: AJF  
Anne McLaughlin, MPO Executive Director

Approved as to form and legality:

COLLIER COUNTY ATTORNEY

By: Scott R. Teach  
Scott R. Teach  
Deputy County Attorney

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7B**

**Review and Comment on 2045 Long Range Transportation Plan (LRTP) – Draft Cost Feasible Plan Roadway Network and Draft Chapter 4 System-wide Needs Assessment**

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**OBJECTIVE:** For the Committee to review and comment on the 2045 LRTP Draft Cost Feasible Plan (CFP) Roadway Network and Draft Chapter 4 System-wide Needs Assessment

**CONSIDERATIONS:** The MPO submitted Alternative 5 roadway network to FDOT on August 19<sup>th</sup>. FDOT is scheduled to submit the Deficiency Plot for Alternate 5 on September 1<sup>st</sup>. The Alternative 5 roadway network, shown in **Attachment 1**, provides an essential component of the Draft Cost Feasible Plan (CFP) for the committee to review and comment on. The multi-modal components of the draft CFP are still in development. Jacobs has submitted a Draft of Chapter 4 – System-wide Needs Assessment (**Attachment 2**). The Needs Assessment considers bicycle and pedestrian needs based on the Bicycle and Pedestrian master Plan in Section 4-3 beginning on p 4-39.

MPO staff will report on any new information regarding the 2045 LRTP, such as the Deficiency Plot for Alternate 5, at the meeting.

**STAFF RECOMMENDATION:** That the Committee reviews and comments on the 2045 LRTP Draft Cost Feasible Plan (CFP) Roadway Network and Draft Chapter 4 System-wide Needs Assessment.

Prepared By: Anne McLaughlin, MPO Director

Attachments:

1. Draft Cost Feasible Plan - Alternate 5 Roadway Network
2. Draft Chapter 4 System-wide Needs Assessment

COLLIER MPO 2045 LRTP    ALTERNATIVE 5    Submitted: 8/19/2020

MAP ID	FACILITY	FROM	TO	NO. OF EXISTING LANES	# OF PROPOSED LANES	DESCRIPTION	ALTERNATIVE 4	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)	Total Project Need Present Day Cost (PDC \$)	2026-2045 Funding Allocated Funding Source: County (YOE \$)	2026-2045 FDOT (Non-SIS, SHS) Funding Source: OA (YOE\$)	2026-2045 FDOT SIS Cost Estimates (YOE\$)	Funding Source	Partially Funded Yes?	Unfunded Phase Cost (2046-2055 YOE\$)
1	Benfield Rd Extension	The Lords Way	City Gate Blvd N	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE	REMOVE							
2	Benfield Rd	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake-Hammock Extension	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE	REMOVE							
3	Big Cypress Parkway	North of I-75	Golden Gate Blvd	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE	REMOVE							
4	Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Road Extension	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE	REMOVE							
5	Big Cypress Parkway	Vanderbilt Beach Rd Extension	Oil Well Rd	0	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4	REMOVE; CST UNFUNDED	\$35,528,784	\$11,080,277			COUNTY	YES	\$ 68,130,401
6	Big Cypress Parkway	Oil Well Rd	Immokalee Rd	0	2	New 2-Lane Road (Expandable to 4-Lanes)	REMOVE	REMOVE							
7	Camp Keais Rd	Pope John Paul Blvd	Oil Well Road	2	4	Widen from 2-Lane to 4 Lanes	REMOVE	REMOVE							
8	Camp Keais Rd	Immokalee Rd	Pope John Paul Blvd	2	4	Widen from 2-Lane to 4-Lanes	REMOVE	REMOVE							
9	Collier Blvd (CR 951)	Golden Gate Main Canal	Green Blvd	4	6	Widen from 4-Lanes to 6 Lanes	ALTERNATIVE 4	COMMITTED FY2023/24 [4464121]							
10	CR 951 Extension	Collier Blvd (CR 951) (northern terminus)	Lee/Collier County Line	0	2	New 2-Lane Road	REMOVE	REMOVE					COUNTY		
11	Everglades Blvd	Randall Blvd	South of Oil Well Road	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$16,293,684	\$25,304,539			COUNTY		
12	Everglades Blvd	Vanderbilt Beach Rd Extension	Randall Blvd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$32,279,940	\$59,552,879			COUNTY		
13	Everglades Blvd	Golden Gate Blvd	Vanderbilt Beach Rd Extension	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
14	Everglades Blvd	I-75 (SR-93)	Golden Gate Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
15	Golden Gate Blvd	Everglades Blvd	Desoto Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
16	Golden Gate Blvd Extension	Desoto Blvd	Big Cypress Parkway	0	4	New 4-Lane Road	REMOVE	REMOVE							
17	Goodlette-Frank Rd	Vanderbilt Beach Rd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	COMMITTED FY2023/24 [4463411]							
18	Green Blvd	Santa Barbara/ Logan Blvd	Sunshine Blvd	2	4	Widen from 2-Lane to 4-Lane	ALTERNATIVE 4	REMOVE							
19	Green Boulevard Extension (16th Ave SW)	23rd St SW	Wilson Blvd Extension (Corridor Study)	0	2	New 2-Lane (Future Study Area)	ALTERNATIVE 4	REMOVE							
20	Green Boulevard Extension (16th Ave SW)	CR 951	23rd St SW (Corridor Study)	0	4	New 4-Lane (Future Study Area)	ALTERNATIVE 4	REMOVE							
21	Green Boulevard Extension (16th Ave SW)	Wilson Blvd Ext	Everglades Blvd (Corridor Study)	0	2	New 2-Lane Road	REMOVE	REMOVE							
22	I-75 (SR-93) Interchange	Everglades Blvd				New Full Interchange	NOT CODED	ALTERNATIVE 5 MODEL RUN WITH AND WITHOUT	\$34,500,000		\$62,013,000	not in SIS CFP	OA		
23	I-75 (SR-93) Interchange (modified)	Golden Gate Parkway				Interchange Improvements - In design [SPUI]	NOT CODED	ALTERNATIVE 5	\$3,380,000		\$6,033,750	not in SIS CFP	OA		
24	I-75 (SR-93) Interchange (modified)	Collier Blvd (CR 951)				Interchange Improvements - In design [SPUI]	CODED PER SIS CFP	COMMITTED FY 20-24 [4258432]				\$0	COMMITTED SIS		
25	I-75 (SR-93) Interchange (modified)	Immokalee Rd				Intersection Traffic Signalization (DDI proposed)	NOT CODED	ALTERNATIVE 5	\$3,380,000		\$6,033,750	not in SIS CFP	OA		
26	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd				Intersection Traffic Signalization (DDI proposed)	NOT CODED	COMMITTED [4452962]				not in SIS CFP	SALES TAX		
27	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd				New Interchange - Partial (to / from the North)	NOT CODED	REMOVE				not in SIS CFP	NFUNDED NEEDS		
28	I-75 (SR-93)	Collier Blvd (CR 951)	SR 29	4	6	Widen from 4-Lanes to 6-Lanes Freeway	REMOVE	REMOVE							
29	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd (CR 951)	Collier/Lee County Line	0	4	New 4-Lane Express (Toll) Lanes (with slip-ramp locations connecting to general purpose lanes)	CODED PER SIS CFP	ALTERNATIVE 5 - VERIFY WITH FDOT # LANES (CST NOT CURRENTLY FUNDED IN SIS CFP) [4425192]				\$208,672,000	SIS	YES	CHECK SIS
30	Immokalee Rd (CR 846)	Camp Keais Rd	Carver St	2	4	Widen from 2-Lanes to 4 Lanes	REMOVE								
31	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	4	Widen from 2-Lanes to 4 Lanes	REMOVE	ALTERNATIVE 5	\$3,900,000	\$7,190,000			COUNTY	YES	\$ 7,370,000
32	Keane Ave	Inez Rd	Wilson Blvd Extension	0	2	New 2-Lane Road (Future Study Area)	REMOVE	REMOVE							
33	Little League Rd Extension	SR-82	Westclox St	0	2	New 2-Lane Road	ALTERNATIVE 4	REMOVE; CST UNFUNDED	\$40,540,000	\$15,110,000			COUNTY	YES	\$ 75,240,000
34	Logan Blvd	Green Blvd	Pine Ridge Rd	4	6	Widen from 4-Lanes to 6-Lanes	REMOVE	REMOVE							
35	Logan Blvd	Vanderbilt Beach Rd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
36	Logan Blvd	Pine Ridge Rd	Vanderbilt Beach Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$22,130,000	\$34,334,443			COUNTY		
37	Oil Well Road / CR 858	Everglades Blvd	Oil Well Grade Rd	2	6	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$36,110,000	\$47,994,900			COUNTY		
38	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Rd	2	6	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4	REMOVE							
39	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	ALTERNATIVE 5	\$22,586,850		\$34,297,132		OA		
40	Orange Blossom Dr	Airport Pulling Rd	Livingston Rd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
41A	Randall Blvd Intersection (Ultimate)	Immokalee Rd		--	--	Ultimate Intersection Improvement: Overpass	REMOVE	ALTERNATIVE 5	\$31,000,000		\$57,505,000		OA		
41B	Randall Blvd	Immokalee Rd	8th St NE	2	6	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4	COMMITTED FY2025					SALES TAX		
42	Randall Blvd	8th St NE	Everglades Blvd	2	6	Widen from 2-Lanes to 6-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$41,240,000	\$55,298,549			COUNTY		
43	Randall Blvd	Everglades Blvd	Desoto Blvd	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
44	Randall Blvd	Desoto Blvd	Big Cypress Parkway	0	4	New 4-Lane Road	REMOVE	REMOVE							
45	Santa Barbara Blvd	Painted Leaf Ln	Green Blvd	4	6	Widen from 4-Lanes to 6-Lanes	REMOVE	REMOVE							
46	SR 29	SR 82	Collier/Hendry Line	2	4	Widen from 2-Lane to 4 Lanes	CODED PER SIS CFP	CODED PER SIS CFP				\$0	SIS		
48	SR 29	I-75 (SR 93)	Oil Well Rd	2	4	Widen from 2-Lane to 4 Lanes	PLEASE NOTE AS FDOT PROJECT NOT MPO	CODED PER SIS CFP; PLEASE NOTE AS FDOT PROJECT NOT MPO ON PLOT				\$4,333,000	SIS		
50	SR 29	New Market Road North	North of SR-82	2	4	Widen from 2-Lane to 4-Lane	CODED PER SIS CFP	CODED PER SIS CFP				\$29,943,000	SIS		
51	SR 29/New Market Rd W - New Road	Immokalee Rd (CR 846)	New Market Rd N	0	4	New 4-Lane Road	CODED PER SIS CFP	CODED PER SIS CFP				\$55,784,000	SIS		

MAP ID	FACILITY	FROM	TO	NO. OF EXISTING LANES	# OF PROPOSED LANES	DESCRIPTION	ALTERNATIVE 4	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)	Total Project Need Present Day Cost (PDC \$)	2026-2045 Funding Allocated Funding Source: County (YOE \$)	2026-2045 FDOT (Non-SIS, SHS) Funding Source: OA (YOE\$)	2026-2045 FDOT SIS Cost Estimates (YOE\$)	Funding Source	Partially Funded Yes?	Unfunded Phase Cost (2046-2055 YOE\$)
52	SR 29	Agriculture Way	CR 846 E	2	4	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP	CODED PER SIS CFP				\$28,946,000	SIS		
53	SR 29 (SEGMENT D)	Sunniland Nursery Rd	Agriculture Way	2	4	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP	CODED PER SIS CFP	\$16,000,000			\$2,378,000			
54	SR 29 (SEGMENT E)	Oil Well Rd	Sunniland Nursery Rd	2	4	Widen from 2-Lanes to 4-Lanes	CODED PER SIS CFP	CODED PER SIS CFP	\$16,000,000			\$4,548,000			
55	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	6	Widen from 4-Lanes to 6 Lanes	CODED FROM COUNTY	ALTERNATIVE 5	\$40,250,000		\$73,330,000	Non-SIS	OA		
56	Collier Blvd (SR 951)	South of Manatee Rd	North of Tower Rd	4	6	Widen from 4-Lanes to 6 Lanes	ALTERNATIVE 4	COMMITTED FY 2023/2024 [435111]				Non-SIS			
57	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd				At-Grade Intersection Improvements	REMOVE	ALTERNATIVE 5	\$3,000,000		\$3,625,000	Non-SIS	OA		
58	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd	6 L Farm Rd	2	4	Widen from 2-Lane to 4 Lanes	REMOVE	ALTERNATIVE 5	\$28,750,000		\$76,652,500	Non-SIS	OA		
59	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd (SR 951)		0	--	Intersection Improvement	REMOVE	ALTERNATIVE 5	\$17,250,000		\$26,840,000	Non-SIS	OA		
60	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd	Old US 41	6		Corridor Study required	REMOVE	ALTERNATIVE 5	\$17,250,000		\$26,840,000	Non-SIS	OA		
62A	Vanderbilt Beach Rd Extension	16th St	Everglades Blvd	0	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4	COMMITTED							
62B	Vanderbilt Beach Rd Extension	Everglades Blvd	Big Cypress Parkway	0	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4	REMOVE	\$35,840,000	\$22,952,100			COUNTY	YES	57,680,000
63	Westclox Street Extension	Little League Rd	West of Carson Road	0	2	New 2-Lane Road	REMOVE	ALTERNATIVE 5	\$3,010,000	\$5,580,000			COUNTY	YES	5,590,000
64	Wilson Blvd	Golden Gate Blvd	Immokalee Rd	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	COMMITTED							
65	Wilson Blvd	Keane Ave	Golden Gate Blvd	2	2	New 2-Lane Road (Expandable to 4-Lanes)	ALTERNATIVE 4	ALTERNATIVE 5	\$33,980,000	\$51,280,000			COUNTY		
66	Immokalee Rd Intersection	Livingston Rd			--	Intersection Improvement	ALTERNATIVE 4	ALTERNATIVE 5	\$33,750,000	\$44,917,500			COUNTY		
67	Veterans Memorial Blvd Extension	Strand Blvd	I-75	0	4	New 4-Lane Road	REMOVE	REMOVE							
68	Big Cypress Parkway Intersection (new)	Oil Well Grade Rd			--	New At-Grade Intersection	REMOVE	REMOVE							
69	Everglades Blvd	Oil Well Rd / CR 858	Immokalee Rd	2	--	Remove Row	REMOVE	REMOVE							
70	Green Blvd Extension	Everglades Blvd	Big Cypress Parkway	0	2	New 2-Lane Road	REMOVE	REMOVE							
71	Golden Gate Blvd	16th	Everglades Blvd	4	4	4 lanes (under construction)	CODE FOR E+C	CST UNDERWAY							
72	Golden Gate Parkway Intersection	Airport Pulling Rd				Existing Overpass (GGP over Airport Bl)	NOT CODED	EXISTING							
73	Immokalee Rd (CR 846) Intersection	Collier Blvd (CR 951)			--	Proposed Overpass (Immokalee over Collier Blvd) [SPUI]	ALTERNATIVE 4	REMOVE							
74	Immokalee Rd (CR 846) Intersection	Wilson Blvd			--	Proposed Overpass (Immokalee over Wilson Blvd) [SPUI]	ALTERNATIVE 4	ALTERNATIVE 5	\$17,260,000		\$31,430,000		OA		
75	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd		-		New Partial Interchange	NOT CODED	REMOVE				not in SIS CFP			
76	Vanderbilt Dr	Immokalee Rd	Woods Edge Parkway	2	4	Widen from 2-Lanes to 4-Lanes	REMOVE	REMOVE							
77	Pine Ridge Rd Intersection	Livingston Rd			--	Intersection Improvement	ALTERNATIVE 4	COMMITTED							
78	Golden Gate Parkway Intersection	Livingston Rd			--	Intersection Improvement	ALTERNATIVE 4	COMMITTED							
79	Vanderbilt Beach Rd	Gulf Pavilion Dr	US 41 (SR 90) (Tamiami Trail E)	4		Constrained to 4 lanes	CODE FOR E+C	COMMITTED							
80	Vanderbilt Beach Rd	Goodlette-Frank Road	Airport Pulling Rd	4	6	Widen from 4-Lanes to 6-Lanes	CODE FOR E+C	COMMITTED							
81	Bridge @ 47th Ave NE	West of Everglades Boulevard			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
82	Bridge @ Wilson Blvd	South of 33rd Avenue NE			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
83	Bridge @ 18th Ave NE	Between Wilson Blvd N and 8th St NE			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
84	Bridge @ 18th Ave NE	Between 8th St NE and 16th StNE			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
85	Bridge @ 13th St NW	North Terminus at Vanderbilt Beach Rd Extension			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
86	Bridge @ 16th St SE	South Terminus			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
87	Bridge @ Location TBD - Assume 10th Ave S	East of Everglades Blvd			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
88	Bridge @Wilson Blvd S	South Terminus			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
89	Bridge @ 62nd Ave NE	West of 40th St NE			--	New Bridge over Canal	ALTERNATIVE 4	ALTERNATIVE 5					SALES TAX		
90	Pine Ridge Rd	Logan Blvd	Collier Blvd	4	6	Widen from 4-Lanes to 6-Lanes	ALTERNATIVE 4	ALTERNATIVE 5	\$21,640,000	\$33,540,000			COUNTY		
91	SR 82	Gator Slough Lane	SR 29			WIDEN FROM 2-LANES TO 4-LANES IN E+C	CODE FOR E+C	COMMITTED FY 2020 [430849]				\$0			
92	SR 82	Hendry Co.Line	Gator Slough Lane	2	4	Widen from 2-Lanes to 4-Lanes	CODED	COMMITTED FY23/24 [4308481]				\$2,800,000	SIS		
93	Immokalee Rd (CR 846)	43rd Ave NE/Shady Hollow Blvd E	North of 47th Avenue NE/Immokalee	2	4	Widen from 2-Lanes to 4-Lanes	ALTERNATIVE 4	ALTERNATIVE 5		\$17,583,705			COUNTY		
94	Immokalee Road Rural Village Blvd (new)	Immokalee Rd (CR 846)	Immokalee Rd (CR 846)	0	4	New 4-Lane Road	ALTERNATIVE 4	ALTERNATIVE 5		\$57,378,003			COUNTY		
95	Golden Gate Parkway (Intersection)	Goodlette Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,500,000	\$3,000,000			COUNTY		
96	Pine Ridge Road (Intersection)	Airport Pulling Rd				Intersection Improvements	NOT CODED	REMOVE		\$3,000,000					
97	Immokalee Road (Intersection)	Logan Blvd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,500,000	\$3,000,000			COUNTY		
98	Vanderbilt Beach Road (Intersection)	Livingston Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,500,000	\$3,000,000			COUNTY		
99	Vanderbilt Beach Road (Intersection)	Logan Blvd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,500,000	\$3,000,000			COUNTY		
100	Collier Boulevard (Intersection)	Pine Ridge Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,500,000	\$3,000,000			COUNTY		
101	Pine Ridge Road (Intersection)	Goodlette Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5		\$3,000,000					
102	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$2,500,000		\$3,220,000		OA		
103	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$2,500,000		\$3,220,000		OA		
104	US 41 (SR 90) (Tamiami Trail E) intersection	Golden Gate Pkwy				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$2,000,000		\$2,680,000		OA		
105	Santa Barbara Blvd	Green Blvd				Intersection Improvements	NOT CODED	COMMITTED							
106	Immokalee Rd	Northbrook Dr				Intersection Improvements	NOT CODED	REMOVED; UNFUNDED NEEDS							
107	Golden Gate Pkwy	Collier Blvd				Intersection Improvements	NOT CODED	REMOVED; UNFUNDED NEEDS							
108	Vanderbilt Beach Rd	Airport Pulling Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,000,000	\$1,250,000			COUNTY		
109	Immokalee Rd	Goodlette-Frank Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,000,000	\$1,250,000			COUNTY		
110	Immokalee Rd	Airport Pulling Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,000,000	\$1,250,000			COUNTY		

MAP ID	FACILITY	FROM	TO	NO. OF EXISTING LANES	# OF PROPOSED LANES	DESCRIPTION	ALTERNATIVE 4	ALTERNATIVE 5 (REMOVE=NOT INCLUDED IN CFP)	Total Project Need Present Day Cost (PDC \$)	2026-2045 Funding Allocated Funding Source: County (YOE \$)	2026-2045 FDOT (Non-SIS, SHS) Funding Source: OA (YOE\$)	2026-2045 FDOT SIS Cost Estimates (YOE\$)	Funding Source	Partially Funded Yes?	Unfunded Phase Cost (2046-2055 YOE\$)
111	US 41	Immokalee Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$2,500,000		\$3,130,000		OA		
112	Airport Pulling Rd	Orange Blossom Dr				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,000,000	\$1,250,000			COUNTY		
113	Airport Pulling Rd	Golden Gate Pkwy				Intersection Improvements	NOT CODED	REMOVED; UNFUNDED NEEDS							
114	Airport Pulling Rd	Radio Rd				Intersection Improvements	NOT CODED	ALTERNATIVE 5	\$1,000,000	\$1,250,000			COUNTY		
Totals										\$516,346,894	\$416,850,132	\$337,404,000			
									FUNDING	COUNTY	OA	TOTAL			
									REVENUE	\$541,551,377	\$443,200,000	984,751,377			
									TOTAL CFP:	\$516,346,894	\$416,850,132	933,197,026			
									FUNDS:	\$25,204,483	\$26,349,868	51,554,351			

COUNTY FUNDED
SIS OR OA FUNDED
EXISTING OR COMMITTED

**DRAFT**



# Collier MPO

## 2045 Long Range Transportation Plan

### Chapter 4 – System-wide Needs Assessment

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## Chapter 4 2045 Needs Plan

### 4-1 Needs Plan Overview

The 2045 LRTP Needs Plan identifies the multimodal transportation projects needed to address existing and future transportation network deficiencies within the MPO's jurisdiction without considering funding limitations. Developing the Needs Plan is the starting point for understanding and prioritizing the region's overall transportation needs. However, once the applicable transportation revenues available to the Collier MPO are applied to the Needs Plan, the number of projects that can be constructed to address the needs becomes significantly reduced. Projects in the Needs Plan are evaluated by scoring each project using defined goals and objectives, and the evaluation criteria described in Chapter 3. The projects that rank the highest are focused on when selecting which projects to include in the Cost Feasible Plan. This process is explained further in the Cost Feasible Plan section of this document.

While the projects shown as transportation needs are not fiscally constrained, associated policy and environmental constraints exist. The following policy constraints are noted in the Collier County Growth Management Plan Transportation Element amended June 13, 2017:<sup>1</sup>

- All future roadway capacity improvements shall include provisions for both bicycles and pedestrians.
- County facilities are to be maintained at a level of service (LOS) standard "D" or "E" as measured on a peak hour basis; LOS calculations are to be based on traffic

experienced for 10 months of the year with peak seasonal and tourist months of February and March omitted.

- County roadways are constrained to a maximum of six lanes or when intensive land use development is immediately adjacent to roads. Roadways identified as constrained shall be subject to growth restrictions to not further degrade their LOS.
- The County will provide for the protection and acquisition of existing and future right-of-way (ROW). Sufficient ROW shall be acquired to facilitate arterial and collector roads as appropriate to meet the needs of the LRTP or other adopted transportation studies, plans or programs, appropriate turn lanes, medians, bicycle and pedestrian facilities, drainage canals, a shoulder sufficient for pull offs, and landscaping areas.
- The County is considering the viability of a Thoroughfare Corridor Protection Plan ordinance to preserve ROW for corridors or projects listed in the LRTP. This policy includes adoption of Corridor Preservation Maps and Tables and Critical Intersection Maps and Tables; and limits land uses within the corridors to direct incompatible land uses away from environmentally sensitive resources.
- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by providing for the safe movement of nonmotorized vehicles in new construction and reconstruction of roadways.
- Establish an integrated and connected road network to provide multiple, viable alternative travel modes or routes for common trips within the Northwest Transportation Concurrency Management Area (TCMA)

<sup>1</sup> <https://www.colliercountyfl.gov/home/showdocument?id=74327>

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and the East Central TCMA. Maintain 85 percent of the roadways within the TCMAs at or above the County LOS standard.

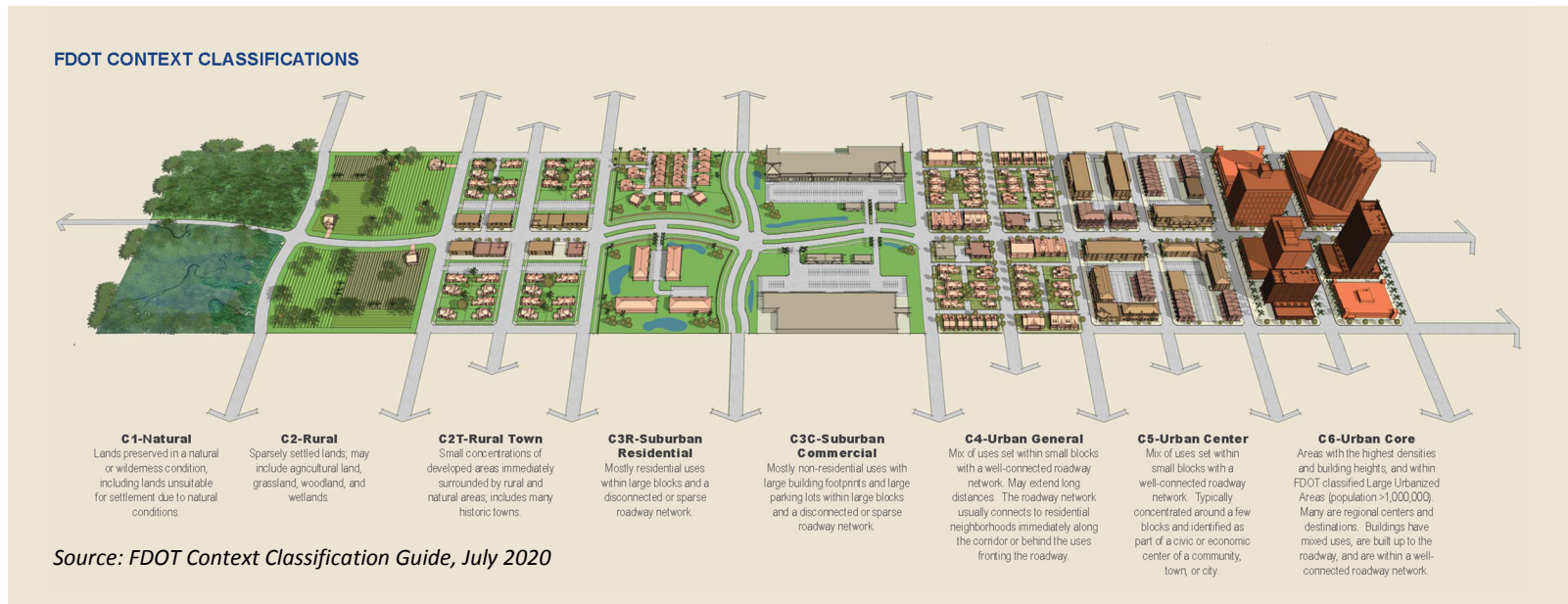
- Transportation projects are to be pursued in a manner consistent with the findings of the County Annual Update and Inventory Report (AUIR).
- Encourage safe and efficient mobility for people traveling in rural areas that is compatible with the character of the County's rural areas. Examine the maintenance and operational needs of the rural roadway system, addressing the mobility needs of rural residents to include availability of roads for rural-to-urban travel, travel within the rural area, and for emergency evacuation purposes.
- Improve transit services for the transportation-disadvantaged in rural areas.
- Encourage the efficient use of transit services now and, in the future, consider intergovernmental efforts to coordinate public transit service between Naples and Bonita Springs in Lee County.

In September 2014, FDOT adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Additionally, the City of Naples and the Collier County Board of County Commission (BCC) approved Complete Streets Resolutions in November 2015 and January 2019, respectively. Complete Streets serve

the transportation needs of users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Complete Streets are context-sensitive, and the approach provides transportation system design that considers local land development patterns. Roadways are to be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system broadly identifies the various built environments existing in Florida. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

The context classification of each roadway must be considered, along with its transportation characteristics and the built form to understand who uses or could use it, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user. As shown on [Figure 4-1](#), FDOT defined eight context classifications that identify various built environments in Florida.



**Figure 4-1. FDOT Context Classifications**

The following policy constraints are noted in the *City of Naples Comprehensive Plan* Transportation Element amended October 20, 2010:<sup>2</sup>

- Evaluate proposed street improvements in Naples that may potentially increase through traffic volumes to protect residential neighborhoods.
- Maintain LOS C as a goal for the arterials and all major collectors, except for Fifth Avenue South between U.S. 41 and Gulf Shore Boulevard.
- Naples shall not permit construction of vehicle road overpasses or flyovers in favor of feasible alternative planning solutions that will improve the long-term traffic circulation patterns in the City.
- Evaluate programs to modify peak hour travel demand and reduce the number of VMT per capita.
- Assist the Southwest Florida Land Preservation Trust in acquiring necessary easements and funding for the design and construction of a greenway bicycle/pedestrian pathway.
- Maintain or reduce hurricane evacuation times.

<sup>2</sup>[https://www.naplesgov.com/sites/default/files/fileattachments/planning/page/4451/comprehensive\\_plan\\_120613\\_201312060904513380.pdf](https://www.naplesgov.com/sites/default/files/fileattachments/planning/page/4451/comprehensive_plan_120613_201312060904513380.pdf)

- Enhance the safety, connectivity, and mobility of existing and future pedestrian and bicycle pathways.
- Continue to coordinate with the Collier MPO to evaluate the potential for developing an efficient public transportation system and mechanisms to reduce the reliance on private motor vehicles.
- Establish a transportation mobility program to identify and implement strategies to reduce greenhouse gas emissions. Focus on programs, policies, and code adoptions that have a net impact of reduced travel delays, reduced vehicular trips, reduced vehicle trip length, and measures to improve the efficiency of travel.

The following policy constraints are noted in the *City of Marco Island Comprehensive Plan* Transportation Element amended December 7, 2009:<sup>3</sup>

- Maintain designated LOS for arterial, collector, and local roads on Marco Island. Marco Island’s adopted LOS reflect generalized maximum daily volumes as derived from peak hour traffic conditions:
  - Arterials: LOS D (except SR 951 from the Jolley Bridge to CR 92—LOS C)
  - Collectors: LOS D
  - Local Roads: LOS D

Finally, environmental constraints include conservation lands in the northeastern and southeastern parts of the County, wetlands, threatened and endangered species habitat, and primary and secondary canal systems throughout the County.

<sup>3</sup>[https://www.cityofmarcoisland.com/sites/default/files/fileattachments/growth\\_management/page/5551/compplanpart1\\_2009.pdf](https://www.cityofmarcoisland.com/sites/default/files/fileattachments/growth_management/page/5551/compplanpart1_2009.pdf)

The 2045 Needs Plan incorporates all transportation modes, including roadway needs for motorists and freight, transit, bicycle, and walking or using a mobility device. The following sections detail the County needs for projects related to these transportation modes as well as technologies, such as ITS and CAV. This chapter breaks down the 2045 Needs Plan by Roadway Needs, Bicycle and Pedestrian Needs, and Transit Needs.

## 4-2 Roadway Needs

The initial approach to developing the list of roadway project needs included a review of the following plans:

- *Collier MPO 2040 Long Range Transportation Plan*, Amended May 25, 2018, and September 9, 2016
- *Collier MPO Transportation Improvement Program FY 2021 – FY 2025* (Adopted June 12, 2020)
- *Collier MPO Transportation System Performance Report & Action Plan Draft Baseline Report* (2020)
- *Collier MPO Transportation System Performance Report & Action Plan Draft Action Plan* (2020)
- *Collier MPO Congestion Management Process 2017 Update*
- *Collier 2040 LRTP Freight Congestion Considerations Technical Memorandum*
- *Collier MPO 2040 Long Range Transit Element*, November 2015
- *Collier MPO Local Road Safety Plan*, 2020

- *Collier MPO Transit Development Plan Major Update, 2020*
- *Collier Area Transit (CAT) Transit Development Plan FY 2019 Annual Progress Report*
- *Collier MPO Park and Ride Study, 2020*
- *Collier County Annual Update & Inventory Report/Capital Improvement Element Schedule Update on Public Facilities, November 2019*
- *Collier County Community Housing Plan, October 24, 2017*
- *National Oceanic and Atmospheric Administration Sea Level Rise Viewer*
- *Adaptation of Coastal Urban and Natural Ecosystems (ACUNE) (pending)*
- *Collier County Transportation Capital Improvement Program, 2019*
- *Collier County Airport Authority Immokalee Regional Airport, Airport Layout Plan Update, August 2017*
- *City of Naples Airport Authority, Naples Airport Master Plan, February 29, 2020*
- *FDOT Strategic Intermodal System 2029 – 2045 Long Range Cost Feasible Plan*
- *FDOT Strategic Intermodal System Funding Strategy First Five Year Plan Multi-Modal FY 2020/2021 through FY 2024/2025*
- *FDOT Strategic Intermodal System Funding Strategy Second Five Year Plan Multi-Modal FY 2025/2026 through FY 2029/2030*

- *FDOT Freight Mobility and Trade Plan, April 2020*
- *FDOT Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles, September 2018*
- *University of South Florida Center for Urban Transportation Research (CUTR) Autonomous Vehicle (AV) and Alternative Fuel Vehicle (AFV) Florida Market Penetration Rate and VMT Assessment Study, October 2019.*
- *U.S. Department of Transportation Preparing for the Future of Transportation: Automated Vehicles 3.0, October 2018*

Additional approaches to developing the Needs Plan included collaboration with regional partners including the Lee County MPO, coordination with the Collier County Transportation Traffic and Planning Divisions, scenario planning analysis, travel demand modeling, and soliciting and incorporating public input. Further, several coordination meetings with the TAC and CAC were held during the development of the Needs Plan.

### Existing Plus Committed Projects

As described in Chapter 2, the initial list of project needs was developed by first modeling the E+C travel network. The E+C network includes all new road or capacity projects that have been implemented since 2015 (existing), plus all projects that have construction funded in the 2023 FDOT Five Year Work Program. The E+C characterizes the transportation network expected to be in place by the year 2023 (constructed or funded for construction). **Figure 4-2** and **Table 4-1** present the E+C roadway projects in graphic and tabular formats, respectively.



FDOT modeled the E+C travel network using the D1RPM travel demand model and the 2045 socioeconomic data discussed in Chapter 2. The modeling result helped identify deficiencies in the roadway network and showed which roadway segments were expected to be congested in 2045 if no further improvements were made to the surrounding network.

Congestion was measured using the ratio of the forecasted traffic volume in Average Annual Daily Traffic (AADT) to the capacity of the roadway segment (at LOS D), referred to as the volume to capacity (V/C) ratio. A roadway is considered over capacity if the V/C ratio greater than 1.0.

**Figure 4-3** presents the anticipated roadway congestion in 2045 if no improvements to the network are made beyond the E+C projects. The roadway facilities predicted to experience high ( $V/C = 1.15$  to  $1.5$ ) and significant ( $V/C > 1.5$ ) levels of congestion in 2045 are listed in the following text.

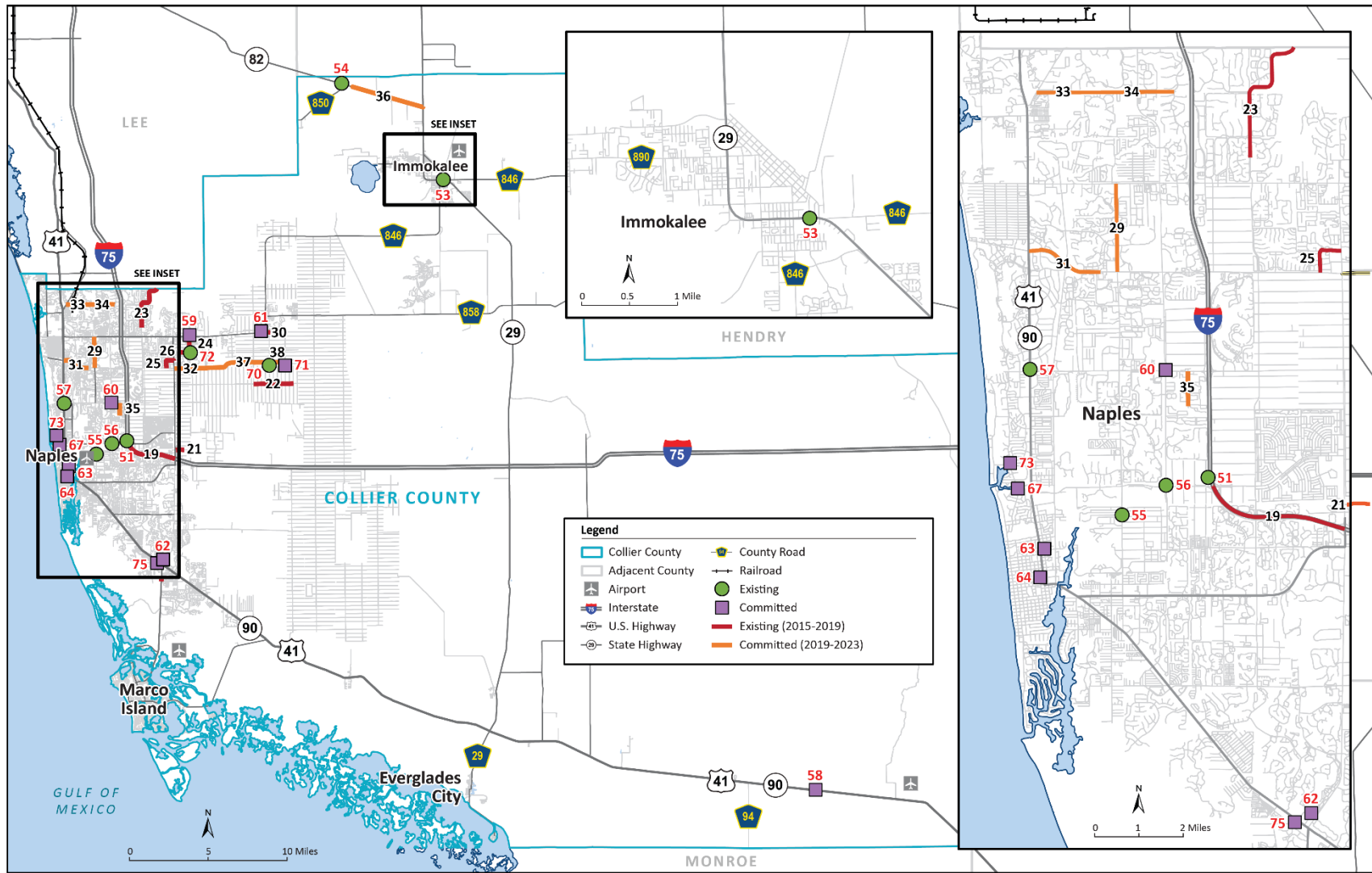
**2045 Facilities with High Degree of Congestion  
( $V/C = 1.15$  to  $1.5$ )**

- US 41 north of Immokalee Road
- Immokalee Road east of Airport Road N
- Immokalee Road east of I-75
- Immokalee Road west of I-75
- Immokalee Road east of Collier Boulevard to Randall Boulevard
- Immokalee Road north of Stockade Road
- Immokalee Road from SR 29 to Camp Keas Road
- Randall Boulevard east of 8th Street NE

- Oil Well Road between Everglades Boulevard and Oil Well Grade Road
- SR 29 north of Westclox Road
- Everglades Boulevard north of Oil Well Road
- Pine Ridge Road east of Livingston Road
- Old 41 Road east of US 41/Tamiami Trail to Lee County
- Vanderbilt Beach Road west of US 41
- Intersection at Collier Boulevard and Golden Gate Parkway
- Collier Boulevard north of Golden Gate Parkway
- Santa Barbara Boulevard north of Rattlesnake Hammock Road
- Park Shore Drive west of Clayton Road
- I-75 north of Immokalee Road
- Intersection at I-75 and Immokalee Road
- Intersection at I-75 and Pine Ridge Road
- Intersection at I-75 and Golden Gate Parkway

**2045 Facilities with a Significant Degree of Congestion  
( $V/C > 1.5$ )**

- Collier Boulevard north of Pine Ridge Road
- Golden Gate Boulevard from east of 16th Street SE to Everglades Boulevard
- SR 29 (N 15th Street) at the intersection of Westclox Road



**Figure 4-2. 2045 Existing Plus Committed (E+C) Project Map**

**Table 4-1. 2045 Existing Plus Committed (E+C) Projects**

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2019–2023 TIP?
<b>Existing (2015–2019)</b>						
19	I-75	North of SR 951	Golden Gate Pkwy	Widen from Four to Six Lanes	FDOT FPN: 406313-4	N/A
20	SR 951	Manatee Road	North of Tower Rd	Widen from Two to Four Lanes	FDOT FPN: 435111-2	N/A
21	City Gate Blvd. Extension	White Lake Blvd.	East of Brennan Dr	New Four-Lane Facility	Collier County	N/A
22	Golden Gate Blvd.	Wilson Blvd.	20th St.	Widen from Two to Four Lanes	Collier County	N/A
23	Logan Blvd.	North of Immokalee Rd.	Lee County Line	New Two-Lane Facility	Collier County	N/A
24	Massey St./Woodcrest Dr.	Calusa Pines Dr.	Immokalee Rd.	New Two-Lane Facility	Collier County	N/A
25	Pristine Dr.	Wolfe Rd.	Vanderbilt Beach Rd	New Two-Lane Facility	Collier County	N/A
26	Tree Farm Rd.	Davila St	Massey St	New Two-Lane Facility	Collier County	N/A
51	I-75	Golden Gate Parkway SB Off Ramp	-	Interchange Improvements	FDOT FPN: 429907-1	N/A
53	SR 29	Jefferson Avenue	9th Street	Add Turn Lanes	FDOT FPN: 431390-2	N/A
54	SR 82	Corkscrew Road	-	Add Turn Lanes	FDOT FPN: 433175-1	N/A
55	Airport Pulling Rd.	North Horseshoe Dr.	-	Intersection Improvements	Collier County	N/A
56	Golden Gate Pkwy.	Livingston Rd.	-	Intersection Improvements	Collier County	N/A
57	Pine Ridge Rd.	US 41	-	Intersection Improvements	Collier County	N/A
70	8th Street Bridge			New Bridge	Collier County	N/A



**Table 4-1. 2045 Existing Plus Committed (E+C) Projects**

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2019–2023 TIP?
<b>Committed (2019–2023)</b>						
29	Airport Pulling Rd. <sup>a</sup>	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from Four to Six Lanes	Collier County	Yes
30	Randall Blvd.	Immokalee Rd.	8th St.	Widen from Two to Four Lanes	Collier County	Yes
31	Vanderbilt Beach Rd.	US 41	East. of Goodlette-Frank Rd.	Widen from Four to Six Lanes	Collier County	Yes
32	Vanderbilt Beach Rd. Extension <sup>a</sup>	Collier Blvd.	Curry Canal	Widen from Two to Six Lanes	Collier County	Yes
33	Veterans Memorial Blvd.	Old US 41	Secoya Reserve Cir	New Four-Lane Facility	Collier County	Yes
34	Veterans Memorial Blvd.	Secoya Reserve Cir	Strand Blvd.	Widen from Two to Four Lanes	Collier County	Yes
35	Whippoorwill Lane	Pine Ridge Rd.	Stratford Ln	Widen from Two to Four Lanes	Collier County	Yes
36	SR 82	Gator Slough Lane	SR 29	Widen from Two to Four Lanes	FDOT FPN: 430849-1	Yes
37	Vanderbilt Beach Rd. Extension <sup>a</sup>	Curry Canal	Wilson Blvd.	New Four-Lane Facility	Collier County	Yes
38	Vanderbilt Beach Rd. Extension <sup>a</sup>	Wilson Blvd.	16th St.	New Two-Lane Facility Expandable to Four Lanes	Collier County	Yes
58	US 41	Oasis Visitor Center	-	Add Left-Turn Lane	FDOT FPN: 441975-1	Yes
59	Immokalee Rd.	Woodcrest Dr.	-	Intersection Improvements	Collier County	Yes
60	Pine Ridge Rd. <sup>a</sup>	Livingston Rd.	-	Intersection Improvements	Collier County	Yes
61	Randall Blvd. <sup>a</sup>	Immokalee Rd.	-	Intersection Improvements	Collier County	Yes

**Table 4-1. 2045 Existing Plus Committed (E+C) Projects**

Map ID	Roadway	From	To	Improvement	Agency or Municipality	Included in 2019–2023 TIP?
62	Triangle Blvd. <sup>a</sup>	Celeste Dr.	-	Roundabout Implementation	Collier County	Yes
63	10th St.	5th Ave North	-	Roundabout Implementation	City of Naples	Yes
64	3rd Ave. South	8th St. South	-	Roundabout Implementation	City of Naples	Yes
67	Mooring Line Dr.	Crayton Rd.	-	Roundabout Implementation	City of Naples	Yes
71	16th Street Bridge	16th St.	16th St.	New Bridge	Collier County	Yes
73	Crayton Rd.	Harbour Dr.	-	Roundabout Implementation	City of Naples	Yes
75	Price St. <sup>a</sup>	Waterford Dr.	-	Roundabout Implementation	Collier County	Yes

Sources: FDOT Collier County Five Year Work Program FY 2019-2023, Collier County AUIR Five Year Work Program FY 2019-2023, Collier County One-Cent Sales Surtax Website

<sup>a</sup> Collier One-Cent Sales Surtax Transportation Project

Note:

FPN = Financial Project Number

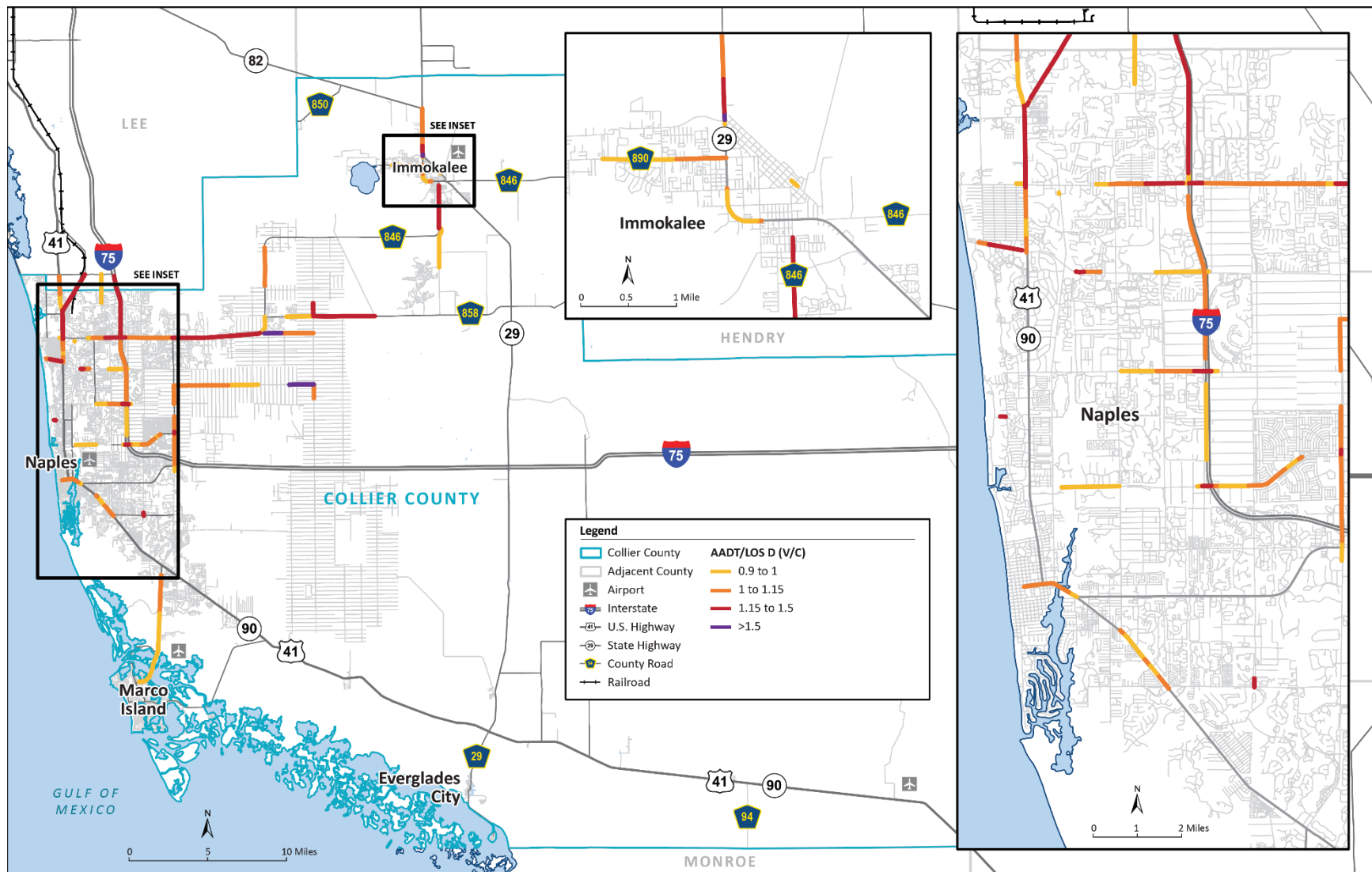


Figure 4-3. 2045 E+C Travel Network Congestion Map

## Other Roadway Needs Considerations

Once the initial list of roadway projects needs was developed based on the E+C roadway deficiency modeling, other roadway-related needs data were evaluated to develop a more comprehensive project needs list. Considerations included review of existing planning studies, freight needs, and congestion management strategies, which included safety issues and Transportation Systems Management and Operations (TSM&O).

### Existing Planning Studies

The MPO reviewed the existing County planning studies described below to identify potential projects eligible for the roadway Needs Plan. These studies were recently completed or are currently underway.

#### *Randall Boulevard/Oil Well Road Study Area*

The County completed a corridor study to evaluate potential roadway network improvements near Randall Boulevard and Oil Well Road. The study evaluated several corridor alternatives to enhance traffic operations and safety conditions based on current and future travel demands. On May 14, 2019, the Collier BCC voted to approve the staff recommendation to expand Randall Boulevard (between 8th Street and Everglades Boulevard) to six lanes, Randall Boulevard (between Everglades Boulevard and Desoto Boulevard) to four lanes, and Everglades Boulevard (between Oil Well Road and Randall Boulevard) to four lanes.

#### *CR 951 Congestion Relief Study*

This study is intended to identify an alternative travel route to the existing County Road (CR) 951 (Collier Boulevard) corridor because of forecasted high congestion levels by 2045. The preliminary study area extends east of CR 951 from City Gate Boulevard North at its northern limit to Benfield Road on its

eastern limit and to US 41 at its southern limits. Potential alternative solutions include multiple travel routes, improvements to CR 951, a no-build option, and evaluation of other alternative planning strategies to alleviate future congestion on CR 951.

#### *Immokalee Road Corridor Congestion Study*

The Immokalee Road (CR 846) Corridor Congestion Study is evaluating the future levels of congestion along the Immokalee Road Corridor between Livingston Road and Logan Boulevard. Potential improvements will be considered at the main intersections along the corridor which include:

- Conventional “At-Grade” Improvements (widening)
- Continuous Flow Intersections
- Jug Handle
- Single Point Urban Interchange
- Restricted Crossing U-Turn
- Diverging Diamond Interchange at I-75

The study is expected to be completed in the spring of 2021.

#### *East of CR 951 Bridge Reevaluation Study*

In August 2008, the County conducted the East of CR 951 Infrastructure and Services Horizon Study to evaluate missing bridge connections based on system-wide infrastructure needs that considered transportation circulation, access management, schools, parks, law enforcement, emergency services, fire, libraries, storm water management, and public utilities. The study’s stakeholders identified 12 preferred canal crossing locations and ranked the bridges based on criteria related to mobility, service efficiency, and emergency response. The new bridges would be strategically located throughout the Golden Gate Estates area to reduce trip lengths and travel demand on already congested collector roadways and to provide the greatest opportunity to reduce

response time for first responders. In 2018, County voters approved a 1-cent infrastructure surtax that included specifically earmarked funding for constructing the new bridges.

In 2019, the County completed construction of a new bridge on 8th Street with funding from FDOT. The County has also programmed construction of a new bridge on 16th Street in the Five Year Work Program with funds from the infrastructure surtax proceeds. The surtax funds will be available to construct the remaining 10 bridges within the next 7 years.

The remaining 10 bridges are the subject of the 2020 East of CR 951 Bridge Reevaluation Study, which is being performed to reconfirm the validity of the remaining 10 recommended bridge locations before moving the remaining bridge projects into production. **Table 4-2** presents the bridge locations.

**Table 4-2. East of CR 951 Bridge Reevaluation Study Bridges**

Map ID <sup>a</sup>	New Bridge Projects
81	47th Ave. NE (between Immokalee Rd. & Everglades Blvd.)
82	Wilson Blvd. N (south of 33rd Ave NE)
83	18th Ave. NE (between Wilson Ave & 8th St. NE)
84	18th Ave. NE (between 8th St. NE & 16th St. NE)
85	North End of 13th St. NW (north of Golden Gate Blvd.)
86	16th St. SE (south of Golden Gate Blvd.)
87	10th Ave. SE (between Everglades Blvd. and Desoto Blvd.)
88	Wilson Blvd. S (south of Golden Gate Blvd.)
89	62nd Ave. NE (between Everglades Blvd. and 40th St. NE)

<sup>4</sup> <https://www.colliermopo.org/wp-content/uploads/2018/11/3-Freight-Considerations-Tech-Memo.pdf>

**Table 4-2. East of CR 951 Bridge Reevaluation Study Bridges**

Map ID <sup>a</sup>	New Bridge Projects
115	23rd St. SW (south of Golden Gate Blvd.)

<sup>a</sup> Refer to Figure 4-9

### Freight

The Collier Freight Network is defined in the Collier MPO 2040 LRTP Freight Congestion Considerations Technical Memorandum<sup>4</sup> as including limited-access facilities, regional freight mobility corridors, and freight distribution routes.

Collier County's freight transportation network system consists of numerous freight mobility corridors and freight distribution routes that support the state and regional economy. Rail access to the County is limited to a 1-mile section of the Seminole Gulf Railway in the far northwest corner of the County. In addition to providing traditional rail freight transportation, the rail line supplies regional trucking and logistical services, as well as warehousing and distribution from its distribution center located in North Fort Myers.

Review of truck traffic volumes in the FDOT Florida Traffic Online site reveals that volumes are greatest along the portion of I-75 north of Immokalee Road where trucks comprise more than 8 percent of total AADT.<sup>5</sup> Truck traffic volumes show that this section has daily truck volumes exceeding 8,500 per day. The portion of I-75 between Pine Ridge Road and north of Immokalee Road has truck volumes exceeding 7,500 per day and trucks make up between 8 to 10 percent of the total AADT. Along SR 29 south of I-75, truck volumes make up 26 percent of the total AADT. However, the total traffic

<sup>5</sup> FDOT Traffic Online (2019 Volumes) <https://tdaappsprod.dot.state.fl.us/fto/>

volumes along this segment are low compared to other areas in the County.

#### *Limited-Access Facilities*

I-75 is the only limited-access facility within the County and is a major element of the Florida SIS. It serves as the primary transportation facility connecting Collier County with its immediate neighboring counties, the rest of Florida, and the National Highway System. It also serves as a major commuter corridor.

#### *Regional Freight Mobility Corridors*

The regional freight mobility corridors function as connectors between limited-access facilities and regional freight activity centers.

Within the County, the regional freight mobility corridors consist of:

- SR 29 (I-75 to Hendry County Line)
- SR 82 (SR 29 to Hendry County Line)
- SR 84/Davis Boulevard (US 41 to I-75)
- US 41 (SR 84/Davis Boulevard to Lee County Line)

#### *Freight Distribution Routes*

Freight distribution routes serve to distribute truck traffic to local delivery areas. These include state roadways and other local roadways designated in local truck route ordinances at the county and municipal levels. The freight distribution routes within the County consist of:

- SR 29 (US 41 to I-75)

- CR 951/Collier Boulevard (Marco Island to US 41)
- CR 951/Collier Boulevard (US 41 to CR 846/Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)
- CR 846/Immokalee Road (US 41 to SR 29)
- Golden Gate Boulevard (CR 951/Collier Boulevard to DeSoto Boulevard)
- CR 896/Pine Ridge Road (US 41 to CR 951/Collier Boulevard)
- US 41 (SR 84/Davis Boulevard to Dade County Line)
- Old US 41 (US 41 to Lee County Line)

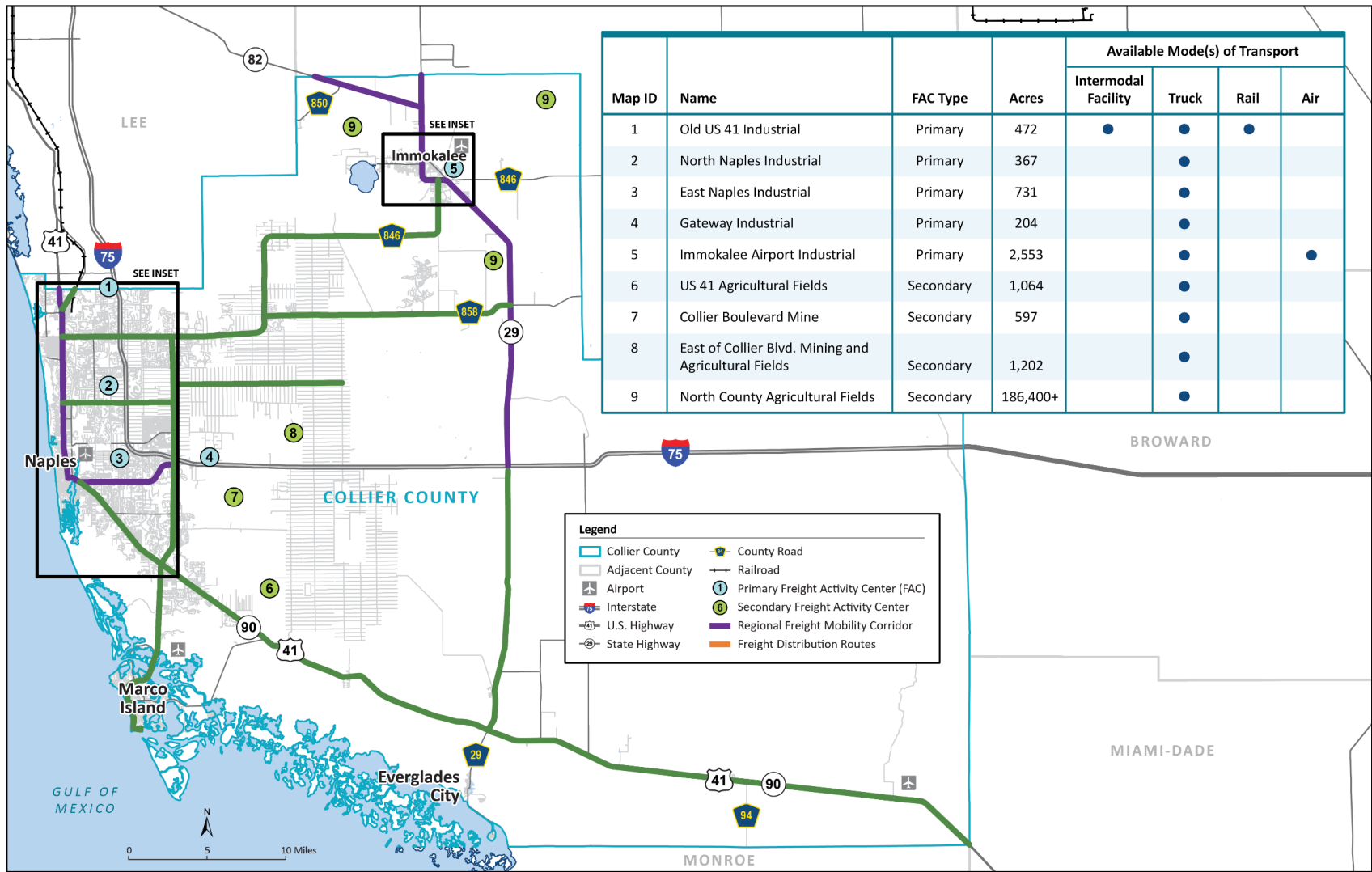
#### *Freight Activity Centers*

The northwestern portion of the County has been identified in the FDOT *Freight Mobility and Trade Plan*<sup>6</sup> as a low to medium freight activity hotspot within Florida. These hotspots distribute or attract large amounts of freight activities and have a significant impact on Florida's transportation system and economy. There are two types of freight activity centers (FACs) located in the County: primary and secondary (refer to **Figure 4-4**). Primary FACs are large industrial and manufacturing areas that send or receive freight in large quantities or for further distribution to the consumer market. Secondary FACs include significant mining and agricultural operations, which sometimes have intermittent or seasonal demands. There are five primary and four secondary FACs within the County.

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<sup>6</sup> <https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/fmtp/april-2020/fmtp-tm-vp-april-2020.pdf>





**Figure 4-4. Freight Network and Activity Centers**

While the Old US 41 Industrial area has limited rail service, it is the only FAC in the County with the potential for intermodal rail activities and should be preserved for future freight-related development as economic conditions warrant. Additionally, a 60-acre zone in and around the Immokalee Airport is designated as a Foreign Trade Zone.<sup>7</sup> With convenient access to SIS facilities including SR 29, SR 82, and I-75, the Immokalee Airport is well-suited for existing and future intermodal air-cargo/truck activities.

### Congestion Management

The Collier MPO is federally mandated to implement a Congestion Management Process.<sup>8</sup> A CMP is developed to improve traffic flow and safety conditions. As discussed in Chapter 1, the Collier MPO CMC is responsible for creating and amending the CMP and for prioritizing candidate congestion management projects to be funded with federal and state funding. As presented on **Figure 4-5**, the CMP is a detailed eight-step process that an urban area follows to improve the performance of its transportation system by reducing the negative impacts of traffic congestion.

The Collier MPO *Transportation System Performance Report (TSPR) and Action Plan Baseline Condition Report*<sup>9</sup> provides an evaluation of existing and future congestion issues in the County. **Figure 4-6** presents congestion hot spot locations in the County that were assessed for congestion management strategies in the TSPR. The hot spot locations were sorted into three tiers to identify which of the hot spot locations had the most causes of congestion. Tier 1 represents road segments influenced by three or more congestion causes, Tier 2 represents road segments influenced by two congestion

causes, and Tier 3 in represents road segments influenced by one congestion cause. Sources of congestion included school congestion, safety, V/C ratio, speed, and public comments.



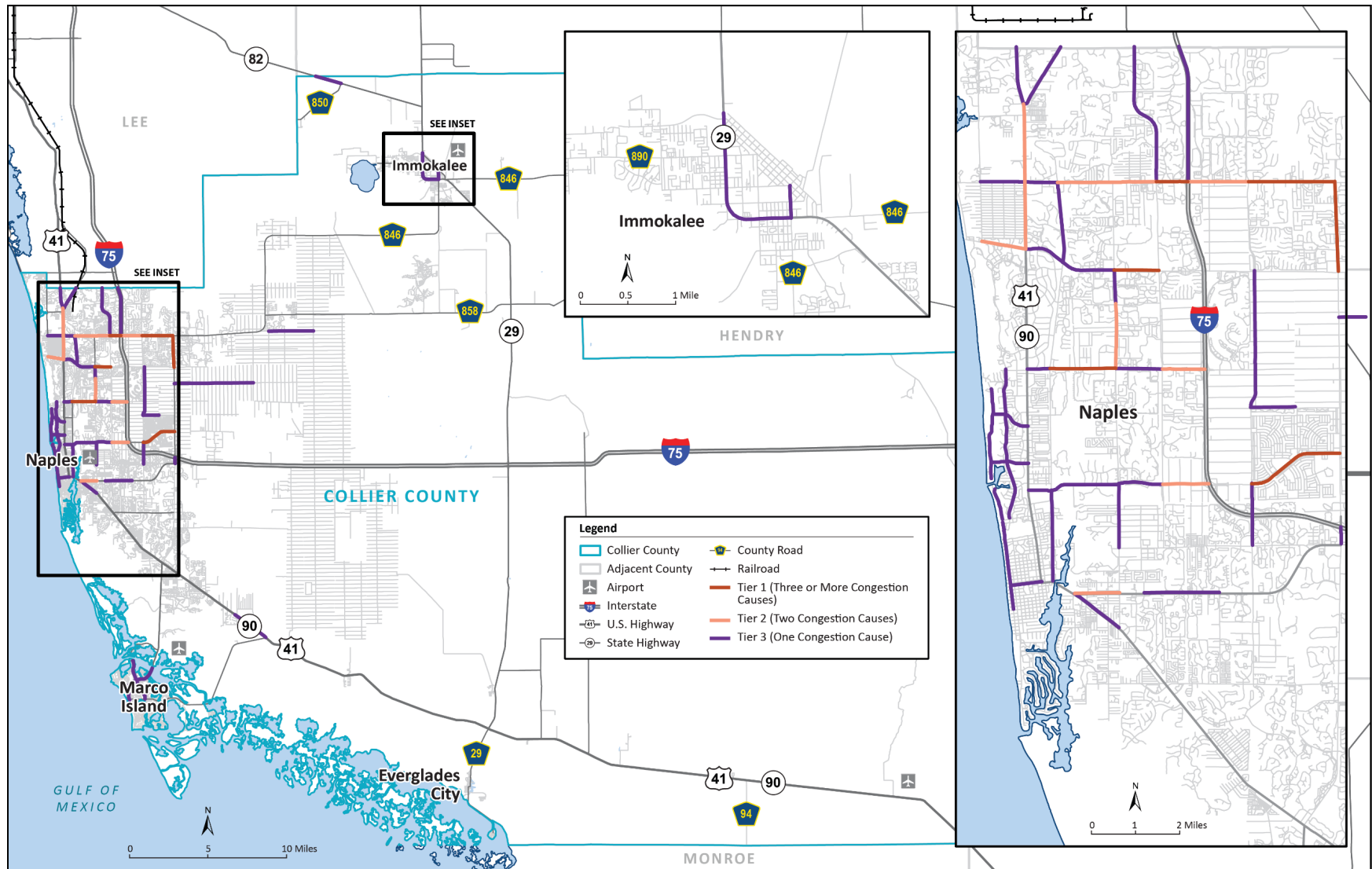
**Figure 4-5.** Congestion Management Process Eight-Step Framework

<sup>7</sup> <https://www.colliercountyfl.gov/your-government/divisions-a-e/airport-authority/immokalee-regional-airport>

<sup>8</sup> [https://ops.fhwa.dot.gov/plan4ops/focus\\_areas/cmp.htm](https://ops.fhwa.dot.gov/plan4ops/focus_areas/cmp.htm)

<sup>9</sup> <https://www.colliermmpo.org/wp-content/uploads/Baseline-Conditions-Report-V5-Combined-1.pdf>





**Figure 4-6. TSPR Congestion Hot Spot Locations**

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### *Safety Issues*

The Collier MPO *TSPR and Action Plan Baseline Condition Report*, along with the Collier MPO Local Road Safety Plan companion study, further identified the top intersection and roadway segment crash locations that were based on an analysis of the top 20 highest frequency and 20 highest rate locations of crashes between 2014 and 2018. **Table 4-3** presents the top roadway segments crash locations. In the 2020 CMP update process, new CMP strategies were identified and added to the existing strategies list based on the analysis conducted in the *TSPR Baseline Condition Report*, which identified causes and locations of congested corridors, and the *TSPR and Action Plan Action Plan*,<sup>10</sup> which analyzed and identified congestion mitigation strategies for the specific corridors. A major addition to these congestion mitigation strategies involved safety strategies that included:

- Signage and pavement markings (e.g., special emphasis crosswalks, yield/stop for pedestrian signs, advanced street signs)

- Visibility and sightline improvements
- New and upgraded street lighting
- Traffic control devices (for example, left-turn signals, variable message signs, pedestrian hybrid beacons)
- New and upgraded existing bicycle and pedestrian crossings

The mapping analysis of crash data from 2014 to 2018 for the LRTP update is presented in **Appendix C**. The maps present total crash locations between 2014 to 2018, as well as crash locations where a fatality by vehicle, including a pedestrian, or bicyclist occurred.

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<sup>10</sup> [https://www.colliermopo.org/wp-content/uploads/Action-Plan\\_V3-with-Appendices.pdf](https://www.colliermopo.org/wp-content/uploads/Action-Plan_V3-with-Appendices.pdf)

**Table 4-3. TSPR Top Road Segment Crash Locations (2014–2018)**

On Street	From Street	To Street	Total Crashes	Length (miles)	AADT	Crash Rate <sup>a</sup>	Top 20 Crash Frequency <sup>b</sup> or Rate Location
Golden Gate Pkwy	Santa Barbara Blvd.	Collier Blvd.	559	2.21	27,496	5.048	Both
I 75	Broward County Line	SR 29	470	29.13	22,000	0.402	Frequency
Airport Rd.	Pine Ridge Rd.	Orange Blossom Dr.	455	1.45	34,686	4.943	Both
Tamiami Trail East	Airport Rd.	Rattlesnake Hammock Rd.	453	1.69	47,814	3.074	Frequency
Airport Rd.	Radio Rd.	Golden Gate Pkwy.	405	1.43	44,008	3.534	Both
Immokalee Rd.	I 75	Logan Blvd.	402	1.37	38,245	4.210	Both
Tamiami Trail North	Immokalee Rd.	Vanderbilt Beach Rd.	396	1.51	35,925	4.005	Both
Golden Gate Blvd.	Collier Blvd.	Wilson Blvd.	381	5.03	25,481	1.630	Frequency
I 75	SR 29	SR 951	366	21.23	24,970	0.378	Frequency
Immokalee Rd.	Livingston Rd.	I 75	355	0.71	46,874	5.886	Both
Pine Ridge Rd.	Livingston Rd.	I 75	351	0.95	52,322	3.869	Both
I 75	Pine Ridge Rd.	Immokalee Rd.	331	4.27	35,295	1.203	Frequency
Immokalee Rd	Logan Blvd.	Collier Blvd.	331	1.94	89,362	1.048	Frequency
Golden Gate Pkwy.	Livingston Rd.	I 75	293	2.05	42,756	1.835	Frequency
Davis Blvd.	Lakewood Blvd.	County Barn Rd.	291	1.68	28,243	3.359	Frequency
Airport Rd	Golden Gate Pkwy.	Pine Ridge Rd.	290	2.59	46,556	1.316	Frequency
Tamiami Trail East	Rattlesnake Hammock Rd.	Treetops Dr.	280	2.45	37,428	1.674	Frequency
I 75	Immokalee Rd.	Lee County Line	278	3.06	99,582	0.501	Frequency

**Table 4-3. TSPR Top Road Segment Crash Locations (2014–2018)**

On Street	From Street	To Street	Total Crashes	Length (miles)	AADT	Crash Rate <sup>a</sup>	Top 20 Crash Frequency <sup>b</sup> or Rate Location
Immokalee Rd.	Collier Blvd.	Wilson Blvd.	271	5.10	29,259	0.995	Frequency
Tamiami Trail North	12th Ave N	Goodlette Rd. S	269	1.66	51,500	1.727	Frequency
Radio Rd.	Livingston Rd.	Santa Barbara Blvd.	250	1.99	18,398	3.742	Rate
Santa Barbara Blvd.	Golden Gate Pwky.	Green Blvd.	215	1.71	20,314	3.391	Rate
Airport Rd.	Davis Blvd.	North Rd.	198	0.52	43,551	4.819	Rate
Collier Blvd.	Golden Gate Pwky.	Green Blvd.	177	1.04	27,271	3.420	Rate
Pine Ridge Rd.	Goodlette-Frank Road	Shirley St.	165	0.67	36,418	3.733	Rate
Immokalee Rd.	Stockade Rd.	SR 29	157	1.52	6,949	8.155	Rate
Lake Trafford Rd.	Carson Rd.	SR 29	93	1.00	8,650	5.874	Rate
Immokalee Drive	N 29th St.	Charlotte St.	91	1.97	6,200	4.074	Rate

<sup>a</sup> Crash rate expressed as the number of crashes per 100 million vehicle miles of travel (AADT x Length) for the 5-year reporting period.

<sup>b</sup> Frequency is defined as the number of crashes occurring within a specific jurisdiction, on a roadway segment, or at an intersection.

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### *Transportation System Management and Operations*

The combination of technology and operational strategies is called TSM&O. These multimodal strategies are designed to maximize the efficiency, safety and use of existing and planned transportation infrastructure. TSM&O include Transportation System Management (TSM) approaches and ITS technologies that are noted in the Collier MPO *Congestion Management Process 2017 Update* (Adopted October 13, 2017)<sup>11</sup> as effective strategies to mitigate congestion. TSM strategies are a low-cost but effective way to reduce congestion particularly for:

- Intersection and signal improvements
- Special events management strategies
- Incident management

ITS projects are effective in maximizing a transportation system's efficiency. Based on the CMP 2017 Update, candidate ITS projects in Collier County include:

- Those which are consistent with FDOT's current ITS Regional Architecture
- Updates to existing equipment and software deployed in the region
- Improved incident management
- Enhancements to City of Naples, Collier County Traffic Operations/Management Centers (TOCs), including studies and implementing their recommendations
- Improved use of social media and public information technologies

Further, the 2017 CMP Update noted the following ITS performance measures:

- Maintaining concurrency with FDOT Regional ITS Architecture and technological advances in TOC equipment and operations
- Increased number of signalized intersections connected to ITS
- Improved Travel Time Reliability

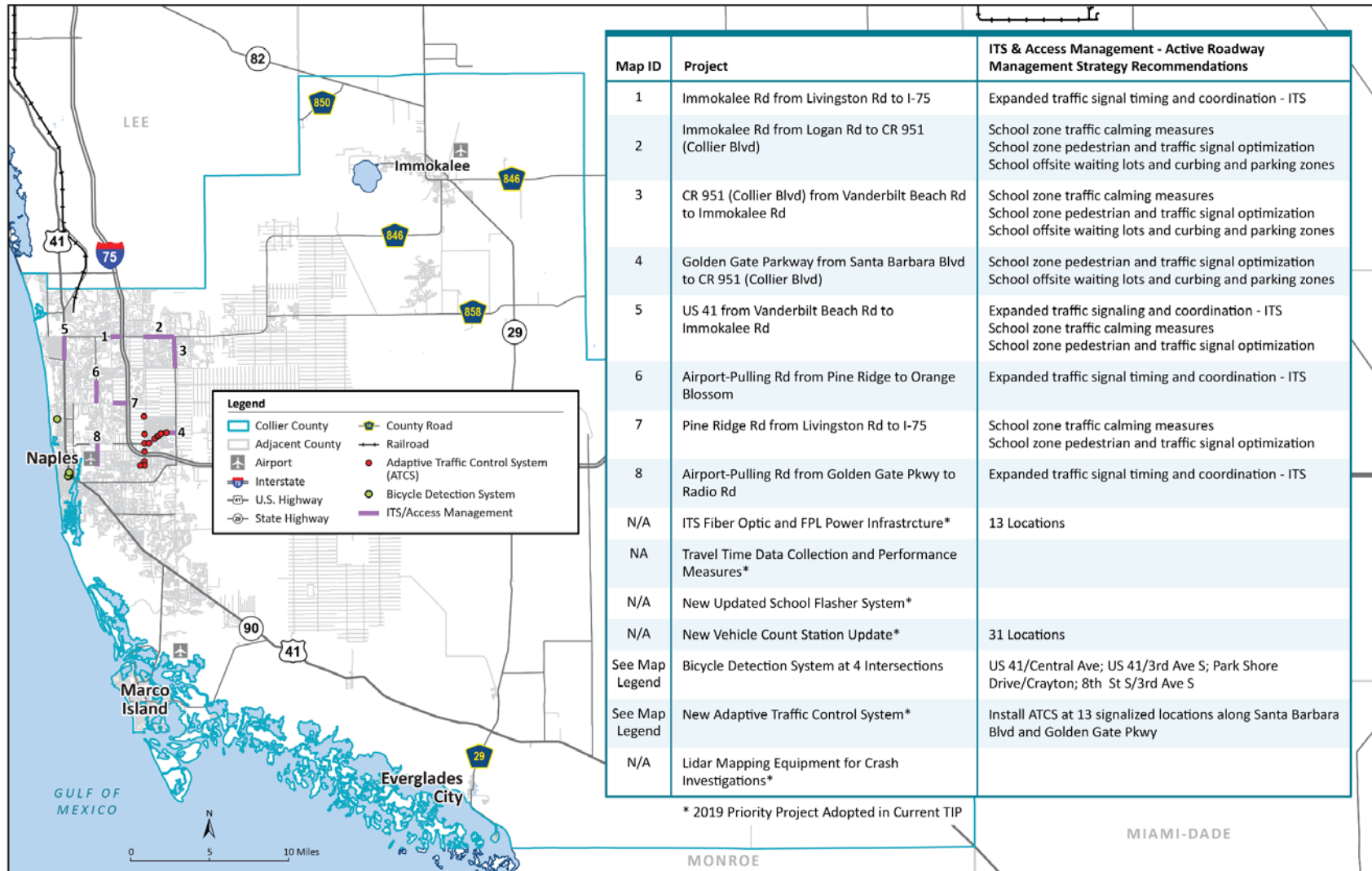
Within Collier MPO's jurisdiction, both the City of Naples and Collier County manage TOCs in close coordination with each other and with FDOT to remain in full compliance with the FDOT Statewide ITS architecture.

The 2020 CMP update identified several roadway facilities as candidates for ITS and active roadway management strategies. **Figure 4-7** summarizes the projects and associated recommendations along with projects adopted in the current TIP.

While these projects are part of the roadway needs, the LRTP-level modeling software (D1RPM) is not sensitive enough to determine if congestion is relieved through implementation of these strategies. Evaluation and prioritization of these projects is conducted by the MPO CMC using Strategy Evaluation Criteria that are used to screen project submittals for consistency with CMP goals, strategies, and congestion hotspots identified in the TSPR *Baseline Condition Report* (refer to Figure 4-6).

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<sup>11</sup> <https://www.colliermopo.org/wp-content/uploads/2017-CMP.pdf>



**Figure 4-7. 2019 and 2020 CMP ITS/Active Roadway Management Projects**



Both the Congestion Management Process and the bicycle/pedestrian planning process strongly consider crash data as an important component of the project identification and selection process. As improvements are made to these facilities, special attention is placed on identifying solutions that enhance safety for motorists, pedestrians, and bicyclists. Traffic crashes are highly correlated with intersection locations, and consideration of operational and ITS improvements to major and minor intersections will address many of the high crash locations. Input from the LRTP into those continuing processes provides valuable guidance in the identification of safety-related improvements.

### Ranking the Roadway Needs

Once a comprehensive list of the roadway project needs was developed, they were evaluated by scoring each project using defined goals and objectives, and the evaluation criteria described in Chapter 3. The evaluation provided a score for each project that was used to rank the needs projects from highest to lowest. During the process, adjustments were made to the rankings as more testing was done, or as information about projects schedules and commitments became known. Several projects were removed from the needs list and moved to the E+C category based on agency expectations that projects would be completed before the 2023–2045 planning timeframe. Projects were deleted if modeling indicated that they would not be beneficial.

The following subsections provide further details on the evaluation criteria scoring presented in Chapter 3. Additionally, it describes other considerations when evaluating the projects including natural environment impacts and mitigation strategies, risks to the transportation system due to

climate change, and future technology impacts to the transportation system including CAV.

### Environmental Considerations



Transportation projects can significantly impact many aspects of the natural environment including wildlife and their habitats, wetlands, and groundwater resources. Where impacts cannot be completely avoided, impacts minimization, mitigation or conservation efforts are

required. The Collier MPO is committed to principles of environmental stewardship and carefully examines potential impacts and mitigation efforts for each project under consideration. Environmental mitigation for transportation projects in Collier County is completed through a partnership between the Collier MPO, its member jurisdictions, FDOT, state and federal environmental resource and regulatory agencies, and environmental preservation organizations.

Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, or preservation projects that help offset unavoidable environmental impacts. These activities are directed through Section 373, F.S., which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Impacts to habitat can be mitigated through a variety of options, which include mitigation banks and mitigation through the Water Management District(s) and the Florida Department of Environmental Protection (FDEP).

**Table 4-4** lists environmental mitigation strategies that are considered when addressing environmental impacts from future projects.

**Table 4-4. Mitigation Strategies**

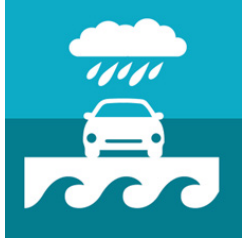
Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none"> <li>• Restore degraded wetlands</li> <li>• Create new wetland habitats</li> <li>• Enhance or preserve existing wetlands</li> <li>• Improve stormwater management</li> <li>• Purchase credits from a mitigation bank</li> </ul>
Forested and Natural Areas	<ul style="list-style-type: none"> <li>• Use selective cutting and clearing</li> <li>• Replace or restore forested areas</li> <li>• Preserve existing vegetation</li> </ul>
Habitats	<ul style="list-style-type: none"> <li>• Construct underpasses, such as culverts</li> <li>• Implement other design measures to minimize potential fragmenting of animal habitats</li> </ul>
Streams	<ul style="list-style-type: none"> <li>• Perform stream restoration</li> <li>• Create vegetative buffer zones</li> <li>• Enforce strict erosion and sedimentation control measures</li> </ul>
Threatened or Endangered Species	<ul style="list-style-type: none"> <li>• Preservation</li> <li>• Enhance or restore degraded habitat</li> <li>• Create new habitats</li> <li>• Establish buffer areas around existing habitat</li> </ul>

As part of the ranking process, an evaluation of the potential impacts to wildlife, habitat, and wetlands was conducted for each project in the needs network. The U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory database and their panther habitat maps served as a source to estimate the amount of environmental impacts for each project. Impacts to habitat and wetlands were reflected by giving a negative score for each impact, ranging from -1 (least negative impact) to -5 (most negative impact). Projects were scored based on their degree of impact to panther habitat and wetland impacts. The Collier MPO 2045 LRTP Update *Project Cost Development Methodology Technical Memorandum* details how panther habitat and wetland impacts were estimated as well as the costs associated with potential mitigation.

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the FDOT Efficient Transportation Decision Making (ETDM) process is used to seek input on individual qualifying long-range transportation projects allowing for more specific commentary. This ensures that mitigation opportunities are identified, considered, and available as the LRTP is developed and projects are advanced. The ETDM screening process was applied to all qualifying projects identified in the 2045 LRTP Cost Feasible Plan, which further provided opportunity to engage on any sociocultural impacts as well.



## Climate Change Vulnerability and Risks



Southwest Florida contains the largest area of tidally influenced public lands in the Gulf of Mexico and the fastest growing urban landscape in Florida. Both the human and natural components of the ecosystem are under increasing risk because of the threats of a growing

human population, sea level rise (SLR), and tropical cyclones. While all MPOs in Florida will be challenged with extreme change in weather events, each MPO's challenge is unique. Changing conditions can include increased inland flooding, SLR, increased frequency of severe storms with high winds and greater rainfall, increased duration of droughts and rapidly spreading fires, and economic recessions. These conditions will lead to more rapid degradation and decreased functional operability (or lifespan) of transportation facilities. The Collier MPO along with its partnering agencies are considering the unique challenges they face to better plan for ways to protect and preserve their infrastructure. Federal Regulation 23 CFR 450.306(b)(9) requires MPOs, in cooperation with the state and public transportation operators, to "improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation" in the long-range transportation planning process. Planning for resilience involves considering objectives and strategies in other planning areas, as shown on **Figure 4-8**.



**Figure 4-8. Resiliency Planning Considerations**

*Source: FDOT Resilience Quick Guide: Incorporating Resilience in the MPO Long Range Transportation Plan, January 2020*

To better understand planning needs and potential actions to mitigate SLR, the County, City of Naples, City of Marco Island, and City of Everglades teamed with Florida Gulf Coast University and the University of Florida to sponsor a grant application from the National Centers for Coastal Ocean Science [a subsidiary of National Oceanic and Atmospheric Administration (NOAA)] for a 3-year study and modeling exercise related to the impacts of SLR and storm surge on Collier County. The Board approved a Resolution of Support for the project on September 13, 2016, and the NOAA grant was awarded. The ACUNE project<sup>12</sup> began in June 2017 to

<sup>12</sup> <https://restoreactscienceprogram.noaa.gov/projects/local-coastal-tool>

develop a decision-support tool to aid resource managers, municipalities, and agencies in Collier County with decisions related to the preservation and restoration of mangrove, marsh, and beach habitats; water management; and coastal planning, zoning, and land acquisition. However, the study was delayed because of the COVID-19 pandemic. A future LRTP update will include the results of the study and adjustments to the needs or cost feasible projects will be made accordingly.

During the Collier MPO 2045 LRTP update, the NOAA Sea Level Rise Viewer (version 3.0.0)<sup>13</sup> tool was used to evaluate potential climate impacts to the Collier County transportation network. The viewer provides a preliminary look at SLR and coastal flooding impacts. The tool is for screening-level evaluations and uses best-available, nationally consistent data sets and analyses. The SLR viewer can be used at several scales to help estimate impacts and prioritize actions for different scenarios. While the data and maps provided by the tool illustrate the scale of potential flooding, the exact location of SLR and flooding is an estimate. For the Collier MPO 2045 LRTP update, an intermediate high scenario was used to estimate SLR by 2045. **Appendix C** provides a map of potential SLR and coastal flooding by 2045. Projects that promote transportation infrastructure resiliency in the face of climate change and SLR were given a score of 5 if they were within 0.25 miles of potential 2045 flooding area and a score of 3 if they within 0.5 miles of a potential low lying area.

<sup>13</sup> <https://coast.noaa.gov/slr/#/layer/slr>

The *Collier MPO 2045 LRTP Transportation Network's Vulnerability to Climate Change White Paper* presents further details on climate change vulnerability and risk, estimation of SLR impacts, and possible mitigation strategies.

#### *Future Technology Considerations*



The FDOT *Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use (ACES) Vehicles* notes that Florida MPOs are dealing with an unprecedented amount of potential change as they plan for their

transportation needs between now and 2045.<sup>14</sup> Within their next planning horizon, MPOs need to decide how best to address the increasing deployment of ACES vehicles and complementary technologies.

Because emerging technologies have the potential to completely transform conventional transportation practices, it is important to understand the potential benefits and drawbacks of the various technologies. The key benefit to these emerging technologies is the potential to improve safety by reducing injuries and fatalities resulting from human error and distractions. However, ACES technologies also introduce a great deal of unknowns, such as costs, social inequities, and new planning requirements that make navigating policy difficult. **Table 4-5** presents potential positive and negative effects from these emerging technologies as noted in the FDOT ACES Guidance.

<sup>14</sup> [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot\\_mpoguidebook\\_20181005.pdf?sfvrsn=7d194ed6\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/metrosupport/resources/fdot_mpoguidebook_20181005.pdf?sfvrsn=7d194ed6_2)

**Table 4-5. Potential Positive and Negative Effects Resulting from ACES Technologies**

Technology	Potential Negative Effect(s)	Potential Positive Effect(s)
Automated Vehicles	<ul style="list-style-type: none"> <li>• Potential increase in VMT from empty vehicles</li> <li>• Changes in land use or urban form</li> </ul>	<ul style="list-style-type: none"> <li>• Increased mobility for children, elderly or the disabled at potentially lower costs</li> <li>• Reduced parking demand</li> <li>• Changes in land use or urban form</li> </ul>
Connected Vehicles	<ul style="list-style-type: none"> <li>• Potential hacking of a transportation network</li> </ul>	<ul style="list-style-type: none"> <li>• Potential increase in roadway capacities</li> <li>• New safety features</li> <li>• Improved congestion management</li> </ul>
Electric Vehicles	<ul style="list-style-type: none"> <li>• Decrease in transportation funding sources from reduction in motor fuel tax revenues</li> </ul>	<ul style="list-style-type: none"> <li>• Potential reduction in air emissions (depending on energy sources used to generate electricity)</li> </ul>
Shared-Use Vehicles	<ul style="list-style-type: none"> <li>• Complete Street design challenges because of competition for limited curb space in urban areas</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunities for mobility hubs and new funding sources</li> </ul>

The Florida Connected Vehicle Initiative includes multiple planning, design/implementation, and operational connected vehicle projects throughout the state.<sup>15</sup> While there are currently no projects or initiatives in Collier County, there is

<sup>15</sup> <https://www.fdot.gov/traffic/its/projects-deploy/cv/connected-vehicles>

one project in neighboring Lee County: US 41 Florida's Regional Advanced Mobility Elements (FRAME). The project is in the initial phases. The overall goal is to improve efficient operations of the traffic signals along the corridor, thereby improving mobility as well as provide information for connected vehicles. The project covers approximately 30 miles and 71 traffic signals and includes the following initiatives:

- Traffic signal controllers/cabinets upgrades
- Connected Vehicle Road Side Units deployment
- Pedestrian detection using LIDAR<sup>16</sup> detectors
- Deployment of Automated Traffic Signal Performance Measures

Considering that US 41 continues into Collier County, the Collier MPO is considering expansion of the US 41 FRAME project into the County. The project would benefit drivers commuting between Lee and Collier Counties by improving mobility and safety along the US 41 Corridor.

For the Collier MPO 2045 LRTP update, one CAV planning scenario was modeled by FDOT. FDOT coordinated with the University of South Florida's CUTR to determine the capacity adjustments to the model to simulate a CAV fleet. Based on that coordination, a CAV planning scenario assumed 35 percent of the vehicles on the network were CAV. The output resulted in minor capacity improvements to the overall network.

## 2045 Roadway Needs Results

**Figure 4-9** and **Table 4-6** identify the 2045 roadway needs projects which total to more than \$2.4 billion. The evaluation matrix for the ranking of the needs is presented in **Appendix D**.

<sup>16</sup> Light Detection and Ranging

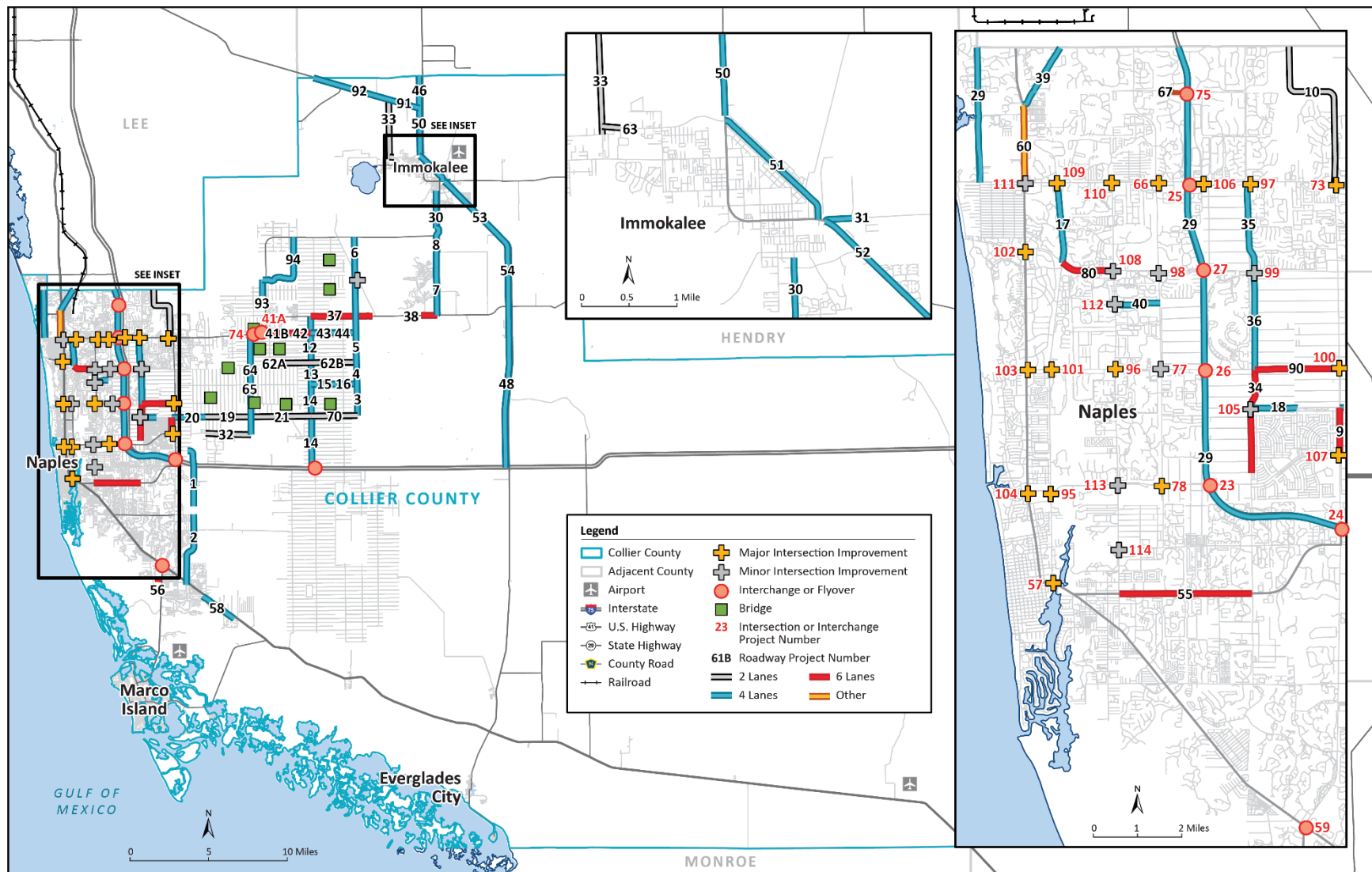


Figure 4-9. 2045 Needs Plan Project Map

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
1	51	Benfield Rd. Extension	The Lords Way	City Gate Blvd. N	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
2	41	Benfield Rd.	US 41 (SR 90) (Tamiami Trail E)	Rattlesnake Hammock Extension	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
3	72	Big Cypress Pkwy.	Green Blvd.	Golden Gate Blvd.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
4	70	Big Cypress Pkwy.	Golden Gate Blvd.	Vanderbilt Beach Road Ext.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
5	71	Big Cypress Pkwy.	Vanderbilt Beach Rd. Extension	Oil Well Rd.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
6	82	Big Cypress Pkwy.	Oil Well Rd.	Immokalee Rd.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
7	62	Camp Keais Rd.	Pope John Paul Blvd.	Oil Well Rd.	Roadway Capacity	Widen from Two to Four Lanes
8	80	Camp Keais Rd.	Immokalee Rd.	Pope John Paul Blvd.	Roadway Capacity	Widen from Two to Four Lanes
9	1	Collier Blvd. (CR 951)	Golden Gate Main Canal	Green Blvd.	Roadway Capacity	Widen from Four to Six Lanes
10	21	CR 951 Extension	Collier Blvd. (CR 951) (northern terminus)	Lee/Collier County Line	Roadway Capacity	New 2-Lane Road
11	34	Everglades Blvd.	Randall Blvd.	South of Oil Well Road	Roadway Capacity	Widen from Two to Four Lanes

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
12	35	Everglades Blvd.	Vanderbilt Beach Rd. Extension	Randall Blvd.	Roadway Capacity	Widen from Two to Four Lanes
13	54	Everglades Blvd.	Golden Gate Blvd.	Vanderbilt Beach Rd. Extension	Roadway Capacity	Widen from Two to Four Lanes
14	63	Everglades Blvd.	I-75 (SR-93)	Golden Gate Blvd.	Roadway Capacity	Widen from Two to Four Lanes
15	37	Golden Gate Blvd.	Everglades Blvd.	Desoto Blvd.	Roadway Capacity	Widen from Two to Four Lanes
16	58	Golden Gate Blvd. Extension	Desoto Blvd.	Big Cypress Pkwy.	Roadway Capacity	New Four-Lane Road
17	31	Goodlette-Frank Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Roadway Capacity	Widen from Two to Four Lanes
18	66	Green Blvd.	Santa Barbara Blvd./ Logan Blvd.	Sunshine Blvd.	Roadway Capacity	Widen from Two to Four Lanes
19	27	Green Boulevard Extension (16th Ave. SW)	23rd St. SW	Wilson Blvd. Extension	Roadway Capacity	New Two-Lane (Future Study Area)
20	33	Green Boulevard Extension (16th Ave. SW)	Collier Blvd. (CR 951)	23rd St. SW	Roadway Capacity	New Four-Lane (Future Study Area)
21	42	Green Boulevard Extension (16th Ave. SW)	Wilson Blvd. Ext	Everglades Blvd.	Roadway Capacity	New Two-Lane Road
22	60	I-75 (SR-93) Interchange	Everglades Blvd.		Interchange	New Interchange



**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
23	8	I-75 (SR-93) Interchange (modified)	Golden Gate Pkwy.		Interchange	Interchange Improvement
24	2	I-75 (SR-93) Interchange (modified)	Collier Blvd. (CR 951)		Interchange	Interchange Improvement
25	22	I-75 (SR-93) Interchange (modified)	Immokalee Rd.		Interchange	Interchange improvement (DDI proposed)
26	18	I-75 (SR-93) Interchange (modified)	Pine Ridge Rd.		Interchange	Interchange improvement (DDI proposed)
27	40	I-75 (SR-93) Interchange (new)	Vanderbilt Beach Rd.		Interchange	New Interchange - Partial (to/from the north)
29	5	I-75 (SR-93) Managed (Toll) Lanes	Collier Blvd. (CR 951)	Collier/Lee County Line	Roadway Capacity	New Ten-Lane Express (Toll) Lanes
30	7	Immokalee Rd. (CR 846)	Camp Keais Rd.	Carver St.	Roadway Capacity	Widen from Two to Four Lanes
31	23	CR 846 E	SR 29	Airpark Blvd.	Roadway Capacity	Widen from Two to Four Lanes
32	81	Keane Ave.	Inez Rd.	Wilson Blvd. Extension	Roadway Capacity	New Two-Lane Road (Future Study Area)
33	50	Little League Rd. Extension	SR 82	Westclox St.	Roadway Capacity	New Two-Lane Road
34	65	Logan Blvd.	Green Blvd.	Pine Ridge Rd.	Roadway Capacity	Widen from Four to Six Lanes
35	52	Logan Blvd.	Vanderbilt Beach Rd.	Immokalee Rd.	Roadway Capacity	Widen from Two to Four Lanes

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
36	67	Logan Blvd.	Pine Ridge Rd.	Vanderbilt Beach Rd.	Roadway Capacity	Widen from Two to Four Lanes
37	38	Oil Well Road/CR 858	Everglades Blvd.	Oil Well Grade Rd.	Roadway Capacity	Widen from Two to Six Lanes
38	46	Oil Well Road/CR 858	Ave Maria Entrance	Camp Keais Rd.	Roadway Capacity	Widen from Two to Six Lanes
39	10	Old US 41	US 41 (Tamiami Trail E)	Lee/Collier County Line	Roadway Capacity	Widen from Two to Four Lanes
40	45	Orange Blossom Drive	Airport Pulling Rd.	Livingston Rd.	Roadway Capacity	Widen from Two to Four Lanes
41A	19	Randall Blvd. Intersection (flyover)	Immokalee Rd.		Interchange	Ultimate Intersection Improvement: Overpass
41B	36	Randall Blvd.	Immokalee Rd.	8th St. NE	Roadway Capacity	Widen from Two to Six Lanes
42	39	Randall Blvd.	8th St. NE	Everglades Blvd.	Roadway Capacity	Widen from Two to Six Lanes
43	59	Randall Blvd.	Everglades Blvd.	Desoto Blvd.	Roadway Capacity	Widen from Two to Four Lanes
44	61	Randall Blvd.	Desoto Blvd.	Big Cypress Pkwy.	Roadway Capacity	New Four-Lane Road
45	44	Santa Barbara Blvd.	Painted Leaf Ln.	Green Blvd.	Roadway Capacity	Widen from Four to Six Lanes
46	56	SR 29	SR 82	Collier/Hendry Line	Roadway Capacity	Widen from Two to Four Lanes

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
48	49	SR 29	I-75 (SR 93)	Oil Well Rd.	Roadway Capacity	Widen from Two to Four Lanes
50	24	SR 29	New Market Road North/Westclox Street	North of SR 82	Roadway Capacity	Widen from Two to Four Lanes
51	13	SR 29/New Market Rd. W (New Road)	CR 846 E	New Market Rd. N	Roadway Capacity	New Four-Lane Road
52	3	SR 29	Agriculture Way	CR 846 E	Roadway Capacity	Widen from Two to Four Lanes
53	15	SR 29	Sunniland Nursery Rd.	Agriculture Way	Roadway Capacity	Widen from Two to Four Lanes
54	16	SR 29	Oil Well Rd.	Sunniland Nursery Rd.	Roadway Capacity	Widen from Two to Four Lanes
55	6	SR 84 (Davis Blvd.)	Airport Pulling Rd.	Santa Barbara Blvd.	Roadway Capacity	Widen from Four to Six Lanes
56	9	Collier Blvd. (SR 951)	South of Manatee Rd.	North of Tower Rd.	Roadway Capacity	Widen from Four to Six Lanes
57	4	US 41 (SR 90) (Tamiami Trail E) intersection	Goodlette Rd.		Major Intersection Improvement	Major Intersection Improvement
58	12	US 41 (SR 90) (Tamiami Trail E)	Greenway Rd.	6 L Farm Rd	Roadway Capacity	Widen from Two to Four Lanes
59	11	US 41 (SR 90) (Tamiami Trail E) intersection	Collier Blvd. (SR 951)		Major Intersection Improvement	Major Intersection Improvement

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
60	14	US 41 (SR 90) (Tamiami Trail E)	Immokalee Rd.	Old US 41	Corridor Study	Further Study Required
62A	73	Vanderbilt Beach Rd. Extension	16th St.	Everglades Blvd.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
62B	73	Vanderbilt Beach Rd. Extension	Everglades Blvd.	Big Cypress Pkwy.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
63	53	Westclox Street Extension	Little League Rd.	West of Carson Rd.	Roadway Capacity	New Two-Lane Road
64	30	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	Roadway Capacity	Widen from Two to Four Lanes
65	32	Wilson Blvd.	Keane Ave.	Golden Gate Blvd.	Roadway Capacity	New Two-Lane Road (Expandable to Four Lanes)
66	17	Immokalee Rd. (Intersection)	Livingston Rd.		Major Intersection Improvement	Major Intersection Improvement
67	57	Veterans Memorial Blvd. Extension	Strand Blvd.	I-75	Roadway Capacity	New Four-Lane Road
68	83	Big Cypress Pkwy. Intersection (new)	Oil Well Grade Rd.		Minor Intersection Improvement	New At-Grade Intersection
70	68	Green Blvd. Extension	Everglades Blvd.	Big Cypress Pkwy.	Roadway Capacity	New Two-Lane Road
73	20	Immokalee Rd. (CR 846) Intersection	Collier Blvd. (CR 951)		Major Intersection Improvement	Major Intersection Improvement

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
74	28	Immokalee Rd. (CR 846) Intersection	Wilson Blvd.		Major Intersection Improvement	Major Intersection Improvement
75	55	I-75 (SR-93) Interchange (new)	Veterans Memorial Blvd.		Interchange	New Partial Interchange
76	43	Vanderbilt Dr.	Immokalee Rd.	Woods Edge Pkwy.	Roadway Capacity	Widen from Two to Four Lanes
77	25	Pine Ridge Rd. Intersection	Livingston Rd.		Minor Intersection Improvement	Minor intersection improvements
78	29	Golden Gate Pkwy. Intersection	Livingston Rd.		Major Intersection Improvement	Major Intersection Improvement
81	74	Bridge @ 47th Ave NE	West of Everglades Blvd.		New Bridge Project	New Bridge over Canal
82	75	Bridge @ Wilson Blvd.	South of 33rd Avenue NE		New Bridge Project	New Bridge over Canal
83	69	Bridge @ 18th Ave. NE	Between Wilson Blvd. N and 8th St. NE		New Bridge Project	New Bridge over Canal
84	76	Bridge @ 18th Ave NE	Between 8th St. NE and 16th St. NE		New Bridge Project	New Bridge over Canal
85	64	Bridge @ 13th St. NW	North Terminus at Vanderbilt Beach Rd. Extension		New Bridge Project	New Bridge over Canal
86	77	Bridge @ 16th St. SE	South Terminus		New Bridge Project	New Bridge over Canal

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
87	77	Bridge @ Location TBD - between 10th Ave. SE and 20th Ave. SE	East of Everglades Blvd.		New Bridge Project	New Bridge over Canal
88	48	Bridge @ Wilson Blvd. S	South Terminus		New Bridge Project	New Bridge over Canal
89	79	Bridge @ 62nd Ave NE	West of 40th St NE		New Bridge Project	New Bridge over Canal
115	N/A	Bridge @ 23rd St. SW	South of Golden Gate Blvd.		New Bridge Project	New Bridge over Canal
90	26	Pine Ridge Rd.	Logan Blvd.	Collier Blvd.	Roadway Capacity	Widen from Four to Six Lanes
93	N/A	Immokalee Rd.	Shady Hollow Blvd. E	Rural Village Rd. (new)	Roadway Capacity	Widen from Two Four Lanes
94	N/A	Rural Village Rd. (new)	Immokalee Rd.	Immokalee Rd.	Roadway Capacity	New Four-Lane Road
95	N/A	Golden Gate Pkwy. (Intersection)	Goodlette Rd.		Major Intersection Improvement	Major Intersection Improvement
96	N/A	Pine Ridge Rd. (Intersection)	Airport Pulling Rd.		Minor Intersection Improvement	Minor intersection improvements
97	N/A	Immokalee Rd. (Intersection)	Logan Blvd.		Major Intersection Improvement	Major Intersection Improvement

**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
98	N/A	Vanderbilt Beach Rd. (Intersection)	Livingston Rd.		Minor Intersection Improvement	Minor intersection improvements
99	N/A	Vanderbilt Beach Rd. (Intersection)	Logan Blvd.		Minor Intersection Improvement	Minor intersection improvements
100	N/A	Collier Blvd. (Intersection)	Pine Ridge Rd.		Major Intersection Improvement	Major Intersection Improvement
101	N/A	Pine Ridge Rd. (Intersection)	Goodlette Rd.		Minor Intersection Improvement	Minor intersection improvements
102	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Vanderbilt Beach Rd.		Major Intersection Improvement	Major Intersection Improvement
103	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Pine Ridge Rd.		Major Intersection Improvement	Major Intersection Improvement
104	N/A	US 41 (SR 90) (Tamiami Trail E) intersection	Golden Gate Pkwy.		Major Intersection Improvement	Major Intersection Improvement
105	N/A	Santa Barbara Blvd.	Green Blvd.		Minor Intersection Improvement	Minor intersection improvements
106	N/A	Immokalee Rd.	Northbrook Dr.		Major Intersection Improvement	Major Intersection Improvement



**Table 4-6. 2045 Needs Plan List of Projects**

Map ID	Needs Ranking	Project	From	To	Type of Project	Description
107	N/A	Golden Gate Pkwy.	Collier Blvd.		Major Intersection Improvement	Major Intersection Improvement
108	N/A	Vanderbilt Beach Rd.	Airport Pulling Rd.		Minor Intersection Improvement	Intersection Innovation/Improvements
109	N/A	Immokalee Rd.	Goodlette-Frank Rd.		Major Intersection Improvement	Intersection Innovation/Improvements
110	N/A	Immokalee Rd.	Airport Pulling Rd.		Major Intersection Improvement	Intersection Innovation/Improvements
111	N/A	US 41	Immokalee Rd.		Minor Intersection Improvement	Intersection Innovation/Improvements
112	N/A	Airport Pulling Rd.	Orange Blossom Dr.		Minor Intersection Improvement	Intersection Innovation/Improvements
113	N/A	Airport Pulling Rd.	Golden Gate Pkwy.		Minor Intersection Improvement	Intersection Innovation/Improvements
114	N/A	Airport Pulling Rd.	Radio Rd.		Minor Intersection Improvement	Intersection Innovation/Improvements

## 4-3 Bicycle and Pedestrian Needs

Pathways that consist of pedestrian and bicycle facilities are an important part of the County's transportation network. They facilitate access to public transportation and provide alternative mobility choices. In 2019, the Collier MPO and BPAC developed a *Bicycle/Pedestrian Master Plan* (BPMP) that addresses pedestrian and bicycle needs.<sup>17</sup> The products of the BPAC are included in the LRTP by reference and are summarized in this subsection.

The BPMP establishes policies for including bicycle and pedestrian facilities along all collector and arterial roads, formalizes the applicability of the Design Guidelines, adopts FDOT's Complete Streets policy, identifies high priority Complete Streets Corridors, and establishes MPO priorities for funding improvements. The policies also commit MPO staff to reporting to the MPO Board on performance measures and targets on an annual basis.

### Vision Goals and Objectives

The BPMP Goals and Strategies were developed by reviewing local, state, and national best practices and goals in similar plans including the Collier MPO 2012 *Comprehensive Pathways Plan*. The 2019 BPMP is similar to the 2012 *Comprehensive Pathways Plan* but places greater emphasis on safety, equity, and community health. The goals became the basis for the development of strategies, policies, and project prioritization criteria and are as follows:

- **Safety.** Increase safety for people who walk and bicycle in the County.

- **Connectivity.** Create a network of efficient, convenient bicycle and pedestrian facilities in the County.
- **Equity/Livability.** Increase transportation choice and community livability through development of an integrated multimodal system.
- **Health.** Increase total miles of bicycle and pedestrian facilities and encourage local governments to incorporate Complete Streets principles in road planning, design, and operations.
- **Economy.** Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities.
- **Environment.** Protect the environment by promoting walking and bicycling for transportation to reduce congestion, reduce the need for costly expansion of road and highway systems, and reduce our nation's dependence on foreign energy sources.

To address the issue of equity in terms of providing equal access to bicycle and pedestrian facilities countywide, the MPO's previous identification of Environmental Justice (EJ) communities was updated. The EJ criteria used for the BPMP were minority status, poverty, no access to a vehicle, and limited ability to speak English. EJ community areas were defined as areas where the criteria were 10 percent greater than the County average. **Appendix C** presents the EJ Community Area map.

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<sup>17</sup> <https://www.colliermopo.org/bp-master-plan/>

## Identification of Network Needs

The BPMP developed bicycle and pedestrian priorities by first identifying gaps and needs on collector and arterial roads in the region using the following six-step identification process:

1. **Plans Review** – Review of plans and documents that address bicycle and pedestrian issues and opportunities.
2. **Inventories** – The Collier MPO entered into an agreement with the Naples Pathway Coalition (NPC) during the development of the BPMP to develop a joint bicycle facilities map in partnership with NPC and the City of Naples Community Services Department. Additionally, the Collier MPO's 2017 bicycle and pedestrian facilities inventory maps were reviewed and commented on by local agencies, stakeholders, and the community through an extensive public outreach effort, resulting in multiple revisions of the map. The joint map was completed and published in November 2018. Going forward, NPC agreed to serve as the recipient of comments regarding the joint map's accuracy, and the Collier MPO agreed to maintain and update the associated geographic information system (GIS) files on an as-needed basis.
3. **Public Input** - The Collier MPO posted an interactive map on its website that generated nearly 400 comments. Comments were used to develop an overlay map for project review.
4. **Crash and Environmental Justice Community Data** – An analysis of crash data indicated concentrated bicycle and pedestrian crashes near land uses related to tourism and services or in relation to EJ community areas. The combination of these two factors—bicycle and pedestrian crash clusters and EJ communities—proved to be a useful

marker for the needs of low-income, minority, and immigrant populations.

5. **Network Configuration** - Collier MPO staff worked closely with the MPO advisory committees and agency staff and considered public comment in the process of articulating design and planning policies related to roadways.
6. **Gap and Needs Analysis** - Using GIS data, the needs analysis included overlaying the collected data, public input, and draft policies to identify missing links and segment deficiencies in the bicycle/pedestrian network. Throughout the process, monthly updates on the needs were provided to the advisory committees and stakeholders beginning in the fall 2018, which led to further refinement of the prioritization criteria, and thus the list of needs.

The needs analysis identified 74 miles of roadway lacking any type of bicycle or pedestrian facility and 150 miles of roadway lacking sufficient bicycle facilities. [Table 4-7](#) lists the bicycle and pedestrian network gaps and facility needs. [Appendix C](#) includes a map from the BPMP showing bicycle and pedestrian facility gaps overlapped with public comments.

## Prioritized Bicycle and Pedestrian Facilities

Once the needs were identified, the BPMP's goals and objectives served as the prioritization criteria to develop a list of prioritized bicycle and pedestrian facilities. [Table 4-8](#) presents the list of bicycle and pedestrian priorities. The segments identified totaled 66 miles.

**Table 4-7. Network Gaps/Facility Needs**

Source: Collier MPO BPMP

Type of Gap in Bicycle Network	Mileage of Missing Facilities			
	All Gaps on Collector & Arterial Roadways	Gaps Meeting Equity Criterion <sup>a</sup>	Gaps Meeting Safety Criterion	Gaps Meeting Equity and Safety Criteria
No facility	73.9	22.9	2.4	0.0
Insufficient facility	150.3	44.5	13.1	5.8
Paved shoulder <sup>b</sup>	85.3	26.0	1.7	1.3
Connector sidewalk <sup>b</sup>	65.0	18.5	11.4	4.5
Total miles	224.2	67.4	15.5	5.8

<sup>a</sup> Equity criterion established as block groups receiving a medium, high, or very high ranking from the Composite Equity Analysis.

<sup>b</sup> Paved shoulder/ connector sidewalk are sub-categories of Insufficient Facility total.

**Table 4-7. Prioritized Bicycle and Pedestrian Facilities***Source: Collier MPO BPMP*

Road	From	To	Distance	Agency	Facility Type
111th Ave. N	Vanderbilt Dr.	Tamiami Trl. N	1.0	Collier County	Bike Lane/Path
Airport Rd. N	Pine Ridge Rd.	Immokalee Rd.	4.2	Collier County	Bike Lane/Path
Airport Rd. N	S Horseshoe Dr.	Pinewoods Cir.	2.5	Collier County	Bike Lane/Path
Airport Rd. S	Seagrape Ave.	Davis Blvd.	0.5	Collier County	Bike Lane/Path
Airport Rd. S	Davis Blvd.	Tamiami Trl. E	0.8	Collier County	Safety
Bluebill Ave.	Bluebill Ave.	Vanderbilt Dr.	0.4	Collier County	Bike Lane/Path
Bonita Beach Rd.	Vanderbilt Dr.		1.7	Collier County	Bike Lane/Path
Castaways St.	Saturn Ct.	Amazon Ct.	0.2	Marco Island	Marco Master Plan
Collier Blvd.	17th Ave. SW	City Gate Blvd. N	2.0	Collier County	Bike Lane/Path
Collier Blvd.	N End Jolley Bridge	Fiddlers Creek Pkwy.	3.6	Collier County	Bike Lane/Path
Copeland Ave. S	Broadway	Oyster Bar Ln.	0.7	Everglades City	Pathway
Davis Blvd.	Tamiami Trl.	Airport Rd. S	1.0	Collier County	Bike Lane/Path
Everglades Blvd.	Oil Well Rd.	58TH AVE NE	3.1	Collier County	Sidewalk
Golden Gate Pkwy.	9th St. N	Estuary Blvd.	1.6	Naples	Bike Lane/Path
Greenbrier St.	Manor Ter.	Saturn Ct.	0.2	Marco Island	Marco Master Plan
Immokalee Rd.	Tamiami Trl.	Northbrooke Dr.	4.0	Collier County	Bike Lane/Path
Logan Blvd. N	Logan Blvd.	Vanderbilt Beach Rd.	1.1	Collier County	Bike Lane/Path
Logan Blvd. S	Logan Blvd.	Green Blvd.	2.0	Collier County	Bike Lane/Path
Oil Well Rd.	Everglades Blvd. N	Oil Well Grade Rd.	3.9	Collier County	Bike Lane/Path
Oil Well Rd.	Ave Maria Blvd.	SR 29	5.7	Collier County	Bike Lane/Path
Old US 41 N	Tamiami Trl.	Performance Way	1.5	Collier County	Pathway
Peru St.		Seagrape Dr.	0.1	Marco Island	Marco Master Plan
Pine Ridge Rd.	Tamiami Trl.	Logan Blvd. S	5.1	Collier County	Bike Lane/Path
Randall Blvd.	Randall Blvd.	Approach Blvd.	1.5	Collier County	Bike Lane/Path
Rattlesnake H Rd.	Valley Stream Dr.	Collier Blvd.	3.5	Collier County	Bike Lane/Path
San Marco Rd.	Goodland Dr.	Tamiami Trl. E	6.5	Collier County	Pathway
Santa Barbara Blvd.	Green Blvd.	17th Ave. SW	0.2	Collier County	Bike Lane/Path
Saturn Ct.	Castaways St.	Greenbrier St.	0.1	Marco Island	Marco Master Plan
Seagrape Dr.	Peru St.	Swallow Ave.	0.7	Marco Island	Marco Master Plan
Tamiami Trl. E	Greenway Rd.	Six LS Farm Rd.	2.5	Collier County	Pathway
Vanderbilt Beach Rd.	Gulfshore Dr.	Vanderbilt Dr.	0.4	Collier County	Bike Lane/Path
Wiggins Pass Rd.	Vanderbilt Dr.	Tamiami Trl. N	1.0	Collier County	Bike Lane/Path
Wilson Blvd. N	Golden Gate Blvd	24th Ave. NE	3.0	Collier County	Pathway
<b>Total Miles</b>			<b>66.3</b>		

## Shared-Use Nonmotorized (SUN) Trail Alignments and Spine Pathway Corridors

Managed by the FDEP Office of Greenways and Trails, the SUN Trail program funds non-motorized, paved, shared-use trails that are part of the Florida Greenways and Trails System Priority Trail. **Appendix C** includes the SUN Trail Alignments and Spine Pathway Corridors map, which shows the two SUN Trail alignments and other interconnected spine pathway corridors within Collier County that form an integrated, high-priority pathway network.

The BPMP identified the following as priority projects to complete the SUN Trail network.<sup>18</sup> Further details on each project is provided in the BPMP.

- SUN Trail Alignments
- FPL Easement/Livingston/Rich King Greenway Alignment
- Gordon River Greenway Connections
- Golden Gate Canal Greenway (Proposed)
- Golden Gate Parkway between Santa Barbara and Collier Boulevards
- SR 29 and SR 82

## Existing Plus Proposed Facilities

Additional needs analysis included examining the 2040 LRTP roadway projects, as roadway enhancement projects provide an excellent opportunity to cost-effectively expand the bicycle and pedestrian network. **Appendix C** includes the Existing Plus Proposed Facilities map, which provides a visual summary of

the project priorities for major roadways and the Spine Trail network.

## Local and Residential Roads

Since the 2040 LRTP update, the Collier MPO completed the Golden Gate City Walkable Community Study to develop a prioritized list of sidewalk and pedestrian amenity projects that would promote and enhance walkability, bicycle use, transit use, and social equity throughout the community. Projects were scored based on proximity to crashes, schools, commercial destinations, parks, and transit, and public input. Projects were then ranked in tiers based on their current condition and greatest value to the public:

- Tier 1 Projects were given the highest priority based on their benefit to the community
- Tier 2 Projects are instrumental in completing a continuous sidewalk network throughout the community.
- Tier 3 Projects will enhance overall walkability within the community

The results of the study demonstrated a significant need for sidewalk infrastructure in Golden Gate City.

## Local Agency Priorities on Local Roads

Adopted local agency plans are incorporated into the BPMP by reference. Key priorities are summarized as follows.

### Naples

The *Naples Downtown Circulation and Connectivity Plan* identifies bicycle and pedestrian improvements to the Gordon River Bridge (5th Avenue S) as a priority for the region as it is the hub of the SUN Trail and Spine Corridor Network. The

<sup>18</sup> <https://www.fdot.gov/planning/systems/SUNTrail.shtml>

project design calls for narrowing the existing travel lanes, eliminating the shoulder, and moving the existing barrier to provide a 14-foot-wide shared-use path on each side of the bridge.

### **Everglades City**

Everglades City has identified four sidewalks projects as part of their priority needs along Copeland Avenue, Datura Street, Broadway, and Collier Avenue.

### **Immokalee Urban Area**

The Immokalee Walkable Community Study identified SR 29 and SR 82 as critical components of the Spine Trail Network for Collier County. Additionally, the Immokalee CRA requested to extend bicycle and pedestrian facilities along Lake Trafford Road to the lake as part of the Spine Trail priority.

### **Marco Island**

Top priorities from Marco Island's *Bike Path Master Plan* include:

- Collier Boulevard – alternate bike lanes (Landmark extension)
- Bald Eagle Drive – bike lanes (Collier to San Marco)

## **4-4 Transit Needs**

*Pending completion of the Transit Development Plan*

## **4-5 Air Transportation Needs**

Within the Collier MPO jurisdiction are four publicly owned airports:

- Naples Municipal Airport
- Immokalee Regional Airport
- Marco Island Executive Airport
- Everglades Airpark

The Collier County Airport Authority, which is a branch of the local government overseen by the Collier County BCC, oversees the development and management of the airports in Immokalee, Marco Island, and Everglades City. The City of Naples Airport Authority is charged with the operation, development, and improvements of the Naples Airport. The closest international airport to the Collier County area is the Southwest Florida International Airport, which is located to the north in Fort Myers in Lee County.

### **Naples Airport**

Naples Airport is located in the City of Naples and is bounded by Corporate Flight Drive to the north, North Road to the south, Airport Pulling Road to the east, and the Gordon River to the west. Public access to the airport is at the intersection of Radio Road and Airport Pulling Road. In Fiscal Year 2019, there were 112,800 takeoffs and landings. The airport typically houses 308 aircraft, which significantly increases during the seasonal months.<sup>19</sup> There is no regularly scheduled passenger service at this airport. However, it maintains a Title 14 CFR, Part 139 Airport Operating Certificate to accommodate both scheduled and unscheduled operations. According to the *Naples Airport Master Plan*,<sup>20</sup> in 2017 the airport operated at 56 percent capacity and is forecasted to operate at 84 percent capacity by 2038. The airport master plan includes capital

<sup>19</sup> <https://flynaples.com/about/>

<sup>20</sup> <https://flynaples.com/wp-content/uploads/2020/04/APF-MP-Consolidated-Draft-Report-February-29-2020.pdf>



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improvements through 2039. There are no plans to expand the airport. The roadway project needs include intersection improvements at Airport Pulling Road and Radio Road to accommodate future airport operations.

### **Immokalee Regional Airport**

The Immokalee Regional Airport is situated on 1,333 acres and is bordered by Immokalee Road to the south and Airway Road to the west. Airpark Boulevard provides public access to the airport. As discussed earlier, this airport has been designated for a 60-acre Foreign Trade Zone, which includes portions of the Florida Tradeport Industrial Park. The industrial park covers 400 acres and is accessed by Airpark Boulevard. The airport also includes the Immokalee Regional Raceway (International Hot Rod Association Drag Strip) and is used for aerial firefighting and crop dusting operations. The *Immokalee Regional Airport, Airport Layout Plan Update*, 2017<sup>21</sup> notes that the airport operations are expected to grow through 2037 requiring some airfield improvements. The roadway project needs include widening Immokalee Road from SR 29 to Airpark Boulevard to accommodate future airport operations.

### **Marco Island Executive Airport**

The Marco Island Executive airport is located 12 miles south of downtown Naples and has one runway that measures 5,000 feet. The airport can accommodate smaller general aviation aircraft as well as business jets.

### **Everglades Airpark**

The Everglades Airpark is situated on 29 acres and is located immediately southwest of the Big Cypress National Preserve and is surrounded on three sides by the waters of the Everglades National Park. The Fakahatchee Strand State Preserve and Collier Seminole Park are to the north. The airpark primarily supports recreational flying, environmental patrol, and flight training. It includes one 2,400-foot-long runway and is considered Collier County's Eco-tourism Airport.

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<sup>21</sup> Immokalee Regional Airport, Airport Layout Plan Update