

Collier MPO and CAT Park-and-Ride Study

October 2020



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Acronyms and Abbreviations

AUIR	Annual Update Inventory Report
B&A	boarding and alighting
CAT	Collier Area Transit
CDP	Census-designated place
CUTR	Center for Urban Transportation Research
FDOT	Florida Department of Transportation
FTA	Federal Transit Administration
FY	fiscal year
LeeTran	Lee County Transit
LOS	level of service
L RTP	Long Range Transportation Plan
MOD	Mobility on Demand
MPO	Metropolitan Planning Organization
MUTCD	<i>Manual on Uniform Traffic Control Devices</i>
PL	priority location
PPP	Public Participation Plan
ROW	right-of-way
SIS	Strategic Intermodal System
STP	Surface Transportation Program
TDC	Tourist Development Council
TDP	Transit Development Plan
TIP	Transportation Improvement Program
USF	University of South Florida

1. Introduction

As the population of Collier County (hereafter, “the County”) continues to increase, traffic congestion has become a growing concern on the County’s arterial network. The County is considering development of park-and-ride facilities to help alleviate some of the congestion, providing areas where commuters can park and take public transit, carpool, or vanpool into more urban areas. Figure 1-1 illustrates the many benefits to using park-and-ride facilities.

This approach is popular throughout the state as evidenced by the numerous park-and-ride facilities in urban and urban core areas within Florida, indicating these facilities are primarily correlated around interstates and highways (refer to Figure 1-2). Ideal locations for park-and-ride lots would serve congested roadways and target regional and local commuter trips, such as work, shopping, the beach, or the airport, to reduce the number of vehicles on those heavily congested corridors.

In 2005, Collier County addressed park-and-ride strategies by commissioning a study by the University of South Florida (USF) Center for Urban Transportation Research (CUTR) (USF 2005) that identified primary transportation corridors, including major roads and the fixed-route public transit networks provided by Collier Area Transit (CAT) and Lee County Transit (LeeTran). The study developed a list of 32 possible sites that were evaluated and then further refined to 12 prioritized park-and-ride sites. Since that time, continuous population growth, commercial development, and the expanded CAT system have changed the “existing conditions” and the study is now outdated. Thus, an update is needed to reflect current and planned conditions.

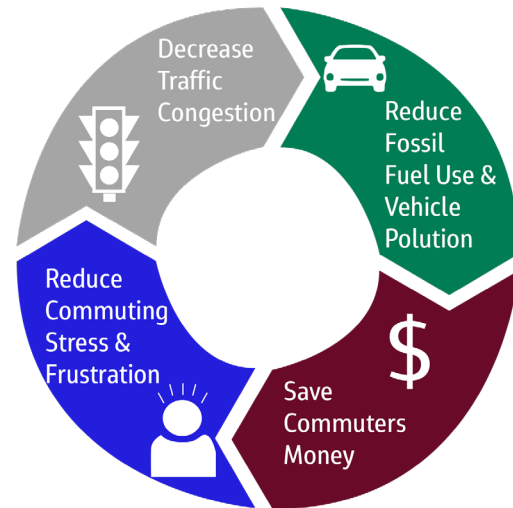


Figure 1-1. Benefits of Using Park-and-Ride

This Park-and-Ride Study updates the analysis and recommendations from the 2005 CUTR Report by confirming whether the park-and-ride locations previously identified are still suitable and by identifying additional sites to address changing land use in the County, regional commuter and transit travel patterns, and the CAT system. This Study was performed in conjunction with the ongoing Collier Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP) update (Jacobs 2020) and the CAT Transit Development Plan (TDP) to update the park-and-ride strategies and prioritized sites for the County. The new proposed sites are designed to take advantage of existing infrastructure whenever possible and use County-owned parcels where practical. This Study documents and prioritizes sites and provides implementation strategies to successfully integrate additional park-and-ride locations into the multimodal transportation system currently serving the County.

Park-and-ride lots provide options for commuters and other travelers who can benefit from carpooling or who need reliable transit options in the County, including businesses, recreational facilities, or schools. In addition to helping address the impacts of traffic congestion and parking constraints at some facilities, park-and-ride lots offer transit service for individuals without personal transportation and who need viable options to and from work or other activities. Locating potential lots near multimodal facilities, such as transit, pathways, sidewalks, or bike lanes, provides access to alternative transportation modes for travelers.

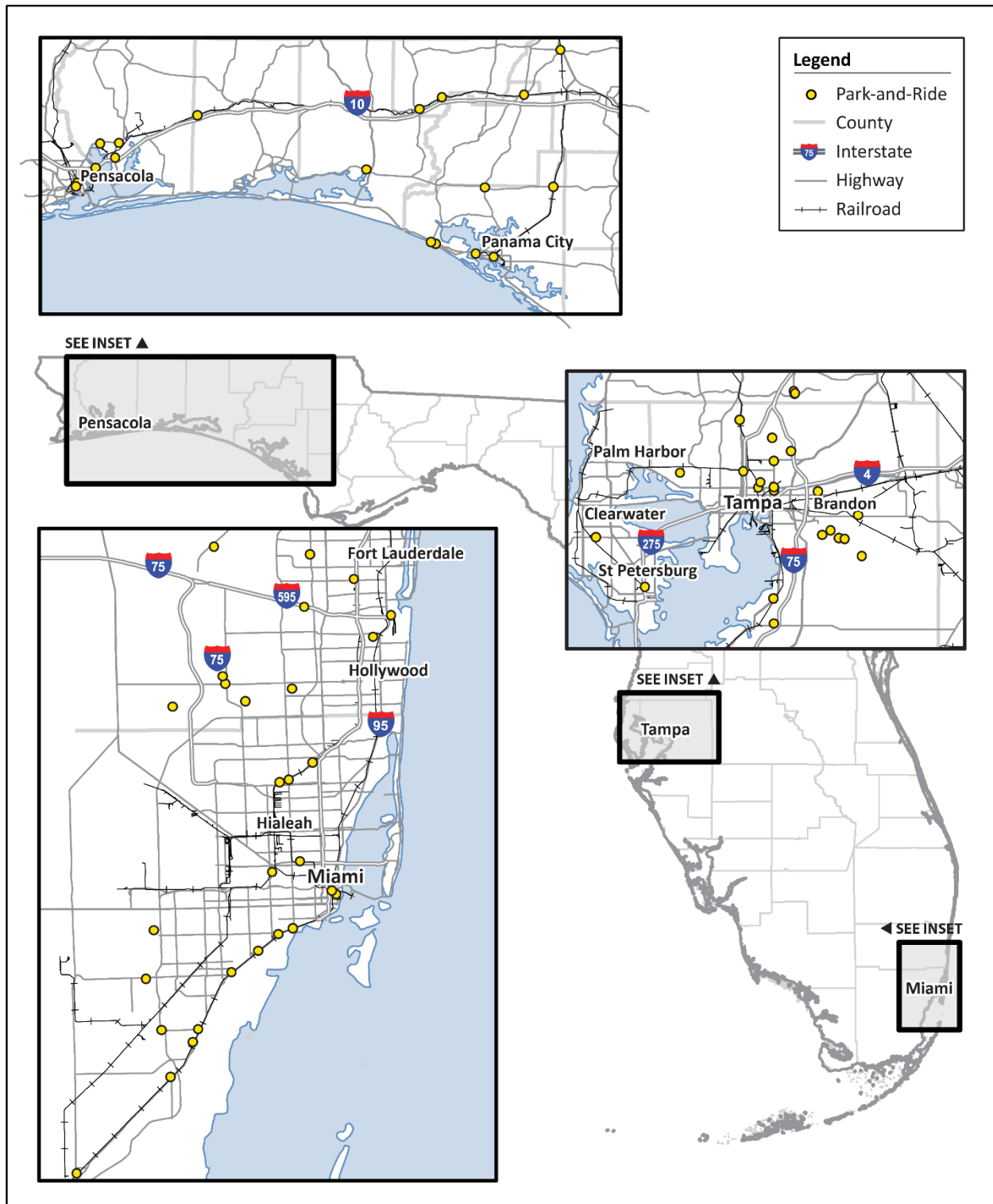


Figure 1-2. Florida Park-and-Ride Locations (2020)

Park-and-ride facilities serve as conveniences to commuters and may be promoted to reduce the demand for limited traffic capacity during peak travel hours. To entice commuters to give up their cars for substantial portions of their daily trips, park-and-ride facilities must be conveniently located. This means commuters must not have to drive far to the park-and-ride site. In addition, the site should not be in a direction contrary to the commuters' work or other destination. Park-and-ride facilities should be located to capture the maximum portion of the common "trunk" trips of commuters. The major trunk of travel for commuter trips in Collier and Lee Counties is I-75. Therefore, park-and-ride facilities should be provided as close as possible to the interchanges.

There are several northbound/southbound and eastbound/westbound roadways that are also used for major commuting patterns within the County. A common commuting pattern for residents travelling to work is westbound in the morning and eastbound in the evening. Some of the major eastbound/westbound arterials and major collectors include Immokalee Road, Vanderbilt Beach Road, Pine Ridge Road, Golden Gate Parkway, and Golden Gate Boulevard. Some of the major arterials for northbound/southbound trips in Collier County include US 41, Goodlette-Frank Road, Airport Road, Livingston Road, Santa Barbara Boulevard, SR 29, and Collier Boulevard. Therefore, park-and-ride facilities serving work patterns should be located as close as possible to these major roadways.

Promoting transit and personal mobility options are areas of growing interest in the County as the population steadily increases and it becomes costly and impractical to add capacity to the local roadways and intersections because of right-of-way (ROW) requirements, drainage, and environmental concerns. The County has successfully implemented intercounty transit service options within the County limits and continues to explore additional public transportation connections to link residents with nearby jobs, services, and tourist destinations. An implementable, cost-effective, and well-vetted park-and-ride strategy is an important component of an effective and wholistic transit system, helping to extend the reach of the available transit services to attract new users and offer alternatives to commuters.

2. Study Methodology

2.1 Research

The Florida Department of Transportation (FDOT) *State Park-and-Ride Guide* (FDOT 2012) provides a basis for planning, site selection, site evaluation, site size estimation, and funding options. In addition to FDOT guidelines, the 2005 CUTR Report (USF 2005) was reviewed and comparable programs in Florida and throughout the U.S were researched. The goal of the review was to identify strategies to increase local demand and use and to identify the best practices that may be integrated into park-and-ride lots within the County. The studies were also reviewed for conventional and innovative funding strategies for developing, implementing, and maintaining park-and-ride lots and programs.

Strategies and best practices identified during the research were analyzed for their application to both existing and planned lots within the County. Top recommendations for the County include:

- Enhance online resources, such as a webpage dedicated to the park-and-ride program detailing the overall vision, benefits of its use, and identification of each site or lot with photos and descriptions of each location.
- Install guide signs off main arterials, per *Manual on Uniform Traffic Control Devices* (MUTCD) (FHWA 2009), to advertise and direct users to the lots in addition to the entrance of the lot (refer to Figure 2-1).
- Provide park-and-ride at transfer stations to serve a wide variety of commute patterns. This could include a designated lot or shared-use parking at an existing lot.
- Provide an additional sense of security by locating lots adjacent to the sheriff facilities, or by installing lighting, video surveillance, and fencing with timed gates.
- Offer direct shuttles and vanpooling to accommodate participants in employment-based or destination-specific lots.



Figure 2-1. Guide Sign from Main Arterial

Source: MUTCD (FHWA 2009)

Another economical strategy is to lease parking spaces within private properties, such as shopping plazas or churches. Leased spaces can include the condition that park-and-ride spaces are only available for weekdays or weekends if serving both the lot's demand and the targeted ridership. For example, if the targeted ridership is employee commuters (weekdays) and the proposed location is to lease spaces from a church (high demand on weekends), providing spaces only during weekdays could offer a more attractive public-private partnership than without such an arrangement. Appendix A provides further details on the research findings and recommendations.

2.2 Site Identification

To ensure a thorough list of potential sites, several criteria were analyzed to identify ideal sites for future locations. Locations were predominantly proposed along existing and planned transit routes that have the highest potential to serve as park-and-ride lots. Sites were identified first based on locations within the County where informal park-and-ride already occurs.

Sites were evaluated to serve major employment, educational, and tourism destinations. Research included the review of the TDP, LRTP, U.S. Census Bureau data, Land Development Regulations, land use patterns, and cell phone (global positioning system directional and delay) travel data. The U.S. Census Bureau data were used to identify employment figures and commute patterns. The Annual Update

Inventory Report (AUIR) was used to identify existing and projected congested corridors. Sites were also identified based on stakeholder input. A similar analysis should be used for identifying any future lot locations considered within the County.

The following factors provided the basis for selecting potential sites in the County:

- Location, dimensions, and ownership of potential site
- Existing ingress/egress and multimodal access to the site
- Safety and security, such as lighting and cameras
- Estimated costs to acquire or lease site
- Estimated operating costs
- Estimated costs to construct the park-and-ride lot
- Estimated transit/park-and-ride demand at site (that is, existing and latent demand for transit route and bus stop)

2.3 Site Evaluation

To evaluate and prioritize potential sites, evaluation criteria using the FDOT *State Park-and-Ride Guide* (FDOT 2012) site selection evaluation methodology were developed and included scoring based on such factors as location and economic feasibility. These criteria were then tailored to the needs of the County. The ranking of the criteria helps identify which locations along existing and planned transit routes have the highest potential as successful park-and-ride lots. The sites were analyzed and ranked based on the following core conditions:

- **Visibility** - Is the site easy to find or close to a primary roadway?
- **Location** - Is the site close to key activity area (businesses, stores, retail)? Is the site near a pathway or major roadway? Is the property available? Are property owners on developed land in favor of a lease agreement?
- **Access** - Is there easy access in and out of the site? If traffic makes it consistently difficult to access the facility, customers will be discouraged from using it.
- **Transit Linkage** - Does the site offer a broad range of route options? Potential near-term linkages between CAT and LeeTran will also need to be addressed.
- **Cost** - Is it cost-effective to develop this site? A currently developed site would cost less as an initial investment.

The ranking of prioritized sites entails both a qualitative and quantitative analysis. Sites must first pass the initial screening for feasibility and effectiveness (qualitative). Feasible sites were then evaluated using the evaluation criteria, which provided scoring to rank and prioritize the potential success of the site (quantitative).

A team consisting of representatives from CAT, Collier MPO, and Jacobs jointly developed the evaluation criteria. The project team assigned weighting to each question to tailor the assessment to County conditions. The weightings reflect the locations' viability for a park-and-ride as well as its anticipated level of success. The weightings are designated as follows:

- 1 - Basic site requirement
- 2 - Desirable benefit for the site
- 3 - Significant benefit to the success of the site

Site evaluation methodology was prepared to explain the objective and scoring options for each question within the evaluation criteria. This Study uses the FDOT *State Park-and-Ride Guide* evaluation criteria and the site evaluation methodology, so the evaluation herein can be performed for any potential locations under consideration by CAT. Refer to Appendix B for the methodology and evaluation forms developed as part of this Study.

Note: A discrepancy exists within some site maps on the site evaluation forms. Revised routes are not reflected on the site maps, as the GIS files were being updated by CAT. However, the latest route layouts were incorporated into the scoring for question 2 of the Site Evaluation Forms. The CAT interactive map was used to evaluate question 2 and the scoring of each site was based on the latest revised route layout (for example, R121 and R28).

2.4 Public Participation

The Collier MPO developed a *Public Participation Plan* (PPP) to identify outreach activities, outline methods that will be used to measure outreach effectiveness, and ensure that relevant activities align with the Collier MPO's guiding principles. The PPP outlines a strategy for leveraging existing outreach and acquiring the necessary new data through the public involvement process. Consistent with the Collier MPO PPP, a Park-and-Ride Study PPP was developed to reach all demographic groups including, but not limited to, commuters, students, large employers, transportation disadvantaged, senior citizens, and the disabled community (refer to Appendix C for the Park-and-Ride Study PPP).

For purposes of consistency and efficiency with the LRTP, the outreach efforts for this Park-and-Ride Study mimic the LRTP, with some project-specific required adjustments to ensure swift committee and board approval. However, because of stay-at-home orders resulting from the COVID-19 pandemic, planned public meetings were cancelled and were no longer feasible within the timeline of this Study. The Park-and-Ride Study PPP was modified to accommodate the stay-at-home orders. However, the original Park-and-Ride Study PPP is also provided in Appendix C to apply to any future public participation regarding park-and-ride studies for the County.

The modified PPP used electronic forms of communication and included outreach via email and online surveys. PowerPoint presentations were made available to organization representatives for discussion and feedback regarding the organization's needs and potential site locations. The PowerPoint presentations were provided through the Microsoft Teams platform and in person (prior to the issuance of stay-at-home orders) and included the following organizations:

- Collier MPO Board
- Technical Advisory Committee
- Citizen's Advisory Committee
- Congestion Management Committee
- Collier County Parks & Recreation Division
- Greater Naples Chamber of Commerce
- Arthrex (large employer)
- Enterprise Rent-a-Car (vanpools for Collier County)
- Collier County Tourism Division
- LeeTran

The key stakeholder identified for each organization was provided links to the online survey to further distribute to obtain feedback. Additional stakeholders within the Collier MPO's adviser network and large area employers within the County were identified and provided a handout describing the project with links to the public survey, but none of the organizations requested a PowerPoint presentation. These organizations included, but were not limited to, representatives of the disabled community, Walmart, Target, Publix, Naples

Community Hospital, Bayshore and Immokalee Community Redevelopment Agency, the Restaurant and Lodging Association, and the Chambers of Commerce for Greater Naples, Immokalee, Marco Island, and Everglades City. Appendix C includes a copy of the distributed handout.

The online public survey was also promoted using several other platforms to enhance public participation from participants outside demographic and employer organizations. The handout information and survey links were posted on the MPO and CAT websites and on CAT social media. The MPO published the link and project summary in their newsletter, which is distributed to the MPO's entire adviser network. CAT emailed all County employees the handout and survey links, and fliers with the survey links were posted in each CAT bus to encourage ridership response. Refer to Appendix C for results of the public participation surveys.

3. Site Identification

This section summarizes proposed sites reviewed as part of this Study. The site identification process described within Section 2.2 should be reevaluated if conditions change in the County for any future lots considered. It should be noted that proposed sites can serve multiple areas, patterns, and needs.

3.1 Priority Sites from CUTR Report

The 2005 CUTR Report identified 46 potential sites and recommended 12 sites as potential priority sites (USF 2005). These 12 priority sites were evaluated and identified in Table 3-1 with the Site ID beginning with "PL" (priority location). Because land development and the transportation network in the County has experienced major growth since the 2005 study, the potential priority locations were reevaluated for feasibility and likelihood of success, with some sites being relocated or removed as applicable. Refer to Figure 3-1 for the relocated or removed priority sites within County jurisdiction.

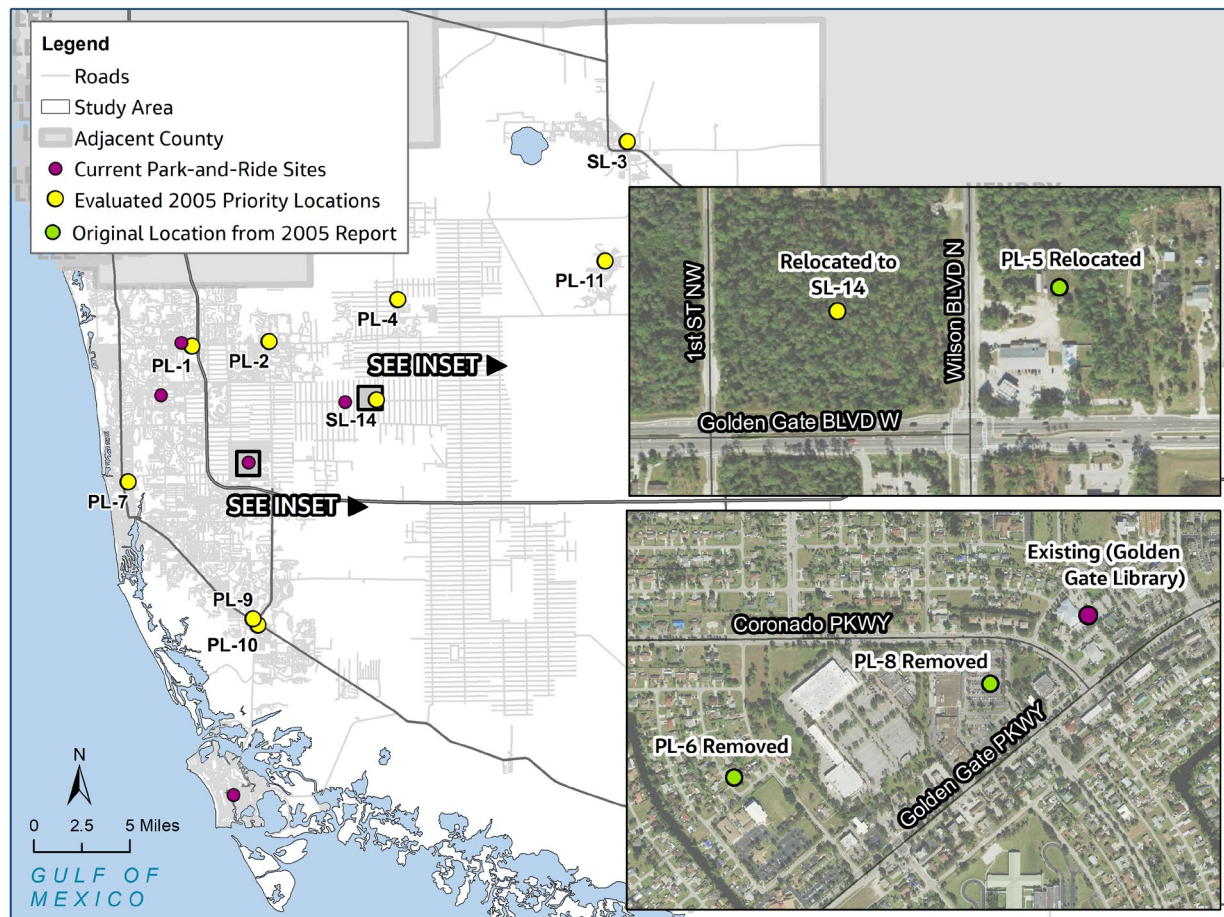


Figure 3-1. Priority Locations from 2005

Table 3-1. 2005 Priority Locations*Source: 2005 CUTR Report (USF 2005)*

Proposed Location/ Description for Site	Park-and- Ride Site ID	Notes
Walmart, exit 111 off I-75	PL-1	Proposed using existing spaces on the shared-use lot.
Heritage Bay	PL-2	Northeast corner of Immokalee Rd. and Collier Blvd. Evaluated at the new Government Services Center at Heritage Bay.
Immokalee Rd., intersection of CAT Blue Route, Marco Express, Immokalee Circulator, and future LeeTran connections	PL-3	Evaluated at SL-3, approximately 200 feet south of the intersection described (East Main St. and Immokalee Rd.).
USDA Center and Fairgrounds, Immokalee Rd and 39th Ave. NE	PL-4	Refer to site name as Agricultural Center and Fairgrounds. Proposed using existing spaces at the parking lot.
Vacant lot behind Wilson Blvd. gas station	PL-5	Corner of Golden Gate Blvd. and Wilson Blvd. Relocated to SL-14 (Golden Gate & 1st Street NW) as County will acquire property. Proposed location less than 0.15 miles away.
Vacant lot west of Elizabeth Ann Seton Catholic Church and School	PL-6	Removed because there is an existing park-and-ride at the Golden Gate Library approximately 0.5 miles away.
Coastland Mall	PL-7	Southeast corner of Golden Gate Pkwy. and US 41. Proposed using existing spaces on the shared-use lot.
Parkway Plaza Shopping Center	PL-8	Golden Gate Pkwy./Coronado Pkwy. Removed because there is an existing park-and-ride at the Golden Gate Library less than 0.15 miles away.
Freedom Square Shopping Center	PL-9	Proposed using existing spaces; however, if new lot is developed, excellent location to serve as a transfer station.
Naples Outlet Mall	PL-10	Proposed using existing spaces on the shared-use lot.
Ave Maria University	PL-11	Development Order indicates Ave Maria to promote transit.
Miromar Outlets	PL-12	Removed because it is located in Estero, FL (not within the County's jurisdiction and outside study area).

3.2 Commute Patterns

Employment data and commute patterns were reviewed for major employers in the County. The employment commute patterns were reviewed in conjunction with existing and planned deficient corridors identified in the AUIR (Collier County 2019) and proposed developments in the County.

3.2.1 Deficient Corridors

Based on forecasted traffic volumes, roadways or segments that are not projected to achieve the adopted minimum acceptable level of service (LOS E), as identified in the Growth Management Plan, are classified as deficient. To address existing and projected deficiencies within the County, sites were targeted immediately upstream the direction of travel for the deficient segment. Sites were provided to address each

deficient roadway as identified in the 2019 AUIR (refer to Table 3-2) with deficiencies projected to 2029. Refer to Appendix D for a map of evaluation sites in relation to the deficient segments.

Table 3-2. Proposed Park-and-Ride Locations Serving Deficient Corridors

Source: 2019 AUIR Update Deficiencies Report

Deficient Segment	Park-and-Ride Site ID	Movement Served
Old US 41 (US 41 to Lee County Line) and Tamiami Trail E. (Immokalee Rd. to Wiggins Pass Rd.)	SL-15; SL-1	Proposed sites serving each direction.
Immokalee Rd. (Goodlette-Frank Rd. to Livingston Rd.)	PL-1; SL-15	Proposed sites serving each direction.
Immokalee Rd. (I-75 to Santa Barbara Blvd. to Everglades Blvd. and Oil Well Rd.)	SL-5; SL-17 for east side; SL-16; PL-2	Proposed sites serving each direction.
Randall Blvd. (Immokalee Rd. to Everglades Blvd.)	SL-5, PL-3, PL-4, PL-11	Proposed sites serving each direction.
Goodlette-Frank (Vanderbilt Beach Rd. to Immokalee Rd.)	SL-15; SL-25	Proposed sites serving each direction.
Pine Ridge Rd. (Airport Rd. to I-75)	SL-18, SL-24; SL-7	Proposed sites serving each direction.
Golden Gate Pkwy. (Goodlette-Frank Rd. to I-75)	SL-18; SL-8; PL-8; PL-7	Proposed sites serving each direction.
Wilson Blvd. (Vanderbilt Beach Rd. to Randall Blvd.)	SL-14, SL-5, SL-17,	Also supported by the existing park-and-ride at the Golden Gate Estates Library. Site to alleviate congestion heading southbound in the morning and northbound in the afternoon.
Collier Blvd. (Manatee Rd. to Mainsail Dr.)	PL-9, PL-10, SL-13	Existing park-and-ride at the Marco Island Library serves commuters heading northbound in the morning. Proposed sites to alleviate congestion heading southbound in the morning and northbound in the afternoon.
Tamiami Trail (Airport Rd. to Rattlesnake Hammock Rd.)	SL-11, SL-20	Proposed sites serving each direction.
Collier Blvd. (Davis Blvd. to I-75)	SL-21, PL-9, PL-10, SL-13, SL-8, SL-9	Surrounding sites serving each direction.
Pine Ridge Rd. (Shirley St. to I-75)	SL-7, SL-18	Proposed sites serving each direction.
Golden Gate Pkwy. (Santa Barbara Blvd. to Collier Blvd.)	SL-8, PL-6, PL-2, SL-9	Surrounding sites serving each direction. Serving vehicles going through this corridor (destination not in corridor).
Tamiami Trail E. (Greenway Rd. to San Marco Dr.)	PL9, PL-10, SL-13, SL-23	Proposed sites serving each direction.
SR-82 (Lee County Line to SR 29)	SL-3, SL-22	Proposed sites serving westbound in the morning and eastbound in the evening.
Immokalee Rd (Collier Blvd. to Oil Well Rd.)	PL-2, PL-4, SL-5, SL-17	Vanderbilt Beach Rd. extension expected to reduce volumes. Proposed sites serving westbound in the morning and eastbound in the evening.
N. 1st Street (New Market Rd to SR 29)	SL-3, SL-22	Proposed sites serving each direction.

3.2.2 Regional Interconnectivity

Sites were proposed to support regional interconnectivity within the state of Florida and intercity transit. FDOT identifies the Strategic Intermodal System (SIS) highway corridors in Collier County as I-75, SR 29, and SR 82 (FDOT 2019). These highways provide regional interconnectivity between cities and counties within Florida. Additionally, there are state grant sources for projects that support regional travel along SIS corridors. Park-and-ride sites were located as close as possible to interchanges and intersections along these highways.

The TDP proposed a new CAT route to accommodate commuters traveling to Lehigh Acres. Sites were proposed in Immokalee to serve the commute into Lee County from Lehigh Acres. Additionally, Lee County is developing a new park-and-ride lot to serve the commute from Lehigh Acres to employment areas. Table 3-3 lists proposed locations for regional interconnectivity.

Table 3-3. Proposed Park-and-Ride Locations for Regional Interconnectivity

Proposed Location/Description	Park-and-Ride Site ID	Comments
Railhead	SL-1	Located on County property adjacent to the railroad tracks along Old US 41. Can also serve the Southwest Florida International Airport.
Immokalee Health Department	SL-3	Location is adjacent to SR 29.
Target (Immokalee Rd.)	SL-16	Located adjacent to I-75 interchange to support regional commuters from Lee County. PL-1 is the alternative to this location.
Creekside Transfer Station	SL-15	Currently the only transfer station connecting to LeeTran. Provides interconnectivity to Lee County. Supports the airport and Gulf Coast Mall.
Physicians Regional Hospital (Pine Ridge Rd.)	SL-18	Adjacent to I-75 interchange. Can provide carpool opportunities for commuters working outside the County.
Lehigh Acres	SL-3	Servicing commuters heading into Lee County using the TDP's proposed Lehigh Acres route. Connection to LeeTran should be explored with Lee County.
Old Everglades Chamber of Commerce Lot	SL-23	Adjacent to SR 29 to service the City of Everglades with its proposed vanpool service.
Golf Course/VA Hospital Lot	SL-8	Adjacent to I-75 interchange for commuters heading eastbound.
Sports Complex	SL-9	Adjacent to I-75 interchange for commuters heading eastbound.
Resource Recovery Park	SL-19	Adjacent to I-75 interchange for commuters heading eastbound.

3.2.3 Demographics

U.S. Census data was extracted from the U.S. Census Bureau's Center for Economic Studies using data collected from 2017. The U.S. Census data displayed correlations of employee commute patterns by home and work areas through zip codes and places, which included cities, Census-designated places

(CDPs), etc. The analysis of the employee commute patterns displayed most Census tracts where workers live had the highest density quadrants at:

- Golden Gate Estates region and northeast section of Collier County
- Between Immokalee Road and Vanderbilt Beach Road, east of Airport Pulling Road
- Between Vanderbilt Beach Road and north of Golden Gate Parkway, between Livingston Road and I-75

The home-to-work distance directional analysis resulted in approximately 49 percent of workers traveling less than 10 miles, approximately 20 percent traveling between 10 to 24 miles, 7 percent traveling 25 to 50 miles, and 24 percent traveling greater than 50 miles. The longer commutes are likely for commuters living in Immokalee and Marco Island and commuters traveling to these outskirt locations for employment. The cities, CDPs, and places where workers live resulted in: 5.9 percent Golden Gate CDP, 4.1 percent City of Bonita Springs, 3.5 percent for Immokalee CDP, 3 percent at Lehigh Acres CDP, 2.7 percent City of Naples, 2.1 percent City of Marco Island, and 2 percent Cape Coral City, with the remaining locations less than 2 percent.

Cities, CDPs, and places with the largest employers are as follows: City of Naples (13 percent), City of Marco Island (3.7 percent), City of Bonita Springs (2.8 percent), and Immokalee CDP (2.6 percent), with the remainder less than 2 percent. The highest jobs per square mile are along the west boundary and coastline of Collier County, west of I-75, in Marco Island and in Immokalee. The data shows that traffic flow patterns for employment head west in the mornings and east in the evenings, indicating the need to support commuters to Marco Island and Immokalee. Refer to Figure 3-2 for zip code boundaries displaying top home area (residential) versus work areas. Appendix D provides additional demographic maps used in this analysis.

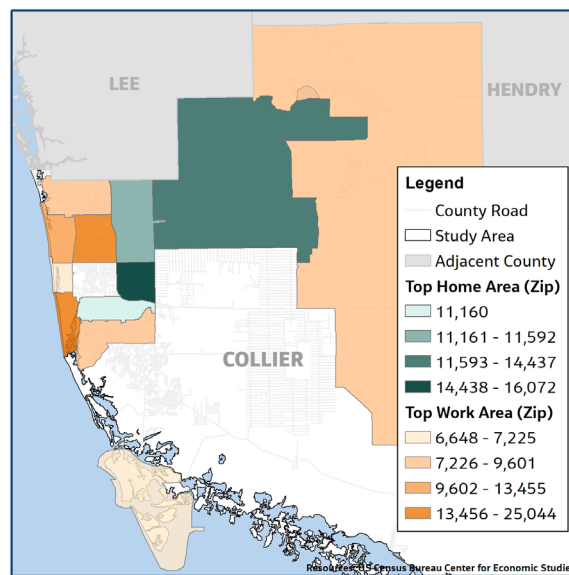


Figure 3-2. Top Zip Codes for Home vs. Work Area

Source: 2017 U.S. Census Data

Because park-and-ride lots should be located within less than 50 percent of commuters' travel time (Renaissance Planning Group 2013), potential sites were evaluated around the employee's home, evaluating direction of travel based on employment centers and places with the largest employers.

The Census data showed 89,002 people employed and living inside the County, 52,918 people employed in the County but living outside the County, and 51,782 people living in the County but employed outside the County, as indicated on Figure 3-3. Of the employed workers in the County, approximately 63 percent live in the County. There is a close balance of commuters entering and leaving the County for work, indicating

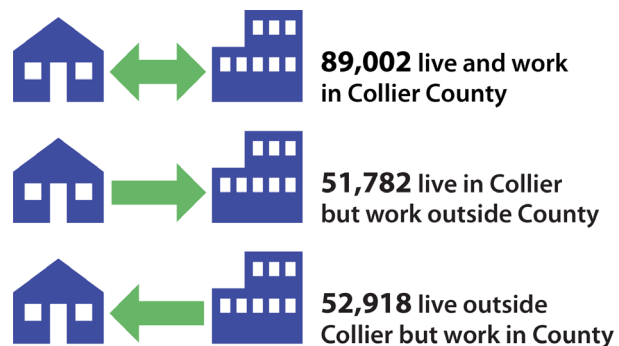


Figure 3-3. Collier County Employment and Residency

Source: 2017 U.S. Census Data

the need for interconnected service to surrounding counties and regional interconnectivity. The Census data show that most commuters come from Lee County surrounding I-75 and the Hendry County border.

3.2.4 Land Use

Employment centers and business districts analyzed included, but were not limited to, the Coastland Center Mall, hospitals, County government campus (main campus, Horseshoe Drive, and planned Resource Recovery Park), Arthrex, Mercado, Waterside Shops, and retirement communities, such as Vi at Bentley Village and Moorings Park. Planned unit developments were used to determine location of commercial and residential areas (Collier County 2020). Employee commute patterns in underserved areas were also evaluated for the City of Everglades, Ave Maria, City of Immokalee, and City of Marco Island. Table 3-4 lists proposed sites that consider employee commute patterns.

Table 3-4. Proposed Park-and-Ride Locations Based on Employee Commute Patterns

Commute Pattern or Area	Park-and-Ride Site ID	Comments
Employment in the City of Marco Island	PL-9, PL-10, SL-13, SL-3, SL-22	Many sites serve this area; however, these are targeted lots.
Employment in the City of Cape Coral (Lee County)	SL-15, SL-16, PL-1	Existing Seed-to-Table lot also serves this area.
Employment in the City of Immokalee and ZIP 34142	SL-5, SL-17, PL-4, PL-11, PL-9, PL-10, SL-13	Existing lot at Golden Gate Estates Library also serves this commute.
Employees commuting from Golden Gate CDP	PL-6, SL-8	Existing lot at the Golden Gate Library also serves this area.
Employees commuting from City of Bonita Springs and City of Cape Coral	PL-1, SL-16	Existing Seed-to-Table lot also serves this area.
Employees commuting from Immokalee CDP	SL-3, SL-22	
Employees commuting from Lehigh Acres CDP	SL-3, SL-22	Lee County is in progress for developing a park-and-ride lot for Lehigh Acres within Lee County limits.
Employees commuting from City of Naples	PL-8, PL-7, SL-12, SL-20, SL-6	
Employees commuting from Marco Island	Existing at Marco Island Library	Advertisement and guide signs are recommended to increase awareness of this lot.

Table 3-4. Proposed Park-and-Ride Locations Based on Employee Commute Patterns

Commute Pattern or Area	Park-and-Ride Site ID	Comments
Employment circulation: inflow and outflow to Collier County	SL-15, SL-16, PL-1	To and from Lee County and City of Bonita Springs.
	SL-3, SL-22	To and from Lehigh Acres.
	SL-8, SL-9, SL-19	To and from Broward and Dade County.
	SL-23	To and from Monroe County.
Employees commuting from City of Everglades	SL-23	In conjunction with proposed vanpool service.
Employees commuting from Ave Maria	PL-11	Serving Ave Maria residents.

3.3 Beach Facilities

Collier County serves as a destination location with the Gulf of Mexico coastline and beaches as its major generator of tourism (Naples beaches attract visitors worldwide). County and city public beaches reach capacity with both residents and tourists during peak season from October through March, causing informal park-and-ride to occur for beach access and beach hotel parking. Acquiring additional public beach access is costly and the limited opportunities attract private businesses, making it challenging for the County to acquire ideal locations at a reasonable cost. Several hotels along the coastline have constructed parking garages to support their parking demands, with hotel expansions requiring additional parking capacity, such as the Ritz-Carlton of Naples constructing a second parking garage to accommodate their expansion.

Beach capacity statistics were reviewed for the County beaches from 2017 through 2019. Table 3-5 lists the number of days during the fiscal year (FY) that each beach reached parking capacity. Table 3-6 displays the quantity of vehicles required to turn around at beach parking lots resulting from lack of capacity. Turnarounds were only counted where park attendants or vehicle counters exist. The beach parking locations not listed do not have statistics on turnaround counts (Sullivan, pers. comm. 2020).

Table 3-5. Beach Parking Demand (2017–2019)

Source: Sullivan, pers. comm. 2020

Beach	Days at Capacity		
	FY 17	FY 18	FY 19 ^a
Barefoot Beach Access	84	54	72 ^a
Barefoot Beach Preserve	39	24	30
Clam Pass Beach Park	36	10 ^a	29
Conner Park	9 ^a	1 ^a	5
South Marco Beach	156	177	164
North Gulf Shore Beach	32	16	35
Tigertail Beach Park	13	8	12
Vanderbilt Beach Park	71	29	45

^a Value has missing quarterly data. All Quarter 4 data for FY 19 was not included.

Table 3-6. Beach Capacity Total Turnarounds (2017–2019)*Source: Sullivan, pers. comm. 2020*

Beach	Turnarounds		
	FY 17	FY 18	FY 19 ^a
Barefoot Beach Preserve	9,433	11,109	6,805
Clam Pass Beach Park	5,740	3,447 ^a	4,539
Tigertail Beach Park	5,778	4,816	4,075
Vanderbilt Beach Park	2,793	2,689	1,460

^a Value has missing quarterly data. All Quarter 4 data for FY 19 was not included.

Beach parking locations were considered for areas under the existing power transmission lines that parallel Livingston Road on the west. Because of limited land use options, a park-and-ride facility under the transmission lines is an innovative use of the property. However, during stakeholder meetings, while the Parks & Recreation Division recommended beach park-and-ride lots east of US 41 because of its congestion, the County Tourism Division requested to locate beach lots closer than Livingston Road. Vacant properties were examined around Goodlette-Frank Road to serve beaches along the arterials of Pine Ridge Road, Vanderbilt Beach Road, and Immokalee Road. Refer to Table 3-7 for proposed beach sites.

Of the existing County beaches, Clam Pass and Barefoot Beach Preserve have capacity to support additional visitors but available areas can only be accessed by walking and do not have access by shuttle or boardwalk. There is an existing CAT beach express bus that circulates from the Creekside transfer station to Conner Park to Delnor-Wiggins Pass State Park. However, each proposed beach lot is recommended to have a designated beach shuttle during tourism season, if one does not exist.

Table 3-7. Proposed Park-and-Ride Locations for Beach Access

Proposed Location/Description	Park-and-Ride Site ID	Comments
Beach lot (Goodlette-Frank Road)	SL-24	Undeveloped 13-acre parcel along Goodlette-Frank Rd.
Beach lot (Vanderbilt Beach Road)	SL-25	Undeveloped 5-acre parcel between US 41 and Goodlette-Frank Rd.
Beach lot (Pine Ridge Road)	SL-26	Undeveloped 1.6-acre parcel adjacent to Goodlette-Frank Rd. with parcel to the north

3.4 Candidate Locations Based on Stakeholder Input

Using public participation data (Appendix C), candidate sites were evaluated against locations already identified to determine any additional sites. Survey responses included requests for proposed sites already being considered such as:

- shuttle to beach
- Lee County to main government campus
- close to I-75

- East Naples
- parking to help travel to Marco Island for work
- Golden Gate Estates express bus
- within Orangetree area to reduce traffic from Golden Gate Estates

Table 3-8 lists additional locations added based on stakeholder feedback. Park-and-ride lots on the outskirts of downtown Naples to serve places that approach parking capacity, such as 5th Avenue North and Cambier Park are recommended. Continued communication is needed between the County and City of Naples to identify and develop park-and-ride lots to serve the downtown Naples area.

Table 3-8. Proposed Park-and-Ride Locations Based on Stakeholder Input

Proposed Location/Description	Park-and-Ride Site ID	Comments
Pine Ridge and Collier Boulevard (CR 951)	SL-8	Requested along CR 951 to serve the Golden Gate Estates area. Location proposed to capture area after existing lot at Estates Library.
Downtown Naples (5th Ave., Cambier Park, beaches)	N/A	Requested to serve crowded destination spots within the City of Naples.
Big Corkscrew Regional Island Park	SL-4	Removed because PL-4 (Agricultural Center and Fairgrounds) is closer and serves same targeted ridership.

3.5 Proposed Park-and-Ride Sites

Based on the site identification described herein, the complete list of the evaluation sites developed is shown on Figure 3-4 and Figure 3-5.

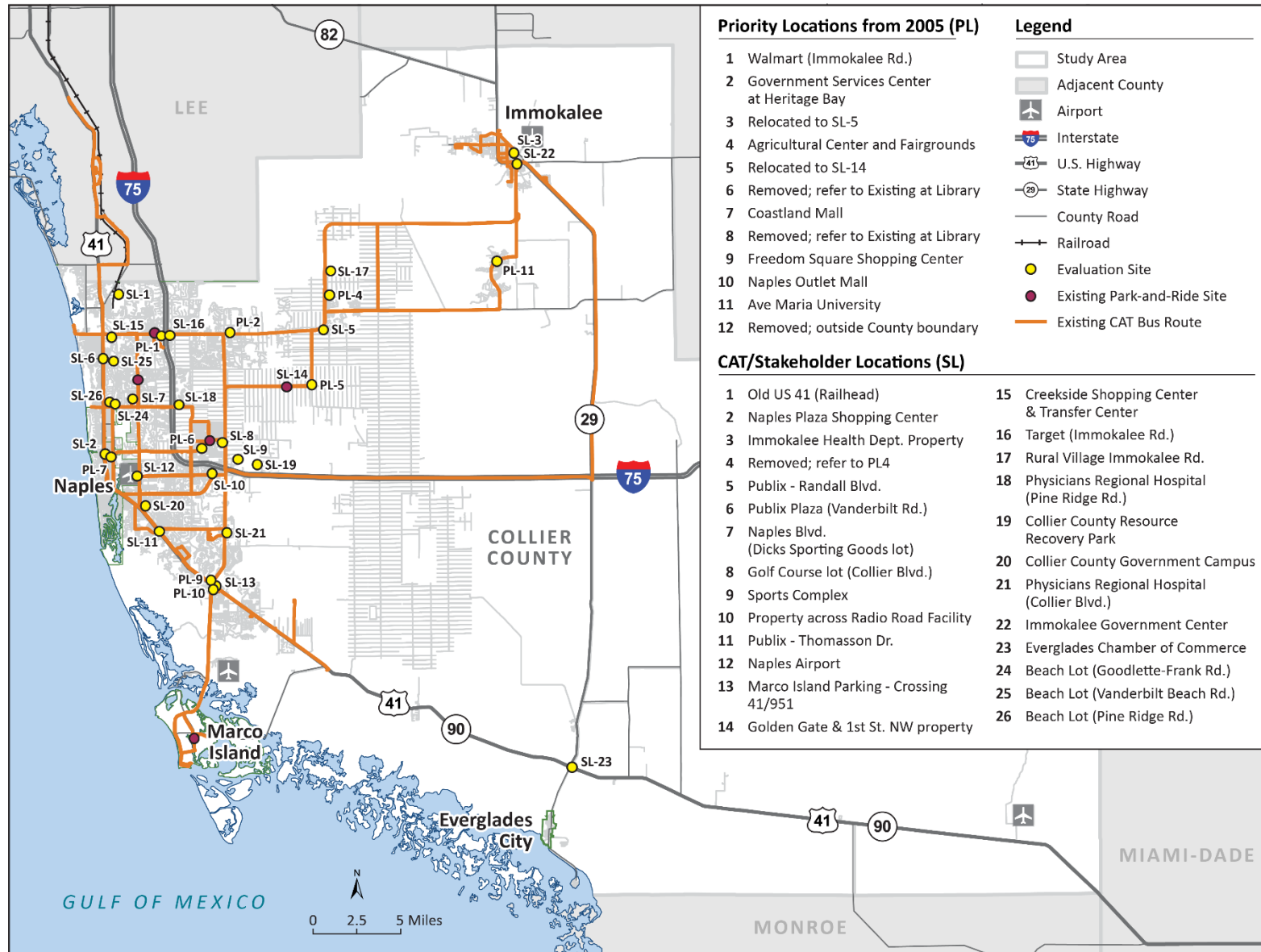


Figure 3-4. Final Proposed Site Locations

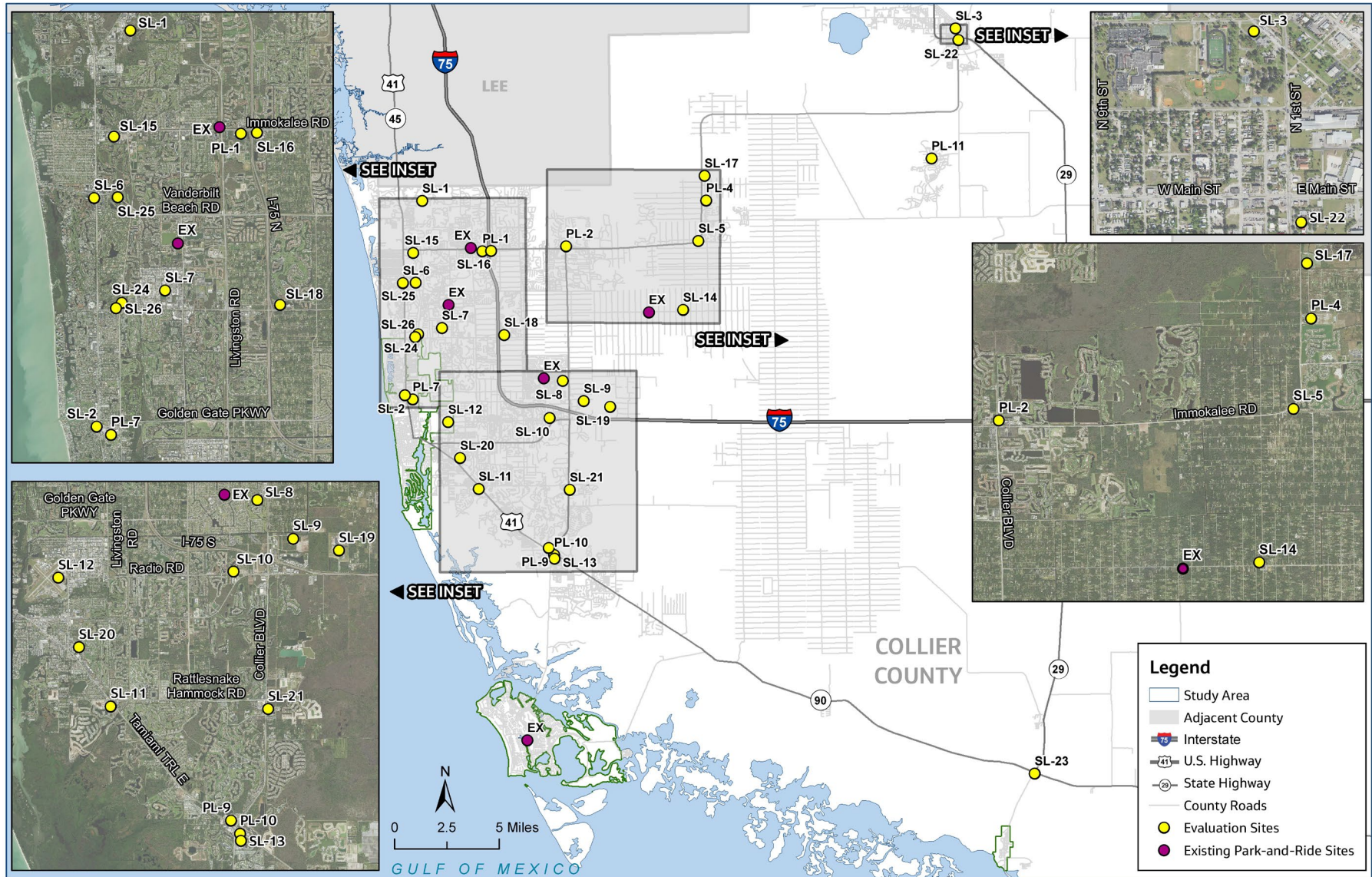


Figure 3-5. Close Up of Final Proposed Site Locations

4. Site Design

4.1 Facility Types

The targeted ridership and area served will determine the type of park-and-ride facility. Table 4-1 lists the types of park-and-ride lots identified in this Study serving the County's current conditions. A full list of park-and-ride facility types, with descriptions and standards for each, are identified in Table 3-1 of the FDOT *State Park-and-Ride Guide*.

Table 4-1. Types of Park-and-Ride Facilities

Source: *State Park-and-Ride Guide (FDOT 2012)*

Facility Type	Description	Recommended Site Size
Shared-use (hosted on existing lots)	Signing existing parking spaces in a privately owned lot, typically at shopping plazas to ideally reduce additional trips taken by the user. Lease agreements are required for this private-public partnership.	Recommended 5 to 10 spaces based on demand. For developer agreements, a minimum of 5 spaces is recommended; however, quantity should be tailored to the size of the development it would serve based on full build-out.
Remote	20+ miles from employment. Low population growth anticipated.	Refer to the FDOT <i>State Park-and-Ride Guide</i> for site size estimation calculations.
Urban Fringe	Located along the boundaries of an urban area. Serves areas of high concentrations of employees (home residence).	Refer to the FDOT <i>State Park-and-Ride Guide</i> for site size estimation calculations.
Parking Deficiency	Supports locations where parking deficiencies already exist. Informal park-and-ride and carpool may already occur.	Refer to the FDOT <i>State Park-and-Ride Guide</i> for site size estimation calculations.

4.2 Lot Size Estimation

The quantity of parking spaces recommended and total lot size (acres) was estimated for each Priority Site. The lot size estimation was based on the FDOT (2012) *State Park-and-Ride Guide* methodology, tailored to the information provided or accessible. Once the lot size (quantity of spaces) is estimated, future build-out was determined with a design year of 2045. Acreage required for the lot was then estimated, including sidewalk, bus bay waiting areas, and stormwater treatment. It is recommended to acquire properties with the full acreage required to develop the 2045 build-out. Refer to Appendix E for detailed calculations on site size.

Typically, lots are constructed to operate at 75 percent capacity. However, consideration should be made based on construction costs and funding available to determine the size constructed. Designs can be tailored to accommodate size and shape of the property available for parking. For example, a combination of pervious and impervious spaces may be used to reduce the area needed for stormwater treatment.

Cost estimates were prepared based on lot size (refer to Section 6). Such additional features as restrooms, car charging stations, or ride sharing accommodations were not included in the lot size estimation and cost estimates. If such additional features with the site are desired, it is recommended to prepare a conceptual site plan to estimate additional space and utilities required for the site size, as well as a revised cost estimate.

For shared-use lots on private property, the number of spaces provided usually ranges between 5 to 30 (Franklin Regional Council of Governments 2008). Because most sites proposed on shared-use are for employees and carpools at locations that still have available capacity, a quantity of 5 spaces, no greater than 10, was proposed for shared-use lots to serve current conditions.

5. Site Evaluations

5.1 Evaluation Ranking

Site visits were performed at each proposed shared-use lot to identify additional features that could benefit or hinder the success of the lot. Such features include lighting, security cameras, and the capacity of the existing lot (that is, does the lot already reach capacity or is it underutilized). Sites that ranked the highest reduce single occupancy trips and increase transit ridership. Sites with proposed alternative transportation modes, as opposed to transit, to serve the site (such as an express bus, vanpool, Mobility on Demand [MOD], etc.) are indicated under the comments section within each evaluation. Table 5-1 summarizes the final scores and prioritized rank. Refer to Appendix D for site photos and evaluation reports on each location.

The TDP update was not finalized prior to the completion of this Study. The draft TDP report was used to evaluate planned transit routes along each site, with planned routes noted in the comments section of each form indicated as 'TDP Proposed Routes' (Medina 2020). Because the evaluations were based on the existing network, the scoring was not affected if the TDP-proposed routes no longer accommodated a site. However, if a vanpool service or MOD was proposed for the area, it was scored as an additional site benefit. If the TDP plans to eliminate transit along a proposed site and a direct shuttle, vanpool, or MOD service is not pursued by CAT to accommodate, the proposed site should not be pursued.

Of the 32 sites evaluated, the top 14 ranked sites are recommended as priority sites. A total of 4 sites are proposed on existing lots, while 3 are not on County property and will require lease agreements. The average score of evaluated sites was 81.5 percent with a standard deviation of 7.8.

5.2 Priority Sites

Figure 5-1 shows a map of the recommended priority site locations (including alternate locations) according to rank and recommended alternate. If a priority site cannot be pursued at the proposed location, the next highest-ranked site will be pursued. A site may be eliminated if agreement with property owners cannot be reached for property acquisition or lease.

Table 5-1. Final Evaluation Rankings

Rank	Site ID	Final Score	Site Name	Lease Agreement Required?	County Owned?	Parking Spaces ^a	Lot Size (acres)	Alternate Locations	Targeted Ridership/ Destination Served	Notes ^b
1	SL-15	102.8	Creekside			78	1.28	SL-1	Commuting between Collier and Lee County	Phase I: Plaza not interested, proceed to Phase II. Options for lot location provided.
2	SL-20	101.0	Government Campus		✓	5-10			Commuters to work. Commuters to CBD	Recommended adjacent to museum parking (closest to transfer station).
3	PL-7	98.6	Coastland Center Mall	✓		5-10		SL-2	Commuters to work, Commuters to shopping/ entertainment	Options provided to serve this location.
4	PL-9	93.8	Freedom Square shopping center	✓		5		PL-10, SL-13	Commuters to Marco Island or Everglades City	Recommended over two alternate locations.
5	SL-18	91.3	Physicians Regional (Pine Ridge)	✓		5			Commuters to work, Carpool	
6	SL-22	89.3	Immokalee Government Center		✓	43	0.91	SL-3	All trips for Immokalee residents; Remote facility	SL-3 is recommended over SL-22 because of funding obtained.
7	SL-13	87.9	Marco Island (Crossing 951 & 41)	✓		5		PL-9, PL-10	Commuters to Marco Island or Everglades City	Reevaluate need if higher-ranked alternate, PL-9, is developed.
8	SL-8	87.6	Golf Course / VA hospital		✓	10		SL-10	Commuters to work, Regional interconnectivity	County to determine development plans and adding spaces for park-and-ride/
9	PL-10	87.5	Naples Outlet Mall	✓		5		PL-9, SL-13	Commuters to Marco Island or Everglades City	Reevaluate need if higher-ranked alternates, SL 13 and PL-9, are developed.
10	SL-3	86.9	Immokalee Health Dept		✓	43	0.91	SL-22	All trips for Immokalee residents leaving Immokalee	Recommended over SL-22 because location has Tiger Grant funding for CAT transfer station.
11	SL-26	85.6	Beach Lot (Pine Ridge Rd)		✓	420	4.81		Beach parking deficiency	County to determine plans for the lot.
12	SL-25	85.6	Beach Lot (Vanderbilt Beach Rd)		✓	373	4.21		Beach parking deficiency	County to determine plans for the lot.
13	SL-1	85.4	Railhead (Old US 41)		✓	94	1.46	SL-15	Airport, Commuters to work, Commuters between Collier and Lee County	If SL-15 is constructed, a smaller site size is recommended. Size should be reevaluated based on site size of SL-15.
14	SL-10	83.1	Radio Rd Transfer Station lot			60	0.88	SL-8	Parking deficiency for transfer station and employment center	Serves the Radio Rd. transfer station lot, which receives informal park-and-ride and is reaching parking capacity.
15	SL-6	82.9	The Marketplace at Pelican Bay	✓		5		SL-25	Commuters to work	Not recommended if SL-25 is built.
16	SL-11	82.8	Publix Plaza (Thomasson Dr)	✓		5		SL-20	Commuters to work, Commuters to shopping/ entertainment	
17	SL-5	81.5	Publix Plaza (Randall Blvd)	✓		5			Commuters to work, primarily westbound	
18	PL-1	80.4	Walmart (Immokalee Rd)	✓		5 - 10		SL-16	Commuting between Collier and Lee County	Options provided.
19	PL-2	78.5	Government Services Center at Heritage Bay		✓	5			Commuters to work, primarily westbound or southbound	
20	SL-24	77.2	Beach lot (Goodlette-Frank Rd)			420	4.81		Beach parking deficiency	
21	SL-17	76.8	Rural Village (Immokalee Rd)	✓		Needs Sizing		PL-4	Commuters to work, primarily westbound	
22	SL-7	75.7	Dicks Sporting Goods (Naples Blvd)	✓		5			Commuters to work, Commuters to shopping/ entertainment	
23	SL-2	75.1	Naples Plaza shopping center	✓		5		PL-7	Commuters to work, Commuters to shopping/ entertainment	
24	SL-21	75.1	Physicians Regional - Collier	✓		5			Commuters to work, Carpool, primarily north and southbound	
25	SL-16	75	Target (Immokalee Rd)	✓		5		PL-1	Commuting between Collier and Lee County	Lease for Phase 1
26	PL-4	73.3	Agricultural Center and Fairgrounds		✓	Needs Sizing		SL-17	Commuters to work, primarily westbound; Remote facility	Phased as demand increases.
27	SL-23	73.3	Old Everglades Chamber of Commerce	✓		Needs Sizing			Commuters to work; remote facility	
28	SL-9	73.1	Sports Complex		✓	Needs Sizing			Commuters to work, Carpool	
29	SL-14	71.7	Golden Gate Estates (1st St)		✓	Needs Sizing			Commuters to work, Carpool; Remote facility	
30	PL-11	68.8	Ave Maria	✓		5			Commuters to work, Carpool; Remote facility	Options provided.
31	SL-12	66.1	Naples Airport	✓		5			Commuters to work, Carpool	Options provided.
32	SL-19	50.6	Resource Recovery Park		✓	Needs Sizing			Commuters to work	

^a Quantity of parking spaces estimated to serve 2045 needs. Refer to Appendix E for site size calculations and FDOT *State Park-and-Ride Guide* for site sizing guidance.

^b Refer to Appendix D for the Site Evaluation on each location.

Notes: Sites removed or relocated include PL-3, PL-5, PL-6, PL-12, SL-4 (Big Corkscrew Regional Park). Refer to Table 3-1 for details.

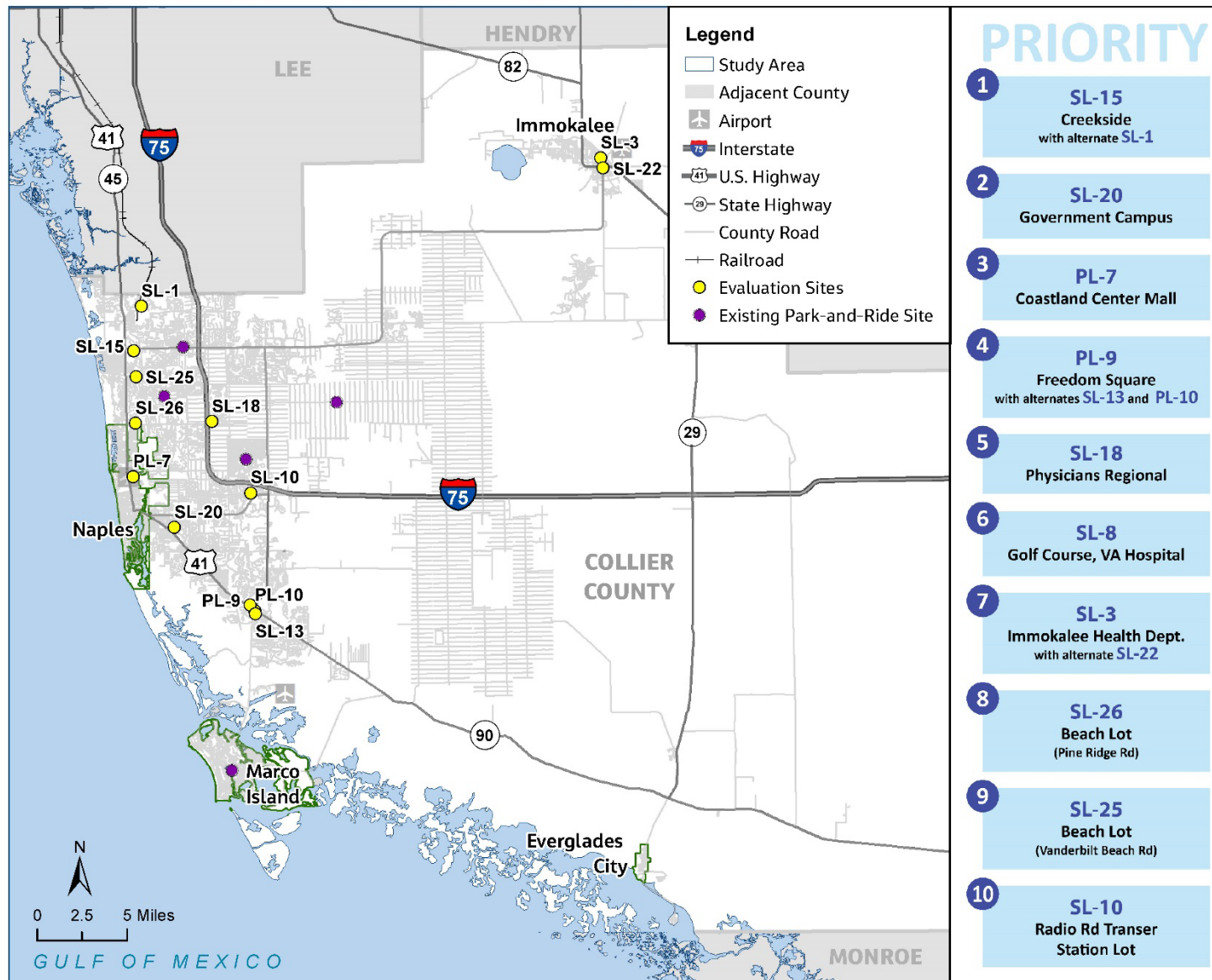


Figure 5-1. Recommended Priority Sites (Including Alternative Locations)

5.3 Alternate Sites

Some service areas had alternative sites (separate site IDs) evaluated or phased development listed within the comments section. The alternate with the highest rank should be pursued first and the other alternates pursued as applicable. Sites with higher-ranked alternates should have its site size reevaluated based on the size of the higher-ranked alternate that is developed. These locations in the Priority Sites include SL-22, SL-13, PL-10, and SL-1.

Options are also presented on the evaluation forms for locations that may have more than one property pursued, if the recommended parcel is not successful. Alternative sites should be evaluated to pursue on a case-by-case basis, based on whether it is proposed on a shared-use or developed lot.

5.3.1 Alternates for Public-Private Partnerships

For sites requiring public-private partnerships, sites were proposed on shared-use lots where the participating property owner would host a park-and-ride site on their lot. In this scenario, a lease agreement would be required, and the designated parking spaces would be signed as park-and-ride. Alternative sites on shared-use lots are considered interchangeable but can also be used in conjunction with each other where applicable. For example, PL-9, PL-10, and SL-13 are all proposed on a shared-use lots that requires a lease agreement and are alternates to each other. All three locations ranked as a priority site. However, all three sites may not need to be pursued. The highest-ranked site (PL-9) should be pursued first. If the property owner at the highest-ranked site is not amenable to providing the quantity of proposed parking spaces, the remaining spaces recommended should be pursued at the next highest-ranked alternate location.

5.3.2 Alternates for Developed Lots

For developed lots with alternative sites, only one site shall be pursued with the other alternate site resized or eliminated. For example, SL-1 (Creekside) and SL-15 (Railhead) are alternates proposed for a transfer facility and connection with LeeTran. SL-15 resulted in a higher score because it already serves as a transfer station and accommodates several routes but requires the County to purchase property within an approximate 0.5-mile range. However, if property cannot be acquired within a reasonable price, the County should pursue its alternate, SL-1, which is on County-owned property. The transfer station with LeeTran and applicable CAT routes should be evaluated and rerouted to accommodate the new location as appropriate. If SL-15 is purchased and constructed, the site size for SL-1 should be significantly reduced.

SL-22 (Immokalee Government Center) and SL-3 (Immokalee Health Department) are the two alternates proposed in the City of Immokalee and are both ranked within the top priority sites. Although the Immokalee Government Center scored slightly higher than the Immokalee Health Department, the Health Department already has funding in place from the Tiger Grant awarded in 2018 to construct a bus transfer station (Collier County 2020). Therefore, because of the proximity of the two lots, SL-3 should be the lot constructed and SL-22 removed from consideration.

5.3.3 Phased Development

Some sites proposed various options for a location within the individual evaluation form. The evaluation was performed on the proposed phase, with an interim or long-term solution indicated as the applicable phase. Typically, approximately 5 spaces are proposed as an interim Phase I solution, with the fully developed lot as the long-term solution.

Some locations had options presented to pursue. The prioritized option should be pursued first, then if an agreement or property acquisition cannot be made at agreeable terms, then the next option should be pursued for that location.

6. Cost Estimates

Cost estimates were developed for the priority site locations. Cost estimates included initial construction costs, estimated operating costs, and anticipated leasing fees. Initial construction costs included the cost of land acquisition, design, permitting, and the development of the site with recommended amenities. The estimate for SL-15 is \$564,940, \$352,251 for SL-3, \$2,587,310 for SL-26, \$2,318,200 for SL-25, and \$686,344 for SL-10. Refer to Appendix E for a detailed breakdown of estimated costs and site size requirements. As noted in Section 4.2, additional features such as restrooms were not included in the cost estimates. Additional features desired should be added to the cost estimates provided.

The cost estimate for a new beach express shuttle to serve SL-26 is proposed to operate only during peak season. Because the beach only reached maximum capacity 36 days per year within the last 3 years (refer to Table 3-5), the cost estimate for a beach shuttle is anticipated to align with the cost of the R29a Beach Bus. A new beach express shuttle is also recommended to serve SL-25. The cost for new service to accommodate the sites would be added to the cost estimates provided.

The yearly maintenance cost per space for maintaining pavement, drainage, landscaping, and fencing is anticipated to cost at \$130 per space per year for 2020. The yearly leasing fee for shared-use lots on private property is anticipated to be minimal, estimated at approximately \$15 per space per year for 2020 (FDOT 2012).

7. Funding Sources

An important consideration for prioritizing park-and-ride sites is determining available funding for developing and maintaining the site. Federal, state, and local funding options were reviewed in relation to each proposed park-and-ride site. Funding allocation will be needed for all elements of the development and maintenance including design, ROW acquisition or lease, construction, promotion, monitoring, operating, and management of the development and maintenance of the facilities. Funding will also be needed for any future expansion or improvements to the sites.

The FDOT *State Park-and-Ride Guide* (FDOT 2012) summarizes potential federal and state funding sources for building park-and-ride facilities. The programs were evaluated for funding, implementing, and maintaining park-and-ride facilities as applicable to the proposed sites for the County. Refer to Section 8.2 for recommended funding sources to pursue for priority lots.

7.1 Federal Funding

Federal resources are available and generally targeted to support the highway system and improve its capacity. Table 7-1 summarizes potential federal resources for programs administered by the Federal Transit Administration (FTA). A recent award of the FY 17 Buses and Bus Facilities Infrastructure Investment Program through the FTA was to Lee County for the transfer station and park-and-ride lot (FTA 2020).

Table 7-1. Federal Funding Sources

Source: *State Park-and-Ride Guide* (FDOT 2012)

Funding Source	Agency	Description	Comments
5309 Bus and Bus Facilities (Transit Project Earmarks)	FTA	The Capital Investment Grants and Loans Program (formerly Discretionary Grants) provides transit capital assistance for new fixed guideway systems and extensions to existing fixed guideway systems (New Starts), fixed guideway modernization, and bus and bus-related facilities.	Project must be consistent with the MPO plan, and typically matched on 80/20 basis.
Small Starts	FTA	This program is following a simplified process for projects seeking less than \$75 million in federal discretionary "Small Starts" funds and with a total project cost not exceeding \$250 million.	Has many requirements that are still in process. Exclusivity of corridor, model, and ridership may be issues.
Very Small Starts	FTA	FTA has defined a class of projects that are very simple, low-cost, and demonstrably effective called Very Small Starts projects within the Small Starts Program. FTA's intent is that Very Small Starts will qualify for an even simpler and expedited evaluation and rating process.	Designed for the bus rapid transit services. Can be as high as 80/20 funding.

Table 7-1. Federal Funding Sources*Source: State Park-and-Ride Guide (FDOT 2012)*

Funding Source	Agency	Description	Comments
5307 Formula Funds	FTA	The Urbanized Area Formula Grants Program provides transit capital and operating assistance to urbanized areas with populations of more than 50,000. Approximately \$18 billion is provided to transit agencies for bus and rail vehicle replacements and facility recapitalization.	Project must be consistent with MPO plan and Transportation Improvement Program (TIP). Typically used by transit agencies for non-project-specific funding.
5311 Capital Grant Program	FTA	This program provides grants for transportation projects that are included in a state program of mass transportation service projects (including service agreements with private providers of mass transportation service) for areas other than urbanized areas. Each state receives an apportioned amount based on its amount of non-urban area. This program is often used for operating assistance.	Eligible activities include planning and marketing for intercity bus transportation; capital grants for intercity bus shelters; joint-use stops and depots; operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects.
CMAQ Funds	FTA	A modification to the law during Transportation Equity Act of the 21st Century provides states that receive the minimum apportionment of 0.5 percent with some flexibility to use CMAQ funds for Surface Transportation Program (STP)-eligible purposes.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
STP Funds	FTA	These funds are excess highway funds or those chosen to be flexed to transit projects. Federal and state funds that are flexed are permanently removed from a highway project or from potential highway project funding.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.

7.2 State Funding

FDOT has a Park-and-Ride Grant Program that supports the purchase or leasing of private land for the construction of park-and-ride lots, as well as the promotion (advertisement) and monitoring of the lots. It is an integral part of the Commuter Assistance Program. The Central Office has established criteria for detailed park-and-ride planning, implementation, and evaluation. All local park-and-ride projects are reviewed for eligibility by the FDOT District office, and suitable projects are considered for funding.

Table 7-2 summarizes potential state resources for programs administered by FDOT.

Table 7-2. State Funding Sources*Source: State Park-and-Ride Guide (FDOT 2012)*

Funding Source	Agency	Description	Associated Issues
Transit/Rail Service Development	FDOT	Discretionary funding allocated to specific projects by FDOT policy makers to assist in initiating new transit or rail service. Assistance can be either capital or operating grants, although operating assistance is limited to a defined timeframe (typically 3 years).	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
Strategic Intermodal System	FDOT	An initiative by FDOT to provide funding for statewide and regionally significant transportation facilities and services.	Initial focus is on improving intercity transportation corridors, rather than local services.
Park-and-Ride; Commuter Assistance Programs	FDOT	Programs to facilitate the use of car pools/vanpools by providing funding for planning, marketing, and capital projects.	Historically, focus has been on commuter assistance.
Intermodal Development	FDOT	Program designed to provide funding for improved access, connections to other modes (for example, airports, seaports, and rail), and to facilitate intermodal or multimodal movement of people and goods.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
Public Transit Block Grants	FDOT	Formula grants to established transit providers for use on capital projects or operating assistance.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
State Infrastructure Bank Loans	FDOT	Provides low interest loans for transportation projects – all modes. Repayment terms are flexible and are negotiated on a case-by-case basis. This is a financing tool, not a grant.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP. Not a grant—requires repayment.
TRIPS	FDOT	Program to improve travel on regionally significant facilities or benefit regional travel or commerce; 50 percent of project cost or 50 percent of non-federal share.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
CIGP	FDOT	Up to 50 percent for improvements to relieve congestion on State Highway System.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.
New Starts	FDOT	Dollar-for-dollar match of local funds for New Starts projects.	Project must be consistent with the local comprehensive plan and must be included in MPO plan and TIP.

7.3 Local Funding

Local funding is typically required to match the federal and state resources. Local funds can include general Capital Funds or various taxes, such as sales tax, property tax, local business tax, taxes associated with transportation (such as vehicle registration fees), or tourist development tax.

The County's tourist development tax is governed by the Tourist Development Council (TDC) and TDC tax dollars are used for the promotion of tourism. Any projects and expenditures of tourist development tax must be approved by the TDC. This is a potential funding source to assist with park-and-ride lots associated with beach park facilities or those specifically designed to support tourism. Projects seeking TDC funding require TDC Board conceptual approval prior to advancement to ensure eligibility and support.

Another possible local funding option includes working with the County MPO Congestion Management System to determine if their program has potential for funding certain park-and-ride facilities. Park-and-ride lots would be eligible under this program if they are located along corridors that do not meet an acceptable level of service and do not have funding for widening within the next 5 years. The Congestion Management Committee would review selected park-and-ride lots that meet this program's goal to determine if it would be advanced for recommendation. If advanced, the Congestion Management Committee would prioritize the project and bring to the MPO Board for final approval.

7.4 Alternative Funding Strategies

An alternative strategy for the development of additional park-and-ride lots in congested areas is to work with new commercial developments in their conceptual and design stage. When designing parking requirements for a commercial use, allowing developers to provide required parking spaces offsite can help promote park-and-ride facilities and reduce congestion. The developer could be given the option to either build a park-and-ride offsite or participate in a joint planned effort with funds from several developers being pooled for constructing lots or parking garages. Offsite parking for developers can be made more attractive by providing incentives and benefits, such as increased square footage capability for buildings, water treatment and storage, or even reduced development fees.

The Seed-to-Table park-and-ride lot near the intersection of Livingston Road and Immokalee Road is a good example of such an arrangement (refer to Figure 7-1). Seed-to-Table is a retail market and café who funded and constructed a park-and-ride lot on County property. The design of the lot incorporates one section designated for Seed-to-Table use only and another section for public use. Because the lot is not ideal for pedestrian commute to the shopping center, the County required Seed-to-Table to provide a shuttle service to safely bring users (targeted for employees) across Livingston Road to the shopping center.



Figure 7-1. Seed-to-Table Park-and-Ride lot

Another alternative strategy is to use regulatory requirements to implement revisions to County and City systems (Naples, Marco Island, and Everglades City). For example, modifications to the Concurrency Management System Ordinances could be made by revising mitigating improvements to accept transit, instead of contributing to roadway improvements. This

would be advantageous where developments are increasing trips on corridors that have limited or no capability for ROW expansion (for example, Immokalee Road around I-75) or congested segments that cannot improve capacity or level of service because of financial limitations or environmental restrictions.

It is recommended for the County and its associated municipalities to endorse this ordinance change. A standard process would need to be developed for computing transit fees as an alternative mitigating improvement. Specific areas or segments should be selected where this option is available to developers. The associated fees should be updated as needed in conjunction with the transit or mobility plan accepting this alternative (FDOT 2012).

8. Recommendations and Conclusions

Park-and-ride priority lots should be adopted into the County's LRTP and TDP updates. In addition, new sites should be acquired and reserved for the future along corridors identified in the AUIR or LRTP as deficient and along corridors with high commuter patterns, even if transit is currently not yet provided along that route. The County's property acquisition team should inform CAT when any opportunities arise for potential purchase of land near these main arterials to serve this demand, as well as for beach parking within a 3-mile radius of beaches at capacity (refer to Table 3-5) especially in areas with limited availability, such as South Marco Beach Access in Marco Island.

8.1 Best Practices

Designing and building cost-efficient park-and-ride facilities is key for the success of funding and feasibility. Facilities should be designed with landscaping that requires little to no maintenance to further reduce upkeep costs. In addition, Collier County Vertical Construction Standards should be incorporated where applicable for such items as video surveillance. Designing the sites with conventional facility standards that are used around the County, such as standard lighting fixtures and gates, will allow for efficient maintenance and servicing.

Strategies and best practices should be incorporated into site design where feasible, as noted in Appendix A. Where appropriate based on parking and roadway capacity, park-and-ride spaces on shared-use lots can be designed for use only from Monday through Friday or weekends only.

For the lots designed to accommodate offsite airport parking for the Southwest Florida International Airport. If charging is desired, parking meters and the PayByPhone system, or equivalent, could be implemented, with numbered parking spaces. The County shall determine the maximum amount of days to allow overnight parking. Expired spaces may be ticketed or towed at the owner's expense. Using a parking meter that can be paid through an online (PayByPhone) portal would allow commuters who have unplanned extended trips to pay for the additional parking days remotely.

The PayByPhone parking system with phone application is used by more than 300 cities designed to accommodate this service. An MOD service should be developed with Lee County to serve the airport commuters, such as those using SL-1. Lots allowing overnight parking should be fenced with automatic timed gates and night vision cameras to increase safety and security.

8.2 Property Acquisition and Lease Agreements

To develop new lots, the following actions are recommended:

- Establish funding, secure local funds, or obtain grants as applicable
- Acquire property
- Design and permit
- Construct

To establish funding for SL-15 (Creekside) and SL-10 (Radio Rd Transfer Station lot), grants may be pursued as the facility will also serve the transfer station. It is recommended to pursue the bus and bus facilities grant; however, funding can also be pursued using public transit block grants or possibly through the MPO's Congestion Management Committee.

For SL-3 (Immokalee Health Department), the funding for the transit center was included with Immokalee Complete Streets grant proposal, which was awarded the Tiger IX Grant in March 2018. The project

included a bus bay, canopy shelter, waiting area, trash receptacles, vending machines, restrooms, and Americans with Disabilities Act improvements.

For the proposed beach lots, SL-26 (Pine Ridge Rd) and SL-25 (Vanderbilt Beach Rd), it is recommended to pursue TDC funds and the bus and bus facilities grant. An alternate funding source could be through public transit block grants.

For shared-use lots requiring private-public partnerships, funding should be pursued using the FDOT Park-and-Ride commuter assistance programs. Property owners of the priority locations on shared-use lots were contacted. CAT and Collier MPO should more formally engage with property owners at proposed lease locations to describe the project and inform on the benefits a park-and-ride can bring to commercial lots. A sample maintenance agreement can be found in the FDOT *State Park-and-Ride Guide*.

8.3 Promotion of the Facilities

As discussed in Appendix A, guide signs following the latest MUTCD guidelines are recommended on the major arterial leading to each park-and-ride lot (existing and future) provided within the County, as well as at the entrance of each lot. In addition, CAT should create a separate webpage identifying each lot and shared-use site available for park-and-ride within the County, with photos and descriptions of each lot. The webpage should include information on the benefits of using park-and-ride and links for commuter service and MOD available. In addition, park-and-ride locations should be added to the overall CAT map and to the interactive bus route maps' Real Time Trip Planner webpage (CAT 2020).

The facilities can also be promoted by installing amenities to entice users to the lot, such as electric vehicle car charging stations. To help commuters to reach their ultimate destination after taking transit, alternative methods such as electric scooter stations can be installed at popular stops. Each developed park-and-ride lot and transfer station should have informational signs about the lots available within the County and information on CAT and the commuter assistance program.

To advertise designated beach park-and-ride lots, tourism and Parks & Recreation websites should promote the lots to increase awareness. Pamphlets of the beach shuttle should be available at hotels and tourist locations. The Parks & Recreation Division recommended the beach shuttle be exchanged with a beach trolley, with open windows and beach graphic wraps to attract tourists and entice users. Additional promotion and marketing strategies outlined in FDOT *State Park-and-Ride Guide* (FDOT 2012) should be pursued as resources and funding are available.

For all beach park-and-ride lots, digital 'real-time' tracking signs indicating the quantity of available spaces is proposed along the arterials. Real-time tracking for SL-26 should be posted at the park-and-ride lot (Pine Ridge Road) for drive-by trips as well as on US 41 prior to visitors entering Seagate Drive. This will reduce trips on Seagate Drive and promote lot use. The real-time tracking should also be posted online to allow visitors to plan their route accordingly during peak season. The online location should be easy to search, with the location posted on the interactive sign. It would be ideal for the website to indicate 'real-time' availability of parking at each of the County beach lots.

8.4 Park-and-Ride Handbook

A Park-and-Ride Handbook was developed to assist in the evaluation process for future sites analyzed after the conclusion of this Study (refer to Appendix B). The handbook should also be used as the basis for any future park-and-ride studies performed for the County. The handbook includes guidance on the site selection and evaluation process as well as the Evaluation Methodology and Evaluation Forms.

Weighting and evaluation methodology should be reevaluated as demographics, needs, and development changes occur within the County from the current 2020 conditions of this Study.

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Appendix A
Park-and-Ride Research Memorandum

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Subject	Research of Park-and-Ride Programs
Project Name	Collier Metropolitan Planning Organization and Collier Area Transit Park-and-Ride Study
Attention	Josephine Medina/Collier Metropolitan Planning Organization Zachary Karto/Collier Area Transit
From	Jacobs
Date	September 22, 2020

Background

As the population of Collier County (hereafter, "the County") continues to increase, traffic congestion has become a growing concern. The use of public transit, such as Collier Area Transit (CAT) and park-and-ride facilities in Collier County, can help reduce roadway congestion and better serve the County's mobility needs.

As part of an effort to update park-and-ride locations identified in a 2005 study (USF 2005), Jacobs researched programs with comparable public transportation systems to determine strategies and procedures that may be integrated into the County's park-and-ride program. The programs were reviewed for strategies to increase local demand and to determine best practices for planning and designing new lots, such as placement, site features, and targeted ridership. Research included coastal counties within the state of Florida as well as several nationwide studies presenting more developed programs.

Research Scope and Limitations

There are many park-and-ride locations throughout Florida. Jurisdictions reviewed included, but were not limited to, the following:

- Lee County, Florida
- Pasco County, Florida
- Sarasota County, Florida
- Citrus County, Florida
- Manatee County, Florida
- Miami-Dade County, Florida
- Santa Rosa County, Florida

In addition to Florida locations, examined park-and-ride operations were examined at several locations outside Florida, as follows:

- Coastal Savannah region (Chatham County), Georgia
- Humboldt County, California

- North Glendale, Arizona
- Franklin County, Massachusetts
- Roanoke and New River Valley regions, Virginia
- Northern Virginia District
- Pennsylvania (counties within commuter services program)

Jacobs did not conduct any onsite field inspections for any of the facilities noted herein. The research consisted solely of review of published studies and reports. Jacobs did not independently verify any of the information presented in such documents and accordingly cannot validate the accuracy of the information presented therein.

Research of Existing Park-and-Ride Programs

Many commonalities were found in the park-and-ride programs that aligned with the Florida Department of Transportation's *State Park-and-Ride Guide* (FDOT 2012), including several locations outside Florida.

Comparable Programs in Florida

Lee County has two park-and-ride lots to enhance beach access. The Fort Myers Beach Park and Ride/Transfer Center is a 240-vehicle capacity lot including pervious and impervious parking within the site (Lee County 2020). It provides a large seated waiting area under a canopy structure for shelter. The site provides several other amenities including:

- digital real-time tracking of the buses with a public address (PA) system
- Wi-Fi
- restroom facilities and employee's office
- Americans with Disabilities Act sidewalks connecting to the main arterial (Summerlin Road)
- way-finding/guide signs on major arterial
- two ingress/egress points for users with a separate designated bus lane
- electric car charging station
- five bus routes served at the transfer station

Safety and security at the Fort Myers Beach lot is enhanced with video surveillance and lighting. This facility was funded through the Florida Department of Transportation (FDOT) and Lee County's Capital Improvement Program funds at a final cost of approximately \$4,890,000 (Lee County 2020).

The second Lee County beach park-and-ride lot is adjacent to a main arterial (San Carlos Boulevard) along the Lee County Transit (LeeTran) bus route. It includes a bus shelter, informational signs, two ingress/egress points for users, and sidewalk connecting to the main arterial (Google 2020a).

The Needs Plan identified in the LeeTran Transit Development Plan (TDP) (Tindale-Oliver & Associates, Inc. 2011) includes four express bus services for inter-county commuters between Lee County and Charlotte and Collier Counties. Five park-and-ride facilities were identified in the Needs Plan, with a park and ride in Lehigh Acres near the Homestead Plaza that is currently being pursued at 1121 Village Lakes Blvd. The Lehigh Acres planned express route would connect the park and ride and take commuters west.

Sarasota County has a 53-space park-and-ride lot at the North Port City Hall Complex, which also serves as a transfer station. It opened in March 2013 and serves the Sarasota Bradenton International Airport/ Downtown/I-75 to North Port route. This lot includes lighting, two bus shelters, a bus lane, and is approximately 0.2 miles from the main arterial adjacent to the City Hall and North Port Police Department. It is built on an easement from the City of North Port, funded through FDOT grants and Sarasota County (Sarasota County Area Transit 2019).

Citrus County has two park-and-ride lots that also serve as transfer stations. The park-and-ride location at Rose Street serves the Winter Haven route to downtown Lakeland and the express to Bartow. It has seating, lighting, and a water fountain and is located under a bridge that provides shade and shelter. The other lot is the Gow B. Fields Park and Ride, which is a 51-space lot with one bus shelter and lighting and is off a main arterial (Google 2020b). This lot serves the downtown Lakeland Terminal up U.S. Highway 98 north and down to the Lake Miriam Shopping Center. It is also serviced by the megabus, which services Orlando, Tampa, Fort Lauderdale, and Miami (Citrus Connection 2020).

Manatee County has two park-and-ride lots that also serve as transfer stations. The DeSoto Station is a 27-space lot, available Monday through Friday, located next to the sheriff's office and across from a mall. It has lighting and is off a major arterial. The other park-and-ride lot is the Palmetto Station. The Palmetto Station is a secured lot with automatic gates timed between 5 a.m. to 9 p.m. (MCAT 2020). It has lighting and has access points off two roads. The transfer station has a large overhead structure providing shelter, seating, bike racks, a mural, and restrooms. In 2019, Manatee County initiated a pilot program for a Beach Park and Ride Shuttle to determine success and demand (Tindale-Oliver & Associates, Inc. 2018).

Several comparable programs have approximately two park-and-ride lots; however, this is incidental. Because park-and-ride lots are typically targeted for concentrated areas where parking capacity is insufficient, the quantity of lots for each County is based on existing parking deficiencies, commuting patterns, and available funding.

Common Practices

Many studies began with an assessment of existing park-and-ride lots within the study jurisdiction to determine the utilization of the existing lots and what amenities could be installed to attract greater participation. For example, the Northern Virginia District performed baseline assessments on 79 existing lots, which included a determination of capacity versus utilization (BMI et al. 2003). For El Dorado County, Texas, the Park-and-Ride Master Plan included an analysis on usage, amenities, access, condition, and security of the existing facilities (Matthew C. Boyer & Associates 2017).

The most common improvements to attract participation included enhancing awareness and security. Awareness enhancements included the installation of guide signs from main arterials, if not existing, to advertise the facility and direct participants. For example, the Pasco County Transit Infrastructure Guidelines Manual recommends placing all guide signs off main arterials to direct them to the lot. It also recommends adding signage off the nearby interstates or highways (Tindale-Oliver & Associates, Inc. 2012). Enhancements also included improving information online about the available program and lots provided. Interactive webpages are useful tools to provide detailed information and educate the public on park-and-ride lots available, providing photos and detailed descriptions of each lot (refer to Figure 1).

Fayette Street Park and Ride – Carpool Parking



Using any Park and Ride is at your own risk and we do not suggest using one for overnight parking for more than one night. The Park and Ride map is a regional information tool and Commuter Services of Pennsylvania does not own any of the park and ride lots.

ADDITIONAL INFORMATION:

OF SPACES: 40
OWNED BY: PennDOT
PARKING FEE: None
TRANSIT AVAILABILITY: None
REGULARLY PATROLLED BY POLICE: Not Applicable
EASE OF ACCESS: Right off of I- 81
LATITUDE / LONGITUDE: 40.016731 / -77.533705

LOCATION:

I-81 Fayette Street Exit 24

AMENITIES:

PAVED

Last Updated June 26, 2015

Figure 1. Commuter Services of Pennsylvania Webpage

Source:

<https://pacommuterservices.org/park-ride-map/>

Examples of detailed park-and-ride webpages include:

- **Commuter Services of Pennsylvania:** <https://pacommuterservices.org/park-ride-map/>
- **San Diego California:** <https://dot.ca.gov/caltrans-near-me/district-11/programs/district-11-planning-local-assistance/district-11-park-ride-program>
- **Massachusetts Department of Transportation:** <https://www.mass.gov/park-and-ride>
- **Miami-Dade County:** <https://www.miamidade.gov/global/transportation/metrobus-park-ride.page>
- **Valley Metro:** <https://www.valleymetro.org/park-and-ride>

Security enhancements included the installation of lighting, if not existing, at the lot to increase the sense of safety. Other lighting improvements included the conversion of existing lighting to light-emitting diodes and the installation of solar lighting on bus shelters. For locations without shelter, installing shelter, such as shade canopies, was another key component. Other improvements were based on future funding, such as the installation of electric vehicle charging stations, vending machines, information kiosks, PA systems, and real-time tracking of buses at transfer stations to accommodate users.

For determining new site locations, most studies (such as the Manatee County Area Transit TDP, Franklin County Park and Ride Study, and Chatham County – Savannah region study) evaluated locations where informal park and ride naturally occurred. Employment density statistics were then reviewed by using U.S. Census data to identify locations that can serve major employment centers. Best practices for employment-based park-and-ride lots, if feasible, provided direct shuttles for the users. The shuttle service should be available at starting and closing times with at least one guarantee mid-day transit in case of emergency or unforeseen conditions, such as family needs (Connetics Transportation Group et al. 2014).

Commuter programs for ridesharing (carpool, vanpool, etc.) were used to promote park-and-ride lots, such as described in the Chatham County - Savannah Region Study (Connetics Transportation Group et al. 2014). The commuter programs allow participating individuals or employers to be matched together for carpooling or vanpooling, providing their origin and destination locations to find possible matches.¹ FDOT provides links to commuter assistance programs offered within the state of Florida.

With the proposed programs, estimated costs were evaluated for operating plans needed to support new bus routes or direct shuttles required to serve the new lots. Operational plans included the determination of bus fees required to sustain the park-and-ride operation with the designated buses (Connetics Transportation Group et al. 2014).

Strategies and Best Practices for Park-and-Ride Facilities

Based on review of more than one dozen locations in Florida and nationwide, the following strategies and best practices were determined:

- **Awareness** – Public awareness and advertisement is key to draw participation. Best practices for promoting awareness include guide signs off major arterials and detailed webpages providing information on the park-and-ride program. Webpages are recommended to include interactive maps or descriptions including photos, locations, quantity of spaces and descriptions identifying each lot.
- **Security** – Best practices for providing a sense of security for users include adding such features as lighting, video surveillance, and fencing with automatic timed gates. If feasible during the planning

¹ Collier County provides a commuter service at <http://www.swflroads.com/commute-connector/index.html>.

stages, selecting lots adjacent to police departments and sheriff's offices help offer an additional sense of safety and security to users. Drop-off bins from donation organizations, such as Goodwill, Salvation Army, etc., located in the parking lot is an additional method to provide a security presence during pickup.

Signage that displays rules and regulations for lot usage is important. For example, lots allowing overnight parking should have signage regarding tickets and towing if the vehicle remains longer than the permitted period. Signage can also include such rules as prohibiting loitering, vending, or parking vehicles longer than 30 feet.

- **Location** – Lots adjacent to commercial areas are more attractive and can accommodate users and reduce vehicle trips. Facilities located within a 0.25-mile walk to transit or commercial areas are ideal. Lots are also correlated with high ridership if the lot is located less than 50 percent of the commuter's total travel time between their origin and final destination (Renaissance Planning Group 2013).

Providing ingress and egress to the lot from adjacent roads in addition to the main arterial can improve vehicle flow, especially in larger lots.

Efficient designs can include minimal right of way (ROW), as shown on Figure 2, and have minimal landscaping and maintenance requirements.

For shared-use lots on private property, the number of spaces provided usually ranges between 5 to 30 (Franklin Regional Council of Governments 2008).



Figure 2. Holt Park and Ride in Santa Rosa County Showing Minimal ROW

Source: Google Earth

- **Transfer Stations** –To serve a wide variety of commuting patterns, park-and-ride lots should be built at the transfer stations that connect more than one transit route.
- **Amenities** – Shelter, restrooms, water fountains, trash and recycle receptacles, and transit education are amenities that make the locations more attractive to users. Providing shelter is a key amenity for Florida to promote ridership under a variety of weather conditions (for example, heat/rain during summer).

Direct Shuttles – For high-density, employment-based park-and-ride lots with direct shuttles, funding can be supported through ridership fees. For governmental agencies, some programs, such as the New York City's Commuter Benefit Program, allow commuters to have the shuttle service fees deducted from their paycheck using pre-tax dollars. Users then obtain a park-and-ride 'permit', which allows them use of the lot. Cost savings calculators are also available to help commuters realize potential savings by using the park-and-ride service for the work commute. If an employment-based lot does not gather enough ridership to require direct shuttles, alternatives (such as vanpooling) can be organized to accommodate participants.

CAT Park-and-Ride Program

Strategies and best practices identified during the research were analyzed for their application to both existing and planned lots within Collier County. Best practices are recommended to address recent responses from the TDP update survey (Medina, pers. comm. 2020) where several respondents expressed a lack of awareness of any existing park-and-ride lots in the County. This can be improved by creating a

new webpage and installing guide signs. These improvements can increase participation with minimal cost to the County.

Updated Webpage

The existing online resource to inform commuters of existing park-and-ride lots is on the main bus route system map. It is recommended to create a separate webpage for information about the existing park-and-ride facilities, with a link available on the CAT and Collier Metropolitan Planning Organization website. The webpage should include the overall vision of the park-and-ride system, benefits of its use, additional maps, and identification of each site along with photos and descriptions.

It is also recommended that the County work with FDOT to get the existing park-and-ride lots on the Commute Connector program's online map and update with each new site developed.²

Guide Signs

Guide signs are an excellent and low-cost solution to provide street-side awareness. It is recommended to install guide signs off the major arterial leading to the existing and planned park-and-ride sites. Additional guide signs off the interstate should be evaluated on a case-by-case basis. Signage off the main arterial will inform users who do not typically use the public transit system and can attract additional users, such as vanpooling and carpooling.

It is recommended to exchange the current park-and-ride signs at the existing locations to follow the latest *Manual of Uniform Traffic Control Devices* (MUTCD) (FHWA 2009) guidelines (refer to Figure 3). For the existing park and rides on shared-use lots, guide signs should be installed in front of each park-and-ride space available in the lot as opposed to the beginning and end spaces designated (refer to Figure 4), to reduce confusion. The Commuter Services signage can also be included (refer to Figure 5) and updated with the latest website link. Refer to Section 2.D.48 of the latest MUTCD for standards on park-and-ride guide signs (FHWA, 2009).

Table 1 summarizes existing and recommended features for existing park-and-ride locations in the County.



Figure 3. Guide Sign from Main Arterial

Source: MUTCD (FHWA 2009)



Figure 4. Existing Spaces Golden Gate Library



Figure 5. Existing Signage at Naples Headquarters Library

² Map can be found at <https://commuteconnector.agilemile.com/>.

Table 1. Recommendations for Existing Lots

EXISTING LOCATION	ON CAT MAP	ON WEBSITE	WAY FINDING/GUIDE SIGNS	LIGHTING	VIDEO SURVEILLANCE	FENCING AND GATE	ADJACENT TO CCSO/EMS	SHELTER AT BUS STOP	RESTROOMS AVAILABLE
Seed to Table				✓	✓	✓		✓	
Golden Gate Estates Library	✓			✓			✓		✓
Naples Headquarters Library	✓			✓			✓		✓
Golden Gate Library	✓			✓		✓	✓		✓
Marco Island Library	✓			✓					✓

Key	✓	Existing at lot
		Recommended for update/upgrade
		Recommended if funding becomes available

Parking Deficiencies

Overflow parking and informal park and ride in the County does not occur as frequently year-round as in other counties, such as Miami-Dade. The County is a seasonal attractor for tourism and the largest traffic volumes occur during peak season from October through March. A common reoccurring overflow parking event in the County is beach parking. Four County beach lots count vehicle turnarounds (vehicles that cannot enter the lot because of lack of capacity): Barefoot Beach Preserve, Clam Pass Beach Park, Tigertail Beach Park, and Vanderbilt Beach Park. Between fiscal year 2017 through 2019, turnaround counts ranged from 16,879 to 23,744 per year (Sullivan, pers. comm. 2020). Collier County's needs are similar to Lee County, as the beach parking demand requires a fully developed lot dedicated to support beach parking overflow.

Other overflow parking events in Collier County occur at beach hotels, shopping plazas such as Mercato, 5th Avenue in the City of Naples, and Artis-Naples. Private property owners with overflow parking in the County build parking garages or organize with nearby property owners for the use of additional parking spaces as needed to support their capacity deficiencies. Locations where parking need exceeds capacity will be evaluated as applicable during the site selection process.

New Sites

Park-and-ride lots serving employee commuters and carpooling may not require a fully developed lot and may be pursued through lease agreements in nearby plazas or government locations. Such strategies as signing spaces as available for park-and-ride during weekdays or weekends only, as applicable, may assist in negotiations for lease agreements with private owners. The demands for fully developed lots will be based on the needs of commuter patterns and where informal park-and-ride already occurs. The strategies and best practices identified in herein will be included in the site identification analysis for additional park-and-ride lots within the County.

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Appendix B

Park-and-Ride Handbook



CAT Park and Ride Handbook

October 2020

Collier MPO and CAT



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1. Introduction

This Park-and-Ride Handbook is established for Collier County to follow a standard procedure for identifying and evaluating future park-and-ride sites. This handbook should be used as a basis for repeating any park-and-ride studies in the future.

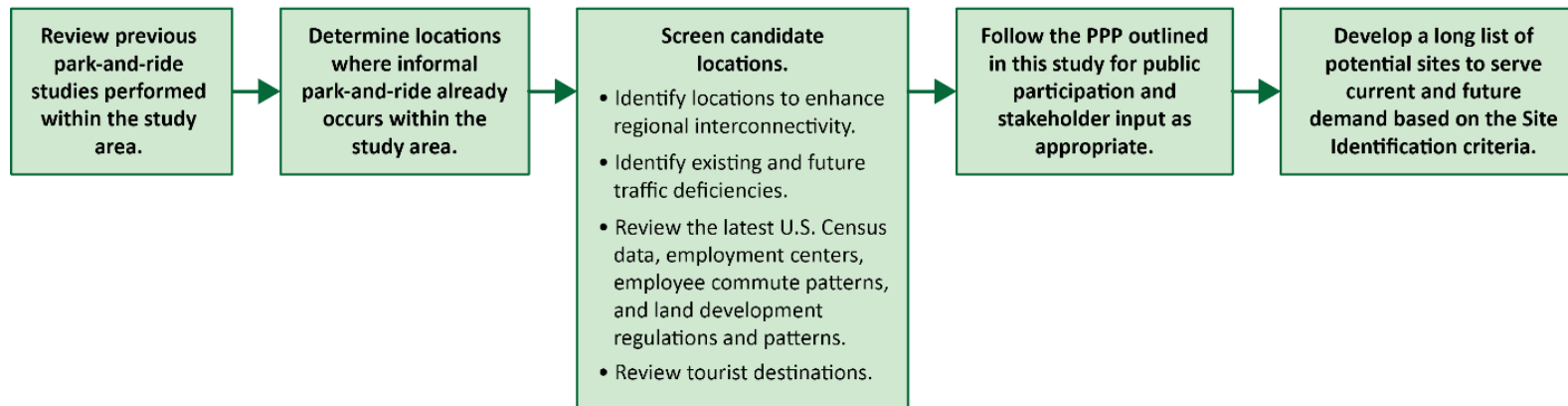
Contents of the handbook include:

1. **Evaluation Methodology** for direction on completing the evaluation forms.
2. **Evaluation Form** to assess each site.

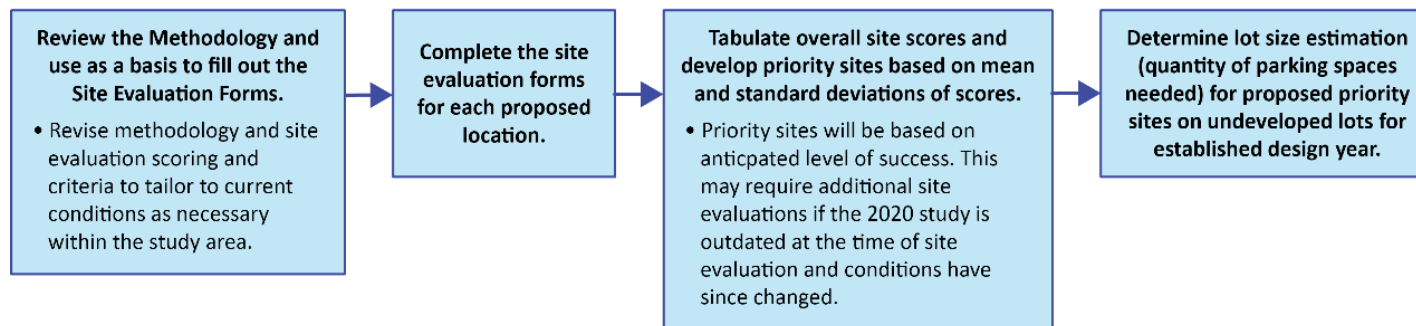
The analysis procedure outlined in Figure 1-1 should be followed for identifying, evaluating, and recommending future sites. The latest best practices should be incorporated into the analysis and design process as well as those outlined in the Research Memorandum (refer to Appendix A of the Collier MPO and CAT Park-and-Ride Study). It is preferable to visit the proposed site, especially if it would be a shared-use lot, to determine any additional site benefits or constraints.

The methodology should be updated to evaluate planned routes if CAT has accepted planned or revised routes to their existing system. The weighting, evaluation methodology scoring, and questions should be reevaluated as demographics, needs and development occurs within Collier County from the conditions at the time of this study. Funding sources should be reevaluated as available options change.

Step 1. Site Identification



Step 2. Site Evaluation



Step 3. Recommendations and Execution

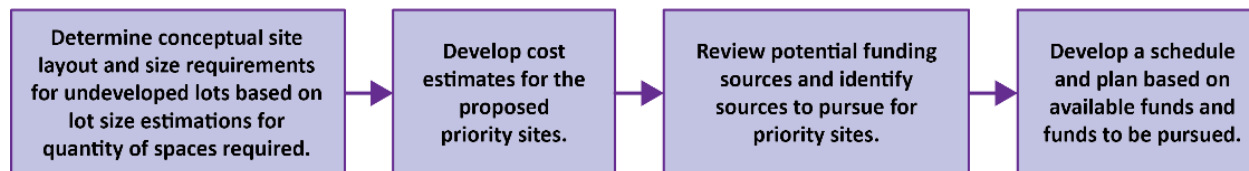


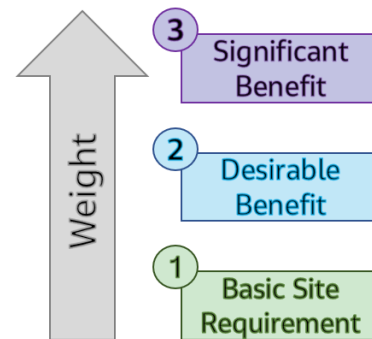
Figure 1-1. Park-and-ride evaluating procedure

2. Evaluation Methodology

This methodology provides instruction for evaluating potential park-and-ride sites on the evaluation form. These criteria will provide quantitative ratings to determine the site's anticipated level of success. The evaluation criteria summarized herein scores the proposed site based on many factors including location and economic feasibility. These criteria were based on the Florida Department of Transportation State Park and Ride Guide site selection evaluation methodology and tailored to the local conditions within Collier County (hereafter, "the County").

Weighted values were assigned to tailor the assessment to the County's specific needs. The weightings were assigned by a project team consisting of representatives from Collier Area Transit, Collier Metropolitan Planning Organization, and Jacobs Engineering Group Inc. The weightings reflect the criteria's anticipated contribution to the success of the site, with designations as follows:

1. Basic site requirement
2. Desirable benefit
3. Significant benefit



The assigned weighting (W) is indicated after each question. The proposed number of spaces shall be indicated on each form. For shared-use lots, between 5 and 10 spaces were proposed. For new developed lots, the quantity of proposed spaces was calculated as detailed in the Collier MPO and CAT Park-and-Ride Study.

The evaluation criteria are as follows:

1) Is the site on a major arterial? **3**

Sites are more desirable if located along a major arterial. The farther the distance is from the site, the less convenient the site is to travelers. Therefore, as the distance from a major arterial increases, the less desirable the location is.

Scoring Criteria: Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts.

2) Is the site located on an existing transit line? If so, indicate which route. **2**

Sites along an existing transit line are more desirable. The further the site is from an existing transit line, the further an existing route will have to go to accommodate the new location. A new route may also be needed if an existing transit line cannot reasonably accommodate the new location. Route number is requested for informational purposes only. All routes that are located along the site shall be listed. This question should be evaluated based on the latest route layouts.

Note: Planned routes proposed within the draft TDP were noted in the comments section for each evaluation.

Scoring Criteria: On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts.

3) Is there an existing bus stop adjacent to the site? If so, indicate the bus stop ID. Is it a well-used stop? **1**

If the site already has a bus stop, the transit service does not need to provide a new stop at the proposed site. A new stop would require coordination with adjacent property owners, an easement

or right-of-way (ROW) acquisition, and passenger amenities. Ridership is requested for information only using count data provided by CAT.

Scoring Criteria: Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts.

- 4) Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the site? ①

A site with a shelter and bench is more attractive to commuters. If the site needs a shelter and bench, construction costs to the site will increase.

Scoring Criteria: Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts.

- 5) Is the site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth. ②

The site is more desirable if it is located directly upstream of a congested area. This will reduce the quantity of traffic travelling through the congested area. AM and PM traffic flow will be used to determine whether the Site is 'upstream' of anticipated travel path. Refer to the latest AUIR for existing and anticipated deficient roads.

Scoring Criteria: Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts.

- 6) Does the site have good visibility (from arterial)? ①.5

Visibility is more desirable as it is associated with safety and security. Additional factors such as lighting can help increase visibility and provide a feeling of safety. Remote locations with less visibility are less desirable. In addition, a site that is visible from the side of a major arterial increases awareness of the park-and-ride.

- Clearly Visible: entirely visible from main arterial
- Partially Visible: lot is visible from main arterial, but sight line may be slightly obstructed by vegetation, walls, etc.
- Semi-Visible: visible from access road

Scoring Criteria: Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts.

- 7) How far is the site from the Central Business District (CBD) or Activity Center? ①.5

Sites were evaluated based on their distances from CBD or Activity Center. If a site is too close, commuters will walk instead of using transit. Conversely, if too far, it reduces attractiveness of the site. A site within a range of slightly more than 1 mile will be the most attractive to prompt users to use the lot and transit system.

Use Google Maps for mileage approximations. CBD's and activity centers included, but was not limited to, the City of Naples, Coastland Center Mall, hospitals, government campus, Mercato, Waterside Shops, high employment areas such as Marco Island, hotels, Arthrex, Vanderbilt Beach Hotels, retirement communities (Moorings Park, Via Bentley), etc.

Scoring Criteria: 1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts.

8) Does the site have sufficient access (ingress and egress) from the adjacent roadway? 3

A site with easy/quick access is more desirable for users. A site may include recommended access improvements when constructed. Desirable ingress and egress include right in, right out, left in, left out and distance to signals.

- Excellent: Signal access or left in, left out, right in, right out or access off two roads (10 pts)
- Good: Directional access with U-turns available within 0.2 miles
- Fair: Directional access with U-turns available within 0.5 mile
- Poor: One direction in, U-turns not available within 1 mile

Scoring Criteria: Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts.

9) Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? 2

A site will be more convenient and reduce travel time when on the correct side of the road (direction of travel) for the commute to the destination.

Scoring Criteria: Yes: 10 pts; No: 0 pts.

10) Is the site in proximity to an existing park-and-ride facility serving the same route? 1.5

If the site is located too close to an existing Park and Ride site serving the same route, the new location may not attract enough new users or attract users from the existing site. Therefore, the site is expected to have less cost benefit. Sites that have further spacing will likely generate more overall use resulting in a greater cost benefit.

The Radio Road transfer station and Seed-to-Table lots were evaluated as park-and-ride facilities in addition to those marked on the System Map accessed from the CAT website which identifies park-and-ride lots at the Headquarters Library, Estates Library, Golden Gate Library, and Marco Island library.

*Note: If an existing park-and-ride facility is over capacity and cannot be expanded, the scoring should not penalize the site. Park-and-ride facilities at capacity should be noted but excluded in the evaluation of this question.

Scoring Criteria: >10 mi: 10 pts; 5-10 mi: 7 pts; <5 miles but different direction: 2 pts; <5 mi and same direction: -40 pts.

11) Is the anticipated commuter driving distance minimal (from home to the site) for the majority of targeted ridership? Identify targeted ridership. 1

A site is more desirable when the commuter has less distance to travel to reach the site. If the site is too far, commuters are less likely to use the site. The commuter driving distance is estimated based on factors such as survey results, anticipated targeted ridership, adjacent developments, etc. Targeted ridership shall be identified for information only. Use the US Census maps, census-designated places (CDP's), and Google Earth for measurements.

Scoring Criteria: 1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts.

12) Is the site within or adjacent to a commercial area? 2

A site is more attractive if commuters can utilize adjacent commercial areas. If commercial areas are within close range, commuters can easily incorporate other trips into the original trip and may result in reduced vehicle miles traveled. This will help identify public/private partnerships and Sites with multi-use amenities.

Scoring Criteria: Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts.

13) Are there pedestrian and/or bicycle facilities adjacent to the site that connect to the transit stop? Is adding infrastructure feasible? 2.5

Bicycle and pedestrian facilities make a location more attractive. If a site is located within close range of an existing bicycle or pedestrian facility, it can be used to reach the transit stop at minimal cost. Feasibility of adding facilities is for information only.

If a transit stop does not currently exist, respond indicating if bicycle and pedestrian facilities exist for proposed new location.

Scoring Criteria: At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts.

14) Does the site have existing parking facilities that can be used? 3

If a site already has parking spaces that can be utilized, there are significant cost savings to developing the site.

If the proposed site is on private property assume 5 spaces. If the lot is on private property and there are usually many spaces available assume 5-10 spaces. Assume >10 if developing a new parcel.

Scoring Criteria: >10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts.

15) If the answer to Question 14 was no, is there available ROW at the site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? 2

If the site has available ROW that can be purchased to allow at least 5 spaces, the site is worth pursuing. If ROW available would provide less than 5 spaces, it is less desirable to invest in that location. If the property is already owned by the County, savings will include purchase of the property and quicker schedule to develop the site.

Scoring Criteria: ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts.

16) If the answer to Question 14 was no, what is the location zoned as? 1

If a location needs to be rezoned to allow for a Park and Ride site, there could be opposition from the public. In addition, it would take additional time and budget to rezone the property for a Park and Ride location. Collier County interactive GIS zoning maps can be accessed from:

<https://colliercountygmd.maps.arcgis.com/apps/webappviewer/index.html?id=d3f4802ac5b74339b21b27467ff4c9fb>

Scoring Criteria: Commercial or Industrial: 10 pts; Residential: 0 pts.

17) Does the Site have capability for expansion? ①

If the site is successful, having the ability to expand and accommodate future growth is more desirable. As traffic projections show an increase in congestion along major arterials, Park and Ride usage is expected to increase.

- Excellent: Empty space for development or has undeveloped area within the parcel
- Good: Undeveloped parcels within range of the lot.
- Fair: On private lot, capability for expansion with shopping center area can approach different property owner along same route
- Poor: Privately owned and not many available spaces usually observed

Scoring Criteria: Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts.

18) How much time is anticipated to acquire and develop the Site as a Park and Ride? ①.5

The quicker a site can be developed, the more desirable it is. If a site is anticipated to have a long acquisition, zoning, and construction period, the site is deemed less desirable.

- Within 6 months: for developed properties on County property (ex. Library)
- Within 9 months: for privately owned locations proposed for a lease agreement, anticipated more than 6 months but less than 9 months. Timeline based on the following schedule:
 - 1-2 months get in contact with property owner and setup meeting with proper contacts
 - 1-2 month discuss and negotiate location of spaces, costs, etc.
 - 1-2 month get lease agreement contract established and finalized, signatures and draft BCC agenda item
 - 1 month BCC item internal approvals and BCC approval
 - 1 month obtain P&R signs and install
- Over 9 months: for undeveloped parcels requiring design, permitting, construction, and some cases property acquisition.

Scoring Criteria: Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts.

19) Would the Site encourage employee ride sharing? ①

Sites that are anticipated to encourage employee ride sharing are more desirable. Additional benefits include reduced trips on the road and reduced carbon emissions. Use US Census maps and deficient roadways listed in the latest AUIR.

- Likely: within 3 miles of high-density areas or remote areas
- May encourage: within 3 miles Medium- density areas
- Not likely: travelers commuting short distances and spaces usually available at destination

Scoring Criteria: Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts.

20) Include any additional Site benefits and/or negative features associated with this location.

2.5

Identify if there are any additional unique benefits to the site to increase usage. Unique benefits can increase the site's usage over other locations. For example, numerous adjacent planned land use developments are underway near an intersection, the proposed site is located upstream to reduce trips through the congested area. Negative features unique to the site which make it less desirable for users will receive negative points.

Scoring Criteria: Benefit or negative feature (\pm pts) as follows:

- *Lighting: +2 pts*
- *Cameras: +2 pts*
- *Increased security (near sheriff office, EMS, mall patrol, etc): +5 pts*
- *Lack of available parking spaces if on private lot or lot seen to be full: -3 pts*
- *ADA compliant Bus Stop: +3*
- *Transfer facility (+10) or for every additional route location serves (+2 not to exceed 10)*
- *Connection to other service route (ex. LeeTran, established vanpool) (+12)*
- *Public restroom facilities available (+5)*
- *Established express route serves location (+2). Note: if a location was currently not served by transit but is proposed within the TDP to be served by mobility on demand (MOD), vanpool, or express points were provided in this section.*
- *Assisting underserved and isolated communities, including Everglades City, Marco Island, Immokalee, and Ave Maria (+8)*
- *Serving regional commuters (+10)*
- *Other: serving areas that reach parking capacity and informal P&R naturally occurs (+10).*

Comments

Any sites with alternates, phasing, or options proposed were indicated in the comments section. The draft TDP proposed routes were indicated in each evaluation under the comments section as "TDP Proposed Routes."

3. Evaluation Form

CAT Park and Ride Site Evaluation Form

Proposed Location

Name: _____
 Address: _____
 City, State, Zip: _____

Location ID: _____ No. of Proposed Spaces: _____

Overall Score (%):

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Score Weight Total

	3	
--	---	--

2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

	2	
--	---	--

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

	1	
--	---	--

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

	1	
--	---	--

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

	2	
--	---	--

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

	1.5	
--	-----	--

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

	1.5	
--	-----	--

CAT Park and Ride Site Evaluation Form

	Score Weight Total			
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">3</td> <td style="width: 33%;"></td> </tr> </table>		3	
	3			
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">2</td> <td style="width: 33%;"></td> </tr> </table>		2	
	2			
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">1.5</td> <td style="width: 33%;"></td> </tr> </table>		1.5	
	1.5			
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">1</td> <td style="width: 33%;"></td> </tr> </table>		1	
	1			
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">2</td> <td style="width: 33%;"></td> </tr> </table>		2	
	2			
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">2.5</td> <td style="width: 33%;"></td> </tr> </table>		2.5	
	2.5			
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">3</td> <td style="width: 33%;"></td> </tr> </table>		3	
	3			
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">2</td> <td style="width: 33%;"></td> </tr> </table>		2	
	2			
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"></td> <td style="width: 33%; text-align: center;">1</td> <td style="width: 33%;"></td> </tr> </table>		1	
	1			

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	1		
<p>18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	1.5		
<p>19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	1		
<p>20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i></p> <div style="border: 1px solid black; height: 25px; width: 100%; margin-top: 5px;"></div>	2.5		

CAT Park and Ride Site Evaluation Form

Comments:

Photos of Proposed Location

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location

4. References

AECOM. (June 2012). Florida Department of Transportation State Park-and-Ride Guide. Retrieved from https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/transit/pages/finalparkandrideguide20120601.pdf?sfvrsn=a592696c_0

Coastal Region MPO. "Park and Ride Lot Initiative." <https://www.thempc.org/Core/Pr#gsc.tab=0>. Accessed July 2020.

Collier County. 2020. *Collier County Zoning*. Accessed June 28, 2020. <https://colliercountygmd.maps.arcgis.com/apps/webappviewer/index.html?id=d3f4802ac5b74339b21b27467ff4c9fb>

Appendix C

Public Involvement

Appendix C. Public Involvement

C.1 Online Survey Results

The online surveys obtained 61 responses. The survey included questions about optimal locations for users and other aspects regarding the use of the park-and-ride service. There were two different surveys: one tailored to employees and one tailored to the general public. The survey analysis provides insight on the needs and preferences of potential ridership for enhancing the park-and-ride system in Collier County.

The following questions were included in both the employer and public survey.

Q: If you utilized a Park and Ride lot to travel to work, what intersection or landmark is nearest to where you would want a Park and Ride lot located?

The locations identified as preferred locations for a park-and-ride collected near central business districts (CBDs) and activity centers, such as downtown Naples, Coastland Center Mall, and Mercato. Other popular locations included Ave Maria, City of Immokalee, Golden Gate Estates, City of Marco Island, Everglades City, and major intersections along US 41, Pine Ridge Road, Vanderbilt Beach Road, Immokalee Road, and Collier Boulevard. These chosen locations reflect where the highest volumes of people who would use this service likely reside. Figure C-1 shows requested locations.

Almost all the suggested locations within Collier County are covered by the list of potential sites, except for locations in downtown Naples (for example, 5th Avenue and Cambier Park). Thus, it may be beneficial to consider a potential site in this area.

Q: For your proposed Park and Ride lot location, where would your ultimate destination be (where you want the bus to drop you off at)?

Survey results indicated most destinations are within major CBDs or activity centers. Popular locations include downtown Naples, beaches, Collier County Government Center, Coastland Mall, Waterside Shops, and Mercato. There were also several suggested locations in such areas as Golden Gate, Immokalee, and throughout the City of Naples. It is important to note that a few people suggested major locations outside Collier County. This includes airports (Miami, Fort Lauderdale, Fort Myers, and Punta Gorda) as well as other attractions, such as Sawgrass Mills Mall in Fort Lauderdale). Figure C-2 shows plotted destinations.

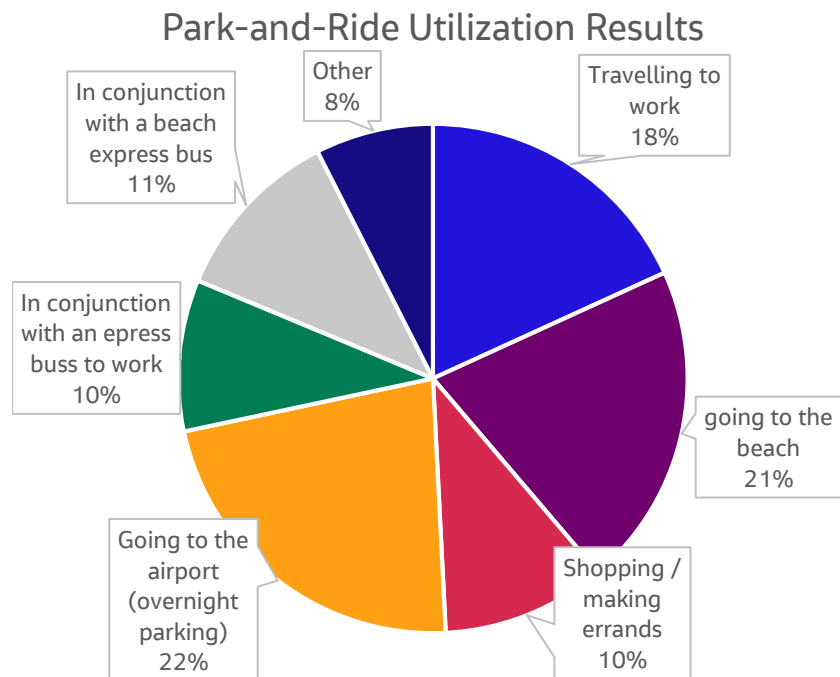


Figure C-3. Survey Results

Q: What kind of trip would you utilize a park and ride lot? Check all that apply.

Refer to Figure C-3 for the responses provided. In the 'Other' category, responders suggested using the service for entertainment purposes, such as going to downtown Naples or popular shopping destinations, such as Mercato and Waterside Shops. It was also suggested that the service could be used in conjunction with express buses to get to the beach or work. Overall, it appears the service would be used for a wide variety of activities.

Q: After taking the bus from the proposed Park and Ride lot, how will you get to your work place/destination?

The most popular method to reach the destination after getting off the bus was selected to walk (90 percent). Less respondents selected biking. Those in the 'Other' category suggested using Uber, another Collier Area Transit (CAT) bus, or requesting drop off at their specific building. As a result, it appears that most people who would use this service would find it acceptable to walk a short distance after being dropped off by the bus.

Q: What days of the week would you utilize a Park and Ride service? Check all that apply.

The results indicate that the most popular day of the week to use this service would be Saturday, with the work week (Monday-Friday) following closely behind. The popularity of these days indicates how the service would be used for certain activities, such as travelling for work, shopping, and running other errands. Sunday appears to have less need for a park-and-ride service.

Q: How important are these items to you for using Park and Ride locations?

Several options were provided including: location of park-and-ride lot, ease of parking, safety/security of park-and-ride lot, and destinations available. After being asked to rank the importance of these factors, most responders indicated that all four factors were either "extremely important" or "very important." Safety and security of the park-and-ride received the most responses of extreme importance, with 61 percent of responders choosing this option. The answers to this question likely indicate that most potential ridership considers all four factors important when implementing a park-and-ride lot to ensure that it is of the best quality possible.

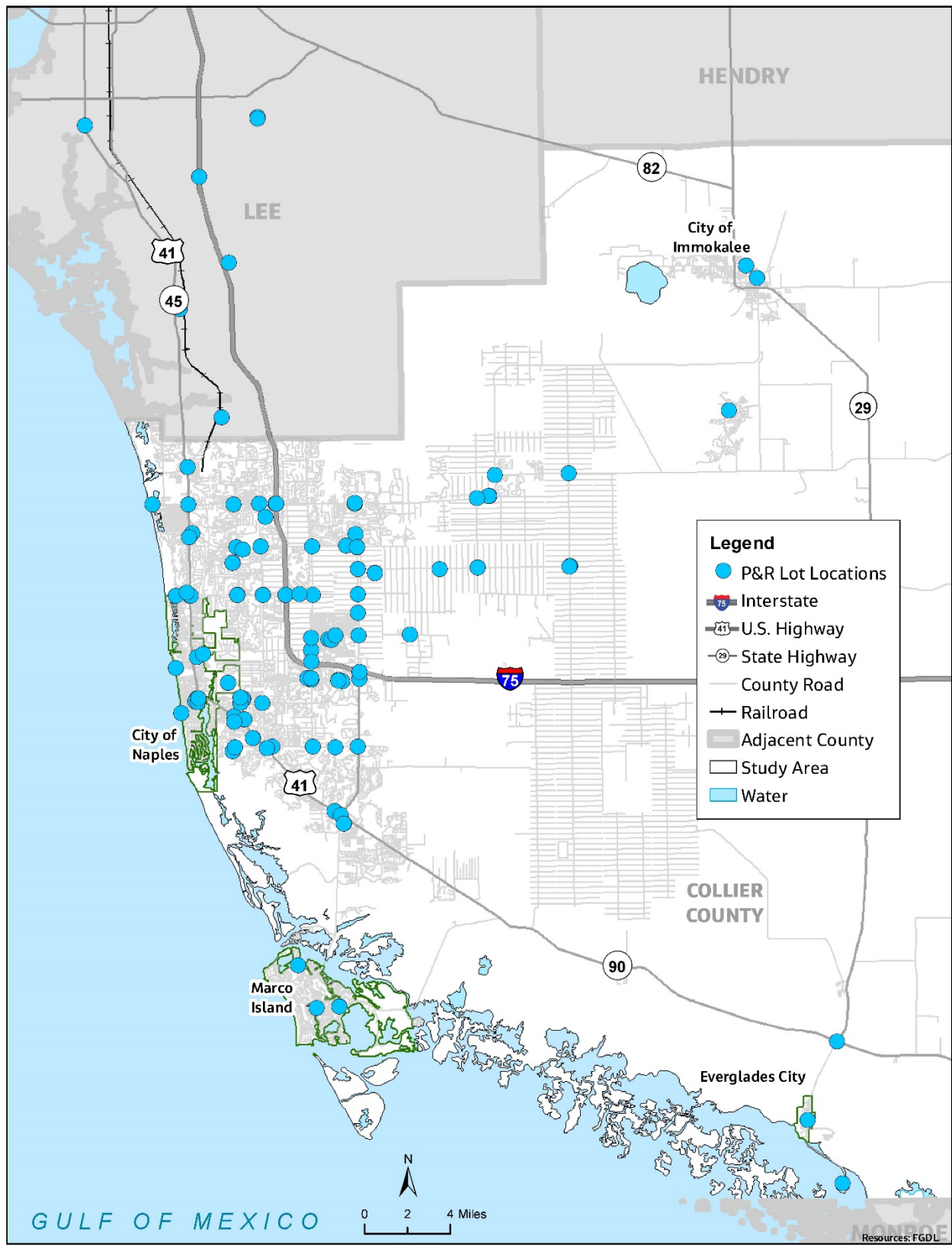


Figure C-1. Desired Park-and-Ride lot locations

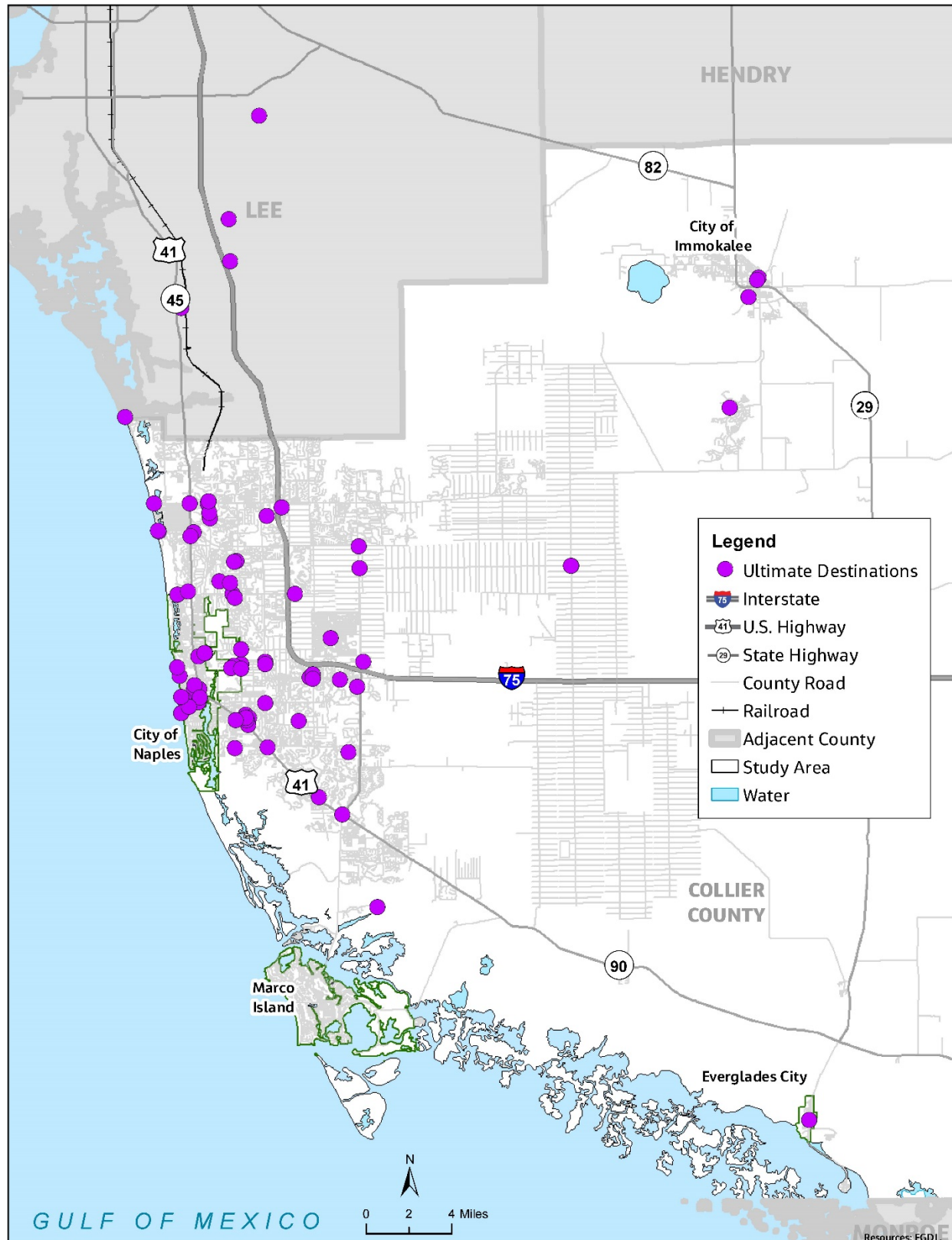


Figure C-2. Ultimate Destinations when using a Park-and-Ride lot

The following three questions were only included in the survey distributed to employees and big area employers.

Q: Would a Park and Ride lot encourage you to use the bus more often?

The results indicated that a park-and-ride service would encourage approximately 77 percent of responders to use the bus system more often, while 23 percent of responders indicated they would use it the same or not at all. Thus, most responders agree that park-and-ride lots are useful tools and their implementation would increase overall usage of the County's bus system.

Q: If you work for a big area employer, would you be more likely to use a Park and Ride to get to work if an express service was provided?

Of the total responders, 58 percent indicated that they work for a big area employer and would be more likely to use a park-and-ride if an express service was offered. Approximately 30 percent of responders that are also big area employers say that an express service would not likely result in them using the park-and-ride service. Approximately 12 percent of responders indicated that they do not work for a big area employer.

Q: Who is your employer or what organization are you with?

The last question in the survey asks responders to provide the name of their employers or associated organization. Nearly all the responders to this survey work for Collier County. Some of the most frequent departments and divisions within the County included the Library, Growth Management, Public Utilities, and Clerk of Courts.

The following five questions were only included in the survey tailored to the public, by means of CAT bus ridership, CAT social media, and the CAT and Collier Metropolitan Planning Organization (MPO) webpage.

Q: On average, how many times do you use the bus in a day? On average, how many times do you use the bus in a week?

Of the six responses, 50 percent said they use the bus two times a day. Approximately 17 percent (1 out of 6) of responders said once per day, while 33 percent (2 out of 6) responded with four times per day. When asked about bus use on a weekly basis, the most popular responses were 5 or 10 times per week (33 percent for each).

Q: Approximately how long does it take you to travel to your current bus stop (starting point)?

The average commute time was approximately 13 minutes, with four out of the five responders saying they travel by walking. One responder said they travel by car. Commute times did not differ greatly for those walking versus those driving.

Q: How do you get to your current bus stop?

Most responders (83 percent) said they currently walk to the bus stop. A smaller percentage responded with biking or driving.

Q: Approximately how long does it take you to travel to your travel final destination from your drop off location (CAT bus stop)?

Responses ranged from 5 minutes to 90 minutes in total. This may be attributed to responders' proximity to bus routes and overall travel distance.

Q: Did you know there are existing Park and Ride locations around Collier County?

Of the respondents, 50 percent were aware of park-and-ride locations in Collier County.

C.2 Mobility Needs Survey Results

In addition to the online survey, a CAT Mobility Needs survey was conducted as part of the Transit Development Plan update. The CAT Mobility Needs survey included a question related to park-and-ride lots and responses were evaluated as a part of this study. The question asked respondents to indicate which type of activity they would use park-and-ride. The question received 212 responses, with more than half indicating access to the beach.

In the 'Other' category, requests included an East Naples to Marco Island express, an express from Golden Gate Estates for County government employees, a lot from Lee County to the main County campus, Golden Gate City, I-75 access points, and tourist destinations like 5th avenue, Mercato, Artiz-Naples, and the zoo. Requests for additional promotion were included in the 'Other' responses, which indicates the need for promoting park-and-ride lots in public places such as libraries, garages, businesses, and divisions within the government centers. Additional advertisement was also requested for route maps to be posted at stops, in social media and web applications.



Park and Ride Survey

Collier Area Transit (CAT), together with the Collier Metropolitan Planning Organization (Collier MPO), is conducting a Park and Ride Study to identify potential Park and Ride locations to better serve our community's mobility needs. As Collier County's population continues to increase, traffic congestion is a concern that will need to be addressed. The use of Public Transit systems such as CAT will help reduce roadway congestion. Interested parties are asked to participate in a short online survey (identified below), to provide the necessary data for the study. The results of the survey will be analyzed to develop feasible locations for new Park and Ride parking lots within Collier County.

Frequently Ask Questions (FAQ)

What is Park and Ride?

Park and Ride is a system where drivers can leave their cars in parking lots at an origin point and travel to a particular destination via transit (in this case, Collier Area Transit - CAT) or carpool. Ideal locations for Park and Ride lots would serve congested roadways and target commuter trips, such as work, shopping, the beach, the airport, etc. in an effort to reduce the number of vehicles on those heavily congested corridors.

What are the benefits of Park and Ride?

There are many benefits to the use of a Park and Ride, including less traffic congestion, less environmental impacts, less stress and frustration, and convenience for riders looking to spend less time behind the wheels of their cars.

Is the survey anonymous?

Yes, the survey questions are completely anonymous and are designed to determine where to locate these facilities to best serve your specific needs.

Your participation in this survey is greatly appreciated and will help efficiently and effectively improve mobility within and around Collier County.

The links to this quick survey can be found below.

Thank you for your participation!

Survey Links:

- English: <https://www.surveymonkey.com/r/FH8LMNH>
- Español: <https://www.surveymonkey.com/r/FPNVH8X>
- Kreyol: <https://www.surveymonkey.com/r/3KHPKC7>



Park and Ride

Tell us where you need them. Take the Park and Ride Survey!

Díganos dónde los necesitas. ¡Realice la encuesta de Park and Ride!

Pran sondaj la pou ka di nou nan ki zon ou ta renmen we stasyon pakin "Pake pran bis" la.

Click here for

English

Aquí para

Español

Klike la a pou

Kreyol



C.3 SurveyMonkey Results

Q1 ¿Qué dirección, intersección o punto de referencia está más cerca de donde comenzó su viaje (el origen)?

Answered: 2 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersección/punto de referencia	100.00% 2
Ciudad	100.00% 2
Código postal	100.00% 2

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	santa barbara & coronado	5/28/2020 11:56 AM
2	Golden gate community center	5/26/2020 4:07 AM
#	CIUDAD	DATE
1	naples	5/28/2020 11:56 AM
2	Naples	5/26/2020 4:07 AM
#	CÓDIGO POSTAL	DATE
1	34116	5/28/2020 11:56 AM
2	34116	5/26/2020 4:07 AM

Q2 ¿Qué dirección, intersección o punto de referencia está más cerca del destino suyo de hoy?

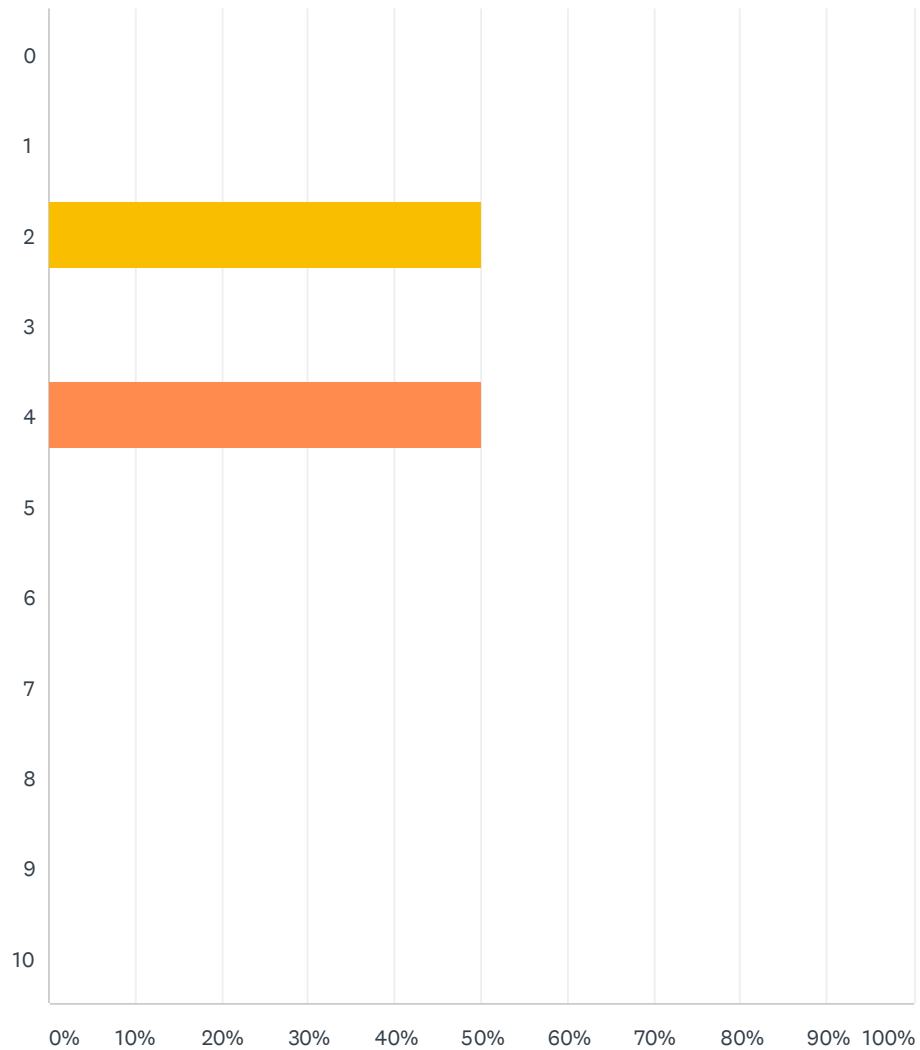
Answered: 2 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersección/punto de referencia	100.00% 2
Ciudad	100.00% 2
Código postal	50.00% 1

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	napa blvd & pine ridge	5/28/2020 11:56 AM
2	Walmart	5/26/2020 4:07 AM
#	CIUDAD	DATE
1	naples	5/28/2020 11:56 AM
2	Naples	5/26/2020 4:07 AM
#	CÓDIGO POSTAL	DATE
1	34114	5/26/2020 4:07 AM

Q3 ¿Cuánta veces, en promedio, utiliza el autobús cada día?

Answered: 2 Skipped: 0

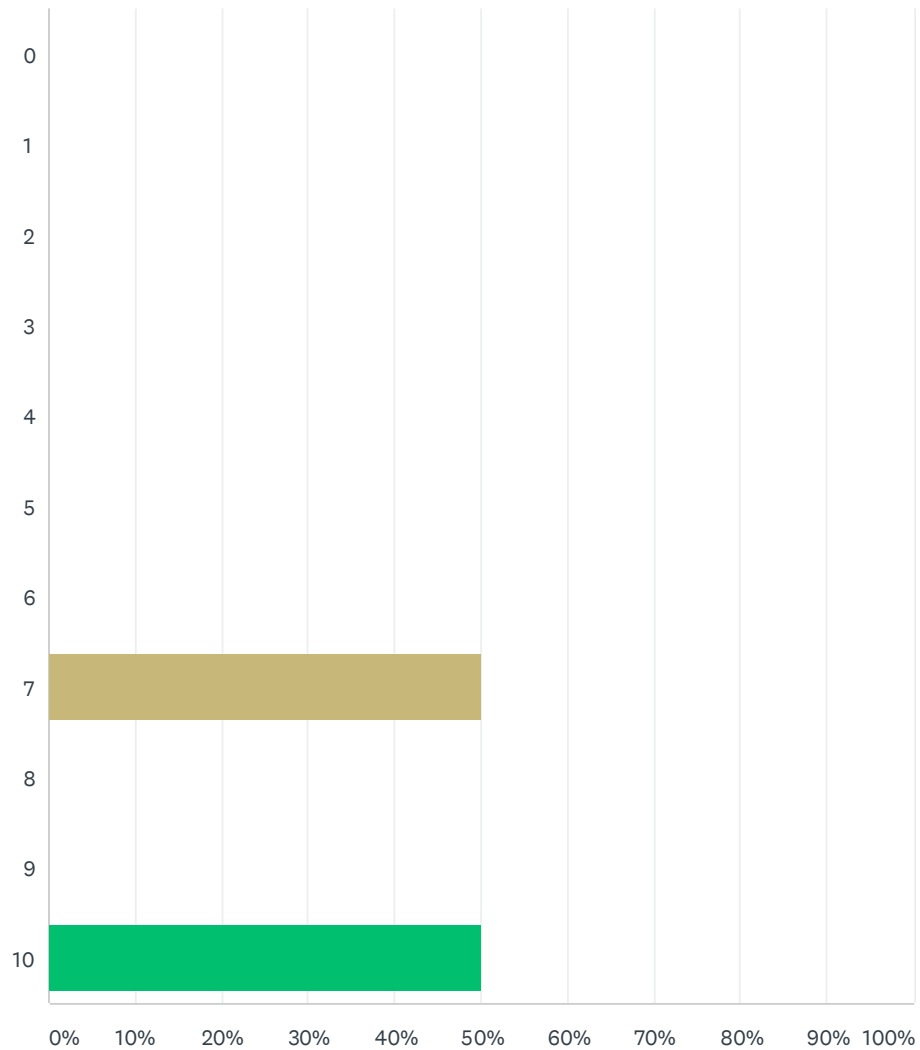


Encuesta de Park and ride del Sistema Tránsito de Collier (CAT, por sus siglas en inglés) - Public

ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	0.00%	0
2	50.00%	1
3	0.00%	0
4	50.00%	1
5	0.00%	0
6	0.00%	0
7	0.00%	0
8	0.00%	0
9	0.00%	0
10	0.00%	0
TOTAL		2

Q4 ¿Cuánta veces, en promedio, utiliza el autobús cada semana?

Answered: 2 Skipped: 0



Encuesta de Park and ride del Sistema Tránsito de Collier (CAT, por sus siglas en inglés) - Public

ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	0.00%	0
2	0.00%	0
3	0.00%	0
4	0.00%	0
5	0.00%	0
6	0.00%	0
7	50.00%	1
8	0.00%	0
9	0.00%	0
10	50.00%	1
TOTAL		2

Q5 Aproximadamente, ¿cuánto tiempo le lleva viajar de su casa a su parada de autobús (su punto de partida)?

Answered: 1 Skipped: 1

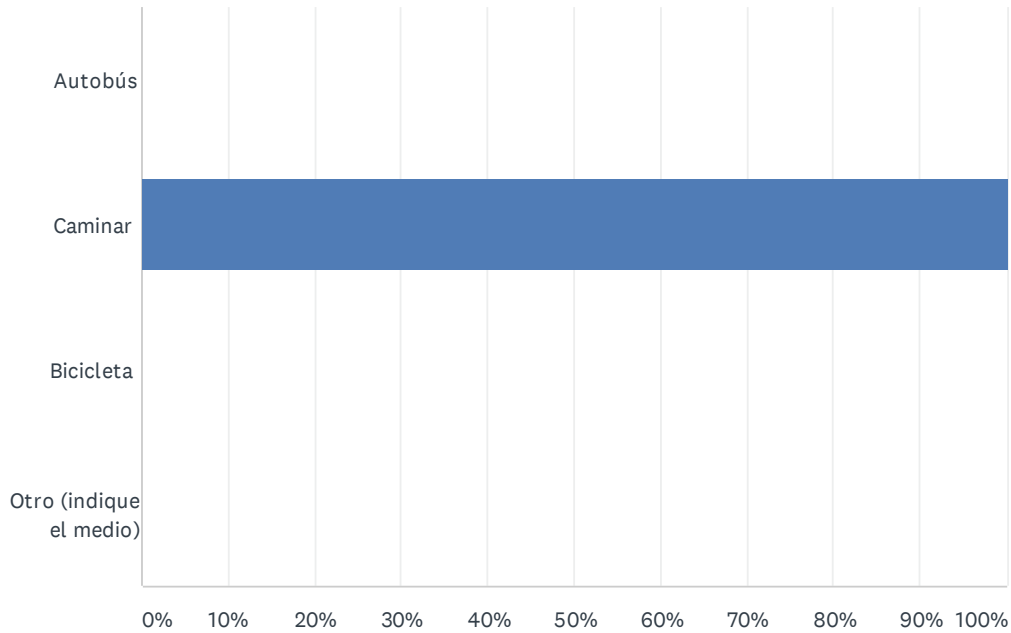
ANSWER CHOICES		RESPONSES	
Minutos (tiempo total)		100.00%	1
(seleccione uno) Método de transporte: bicicleta, caminar, otro (especificar)		100.00%	1

#	MINUTOS (TIEMPO TOTAL)	DATE
1	10	5/28/2020 11:56 AM

#	(SELECCIONE UNO) MÉTODO DE TRANSPORTE: BICICLETA, CAMINAR, OTRO (ESPECIFICAR)	DATE
1	caminar	5/28/2020 11:56 AM

Q6 ¿Qué medio de transporte usa para llegar a su parada de autobús? (Marque todas las que correspondan)

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES
Autobús	0.00% 0
Caminar	100.00% 2
Bicicleta	0.00% 0
Otro (indique el medio)	0.00% 0
Total Respondents: 2	

#	OTRO (INDIQUE EL MEDIO)	DATE
	There are no responses.	

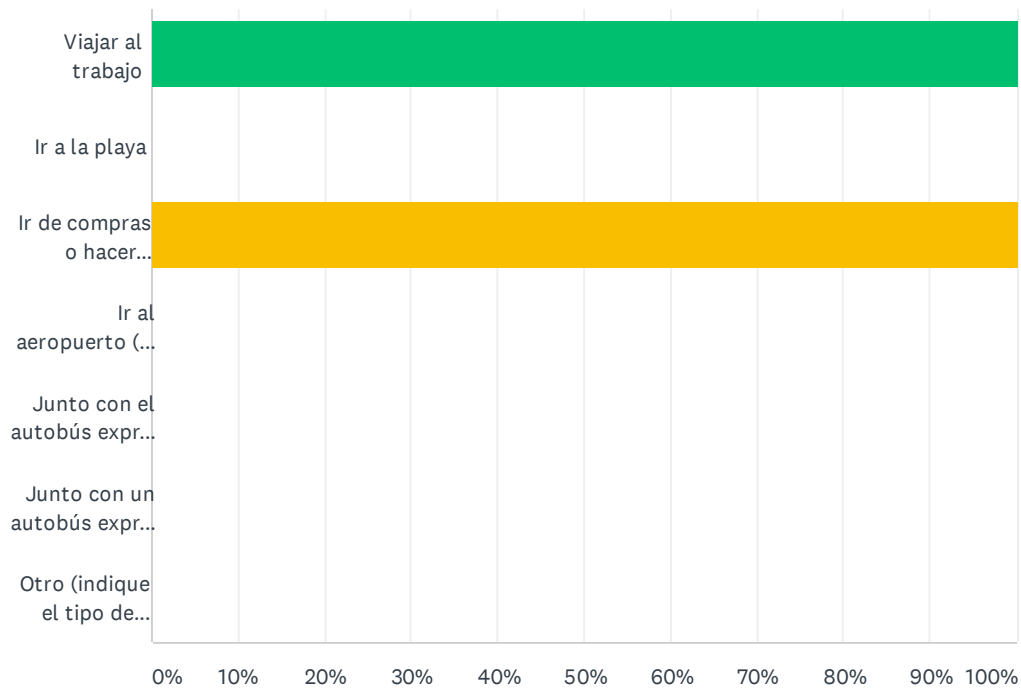
Q7 ¿Aproximadamente cuánto tiempo le lleva viajar a su destino final desde su lugar de entrega (o sea la parada de autobús CAT)?

Answered: 2 Skipped: 0

ANSWER CHOICES		RESPONSES
Minutos (tiempo total)		100.00% 2
#	MINUTOS (TIEMPO TOTAL)	DATE
1	10	5/28/2020 11:56 AM
2	90	5/26/2020 4:07 AM

Q8 ¿Para qué tipo de viaje utilizaría un lote de Park and Ride? (marque todas las que correspondan)

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Viajar al trabajo	100.00%	2
Ir a la playa	0.00%	0
Ir de compras o hacer mandados	100.00%	2
Ir al aeropuerto (con estacionamiento nocturno permitido)	0.00%	0
Junto con el autobús expreso al trabajo	0.00%	0
Junto con un autobús expreso de la playa	0.00%	0
Otro (indique el tipo de viaje)	0.00%	0
Total Respondents: 2		

#	OTRO (INDIQUE EL TIPO DE VIAJE)	DATE
There are no responses.		

Q9 ¿Qué intersección o punto de referencia es el más cercano a donde quisiera que se ubicara un lote de Park and Ride?

Answered: 1 Skipped: 1

ANSWER CHOICES	RESPONSES	
Intersección/punto de referencia	100.00%	1
Ciudad	100.00%	1
Código postal	100.00%	1

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	Golden gate community center	5/26/2020 4:07 AM
#	CIUDAD	DATE
1	Naples	5/26/2020 4:07 AM
#	CÓDIGO POSTAL	DATE
1	34116	5/26/2020 4:07 AM

Q10 Si utiliza un lote de Park and Ride, ¿qué intersección o punto de referencia está más cerca de donde viajaría (o sea su destino)?(Por ejemplo: la Playa de Vanderbilt, el Centro Comercial de Coastland, el Centro de Gobierno del Condado de Collier, etc.)

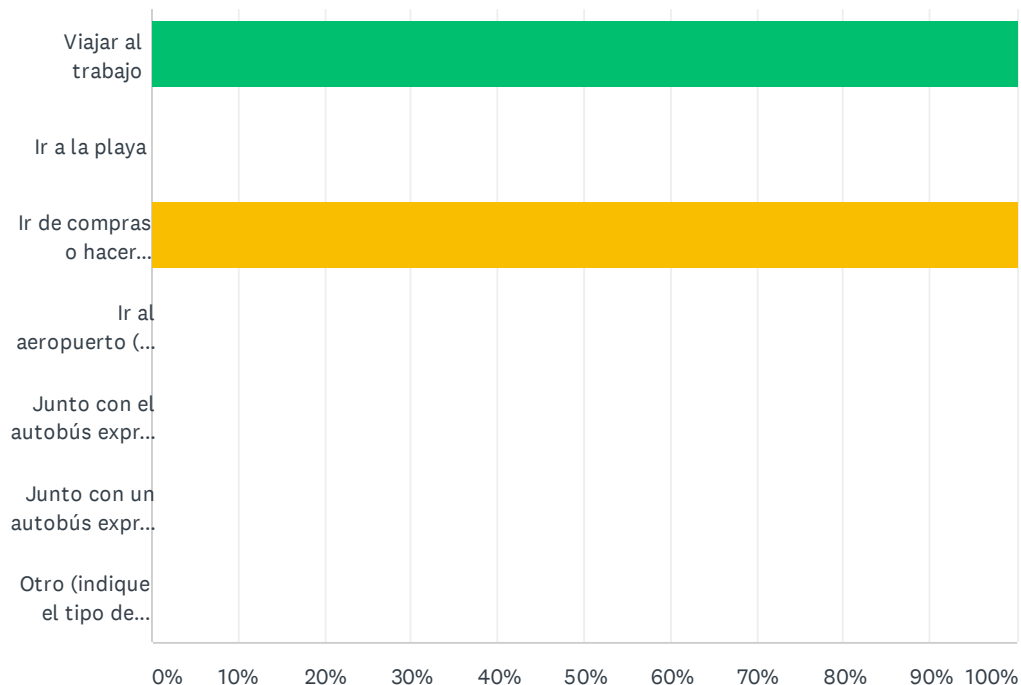
Answered: 1 Skipped: 1

ANSWER CHOICES	RESPONSES	
Intersección/punto de referencia	100.00%	1
Ciudad	100.00%	1
Código postal	100.00%	1

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	Trabajo, Walmart y tiendas	5/26/2020 4:07 AM
#	CIUDAD	DATE
1	Naples	5/26/2020 4:07 AM
#	CÓDIGO POSTAL	DATE
1	34114	5/26/2020 4:07 AM

Q11 Si utiliza un lote de Park and Ride, ¿para que tipo de viajes lo utiliza? (marque todos los que correspondan)

Answered: 2 Skipped: 0

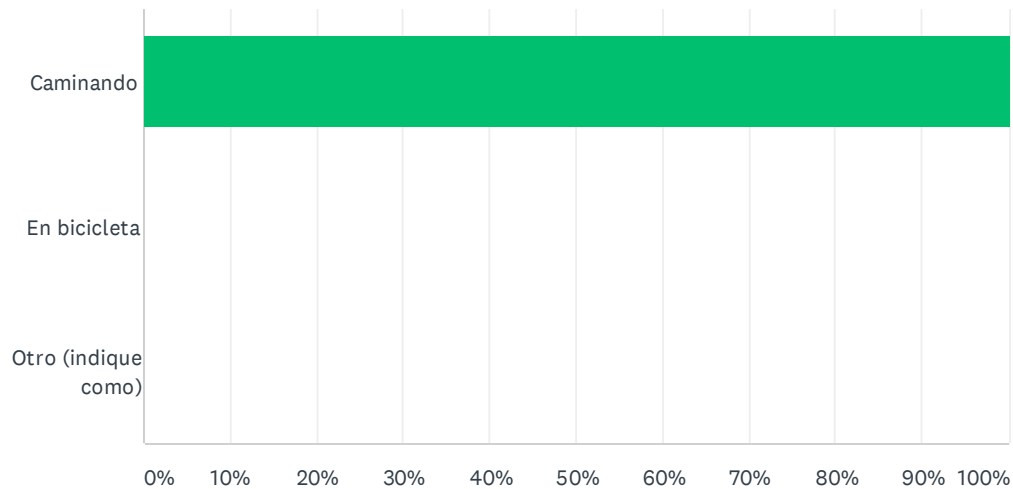


ANSWER CHOICES	RESPONSES	
Viajar al trabajo	100.00%	2
Ir a la playa	0.00%	0
Ir de compras o hacer mandados	100.00%	2
Ir al aeropuerto (con estacionamiento nocturno permitido)	0.00%	0
Junto con el autobús expreso al trabajo	0.00%	0
Junto con un autobús expreso de la playa	0.00%	0
Otro (indique el tipo de viaje)	0.00%	0
Total Respondents: 2		

#	OTRO (INDIQUE EL TIPO DE VIAJE)	DATE
There are no responses.		

Q12 Después de tomar el autobús desde el lote propuesto de Park and Ride, ¿cómo llegará a a su destino final?

Answered: 2 Skipped: 0

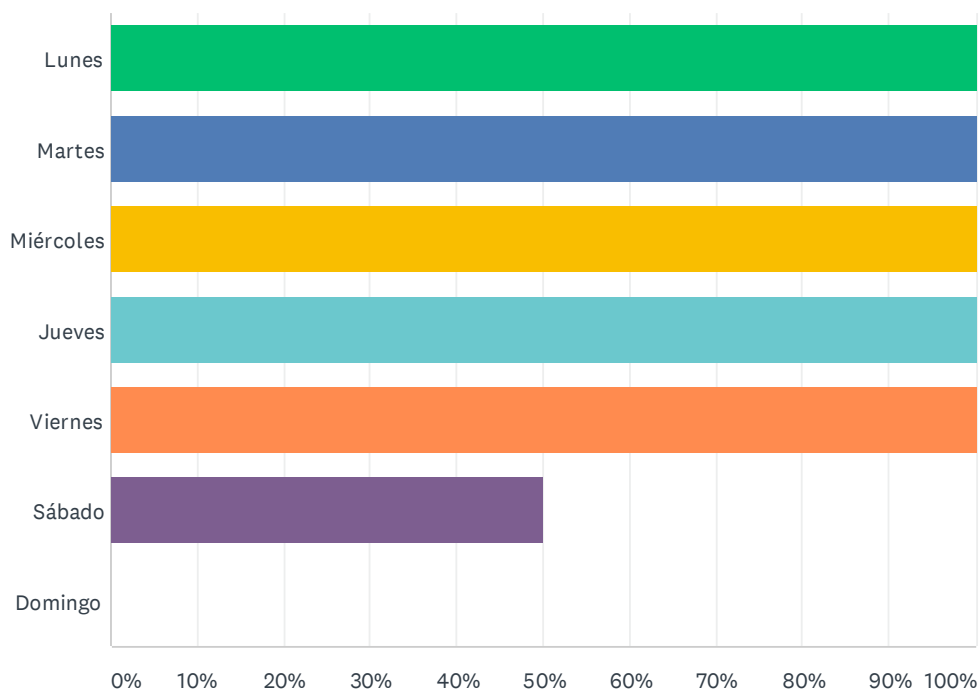


ANSWER CHOICES	RESPONSES	
Caminando	100.00%	2
En bicicleta	0.00%	0
Otro (indique como)	0.00%	0
Total Respondents: 2		

#	OTRO (INDIQUE COMO)	DATE
	There are no responses.	

Q13 ¿Cuáles días de la semana utilizaría un lote de Park and Ride? (marque todas las que correspondan)

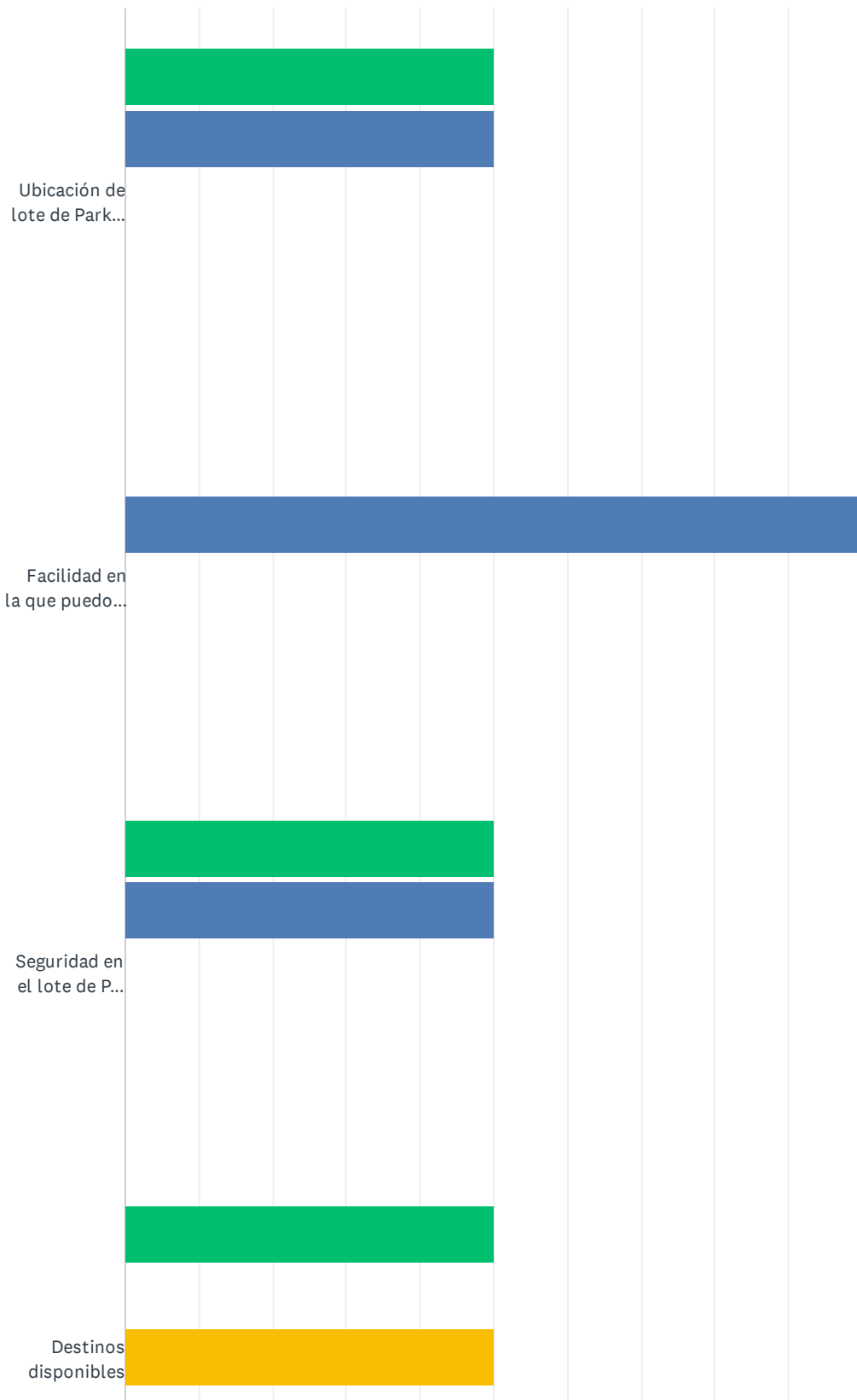
Answered: 2 Skipped: 0

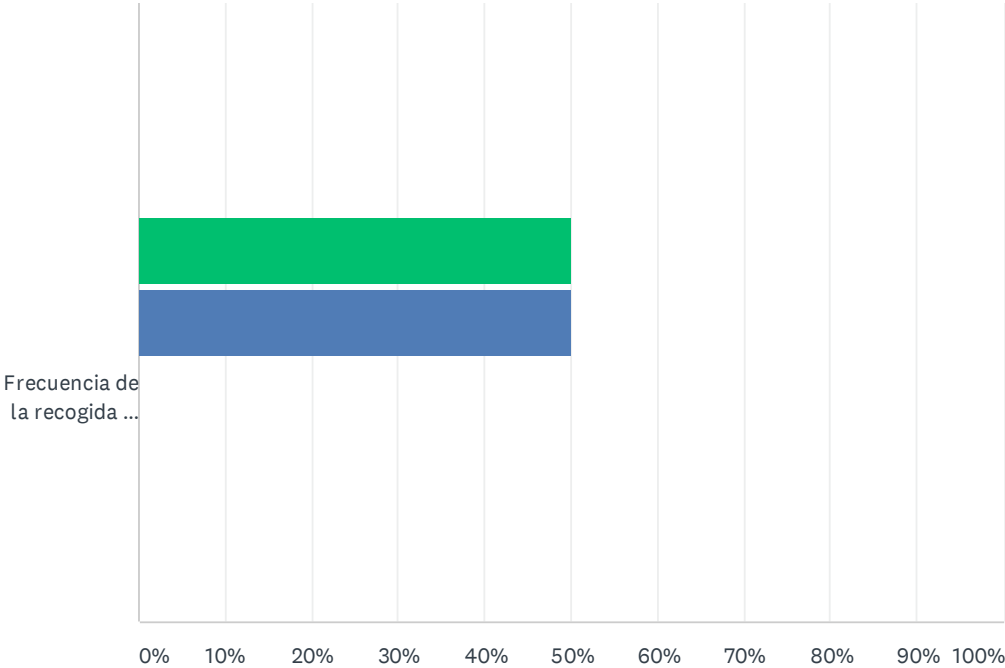


ANSWER CHOICES	RESPONSES	
Lunes	100.00%	2
Martes	100.00%	2
Miércoles	100.00%	2
Jueves	100.00%	2
Viernes	100.00%	2
Sábado	50.00%	1
Domingo	0.00%	0
Total Respondents: 2		

Q14 ¿Qué tan importante son estos elementos en cuanto la ubicación de lotes de Park and Ride?

Answered: 2 Skipped: 0



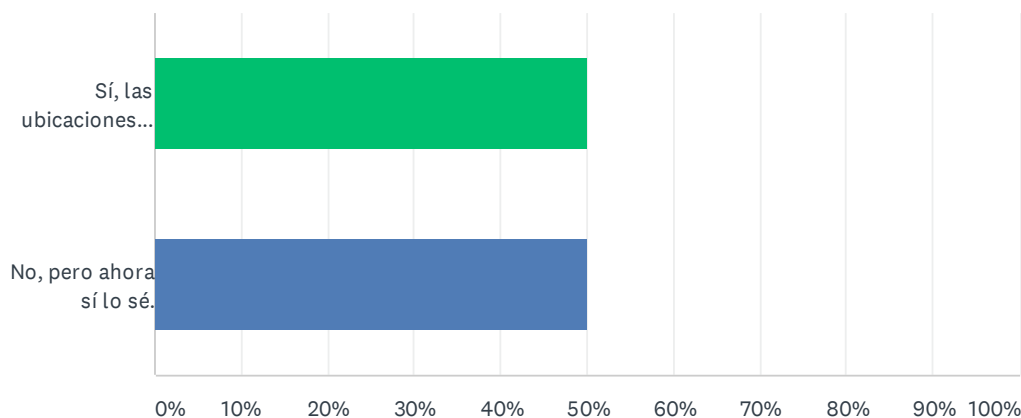


Extremadamente Importante Muy Importante Algo Importante
De Poca Importancia Nada Importante

	EXTREMADAMENTE IMPORTANTE	MUY IMPORTANTE	ALGO IMPORTANTE	DE POCA IMPORTANCIA	NADA IMPORTANTE	TOTAL	WEIGHTED AVERAGE
Ubicación de lote de Park and Ride	50.00% 1	50.00% 1	0.00% 0	0.00% 0	0.00% 0	2	1.50
Facilidad en la que puedo estacionar	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1	2.00
Seguridad en el lote de Park and Ride	50.00% 1	50.00% 1	0.00% 0	0.00% 0	0.00% 0	2	1.50
Destinos disponibles	50.00% 1	0.00% 0	50.00% 1	0.00% 0	0.00% 0	2	2.00
Frecuencia de la recogida de autobuses	50.00% 1	50.00% 1	0.00% 0	0.00% 0	0.00% 0	2	1.50

Q15 ¿Sabes que existen lotes de Park and Ride alrededor del condado de Collier?

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí, las ubicaciones están en el mapa de ruta del sistema CAT.	50.00%	1
No, pero ahora sí lo sé.	50.00%	1
TOTAL		2



Q1 What address, intersection or landmark is nearest to where you began your trip (origin)?

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersection/Landmark	75.00% 3
City	100.00% 4
Zip Code	100.00% 4

#	INTERSECTION/LANDMARK	DATE
1	Golden Gate Blvd and Everglades Blvd	5/28/2020 2:48 PM
2	Santa Barbara, Landmark 3	5/22/2020 3:30 PM
3	Wilson immokalee	5/4/2020 8:45 AM

#	CITY	DATE
1	Naples	5/28/2020 2:48 PM
2	Naples	5/22/2020 3:30 PM
3	Golden gate estates	5/4/2020 8:45 AM
4	Naples	4/22/2020 1:24 PM

#	ZIP CODE	DATE
1	34117	5/28/2020 2:48 PM
2	34116	5/22/2020 3:30 PM
3	34120	5/4/2020 8:45 AM
4	34104	4/22/2020 1:24 PM

Q2 What address, intersection or landmark is nearest to your destination today?

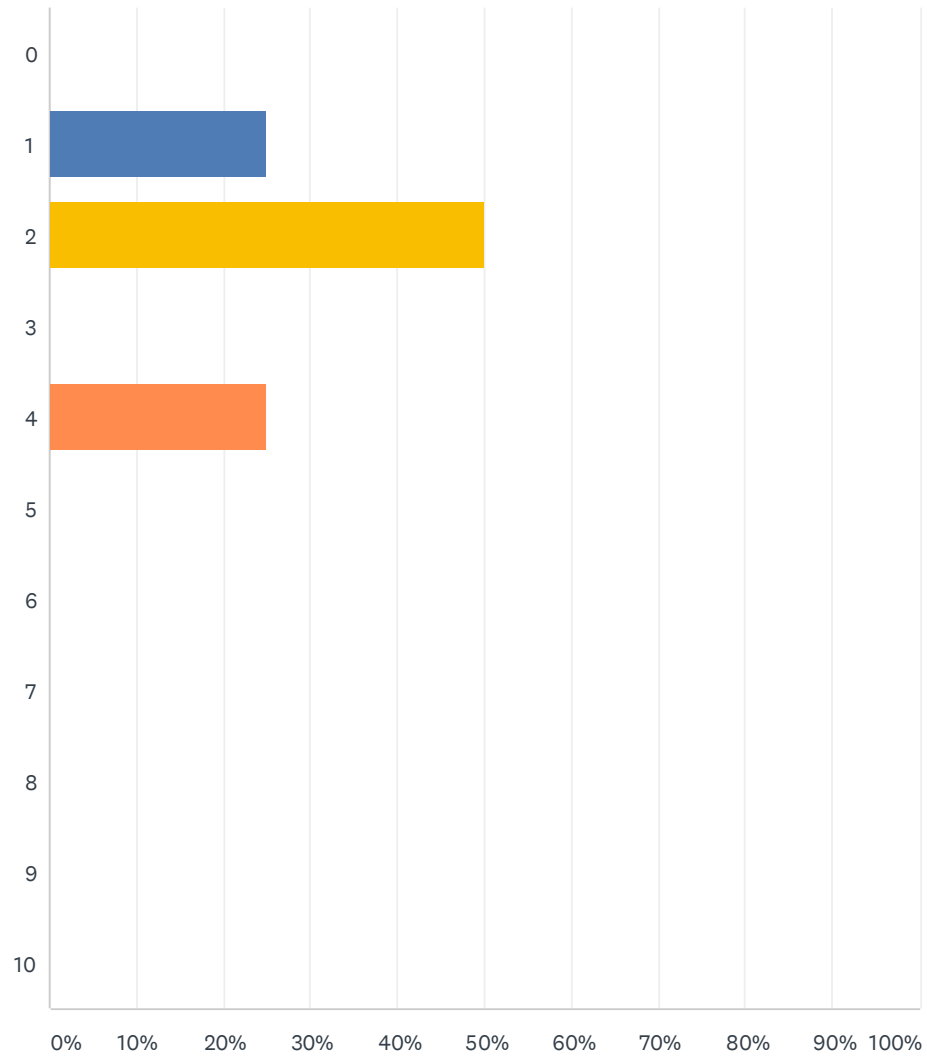
Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersection/Landmark	100.00% 4
City	75.00% 3
Zip Code	50.00% 2

#	INTERSECTION/LANDMARK	DATE
1	Golden Gate Blvd and Everglades Blvd	5/28/2020 2:48 PM
2	Pine Ridge Rd, Home Depot stop	5/22/2020 3:30 PM
3	Coastland mall	5/4/2020 8:45 AM
4	cambier park	4/22/2020 1:24 PM
#	CITY	DATE
1	Naples	5/28/2020 2:48 PM
2	Naples	5/22/2020 3:30 PM
3	Naples	5/4/2020 8:45 AM
#	ZIP CODE	DATE
1	34117	5/28/2020 2:48 PM
2	34101	5/4/2020 8:45 AM

Q3 On average, how many times do you use the bus in a day?

Answered: 4 Skipped: 0

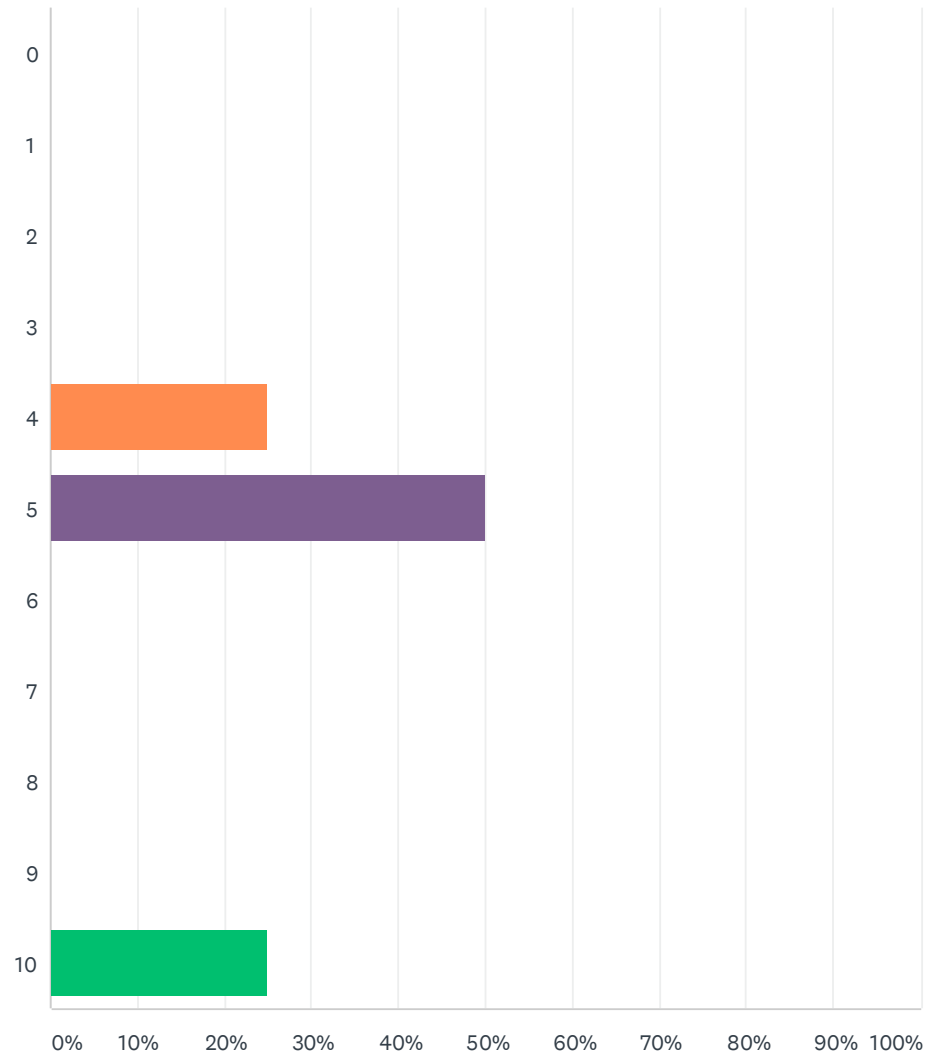


Collier Area Transit Park and Ride Survey - Public

ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	25.00%	1
2	50.00%	2
3	0.00%	0
4	25.00%	1
5	0.00%	0
6	0.00%	0
7	0.00%	0
8	0.00%	0
9	0.00%	0
10	0.00%	0
TOTAL		4

Q4 On average, how many times do you use the bus in a week?

Answered: 4 Skipped: 0



Collier Area Transit Park and Ride Survey - Public

ANSWER CHOICES	RESPONSES	
0	0.00%	0
1	0.00%	0
2	0.00%	0
3	0.00%	0
4	25.00%	1
5	50.00%	2
6	0.00%	0
7	0.00%	0
8	0.00%	0
9	0.00%	0
10	25.00%	1
TOTAL		4

Q5 Approximately how long does it take you to travel to your current bus stop (starting point)?

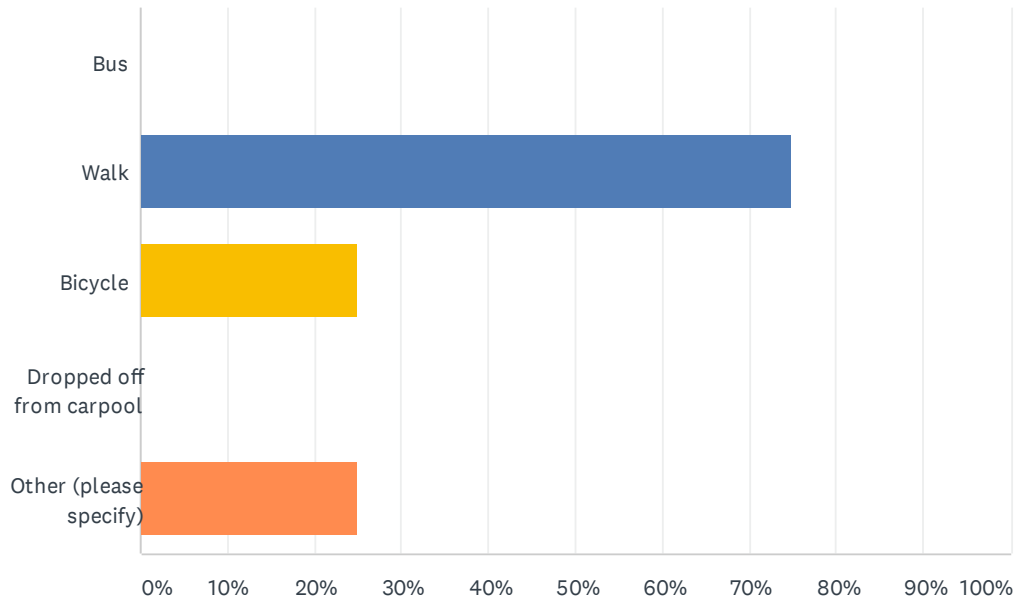
Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES	
Minutes (duration)	100.00%	4
Method of transportation: bicycle, walk, carpool dropoff, other (specify)	100.00%	4

#	MINUTES (DURATION)	DATE
1	15	5/28/2020 2:48 PM
2	20 min	5/22/2020 3:30 PM
3	10	5/4/2020 8:45 AM
4	10	4/22/2020 1:24 PM
#	METHOD OF TRANSPORTATION: BICYCLE, WALK, CARPOOL DROPOFF, OTHER (SPECIFY)	DATE
1	Car	5/28/2020 2:48 PM
2	Walk	5/22/2020 3:30 PM
3	Walk	5/4/2020 8:45 AM
4	walk	4/22/2020 1:24 PM

Q6 How do you get to your current bus stop? (check all that apply)

Answered: 4 Skipped: 0



ANSWER CHOICES		RESPONSES	
Bus		0.00%	0
Walk		75.00%	3
Bicycle		25.00%	1
Dropped off from carpool		0.00%	0
Other (please specify)		25.00%	1
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
1	Car	5/28/2020 2:48 PM

Q7 Approximately how long does it take you to travel to your final destination from your drop off location (CAT bus stop)?

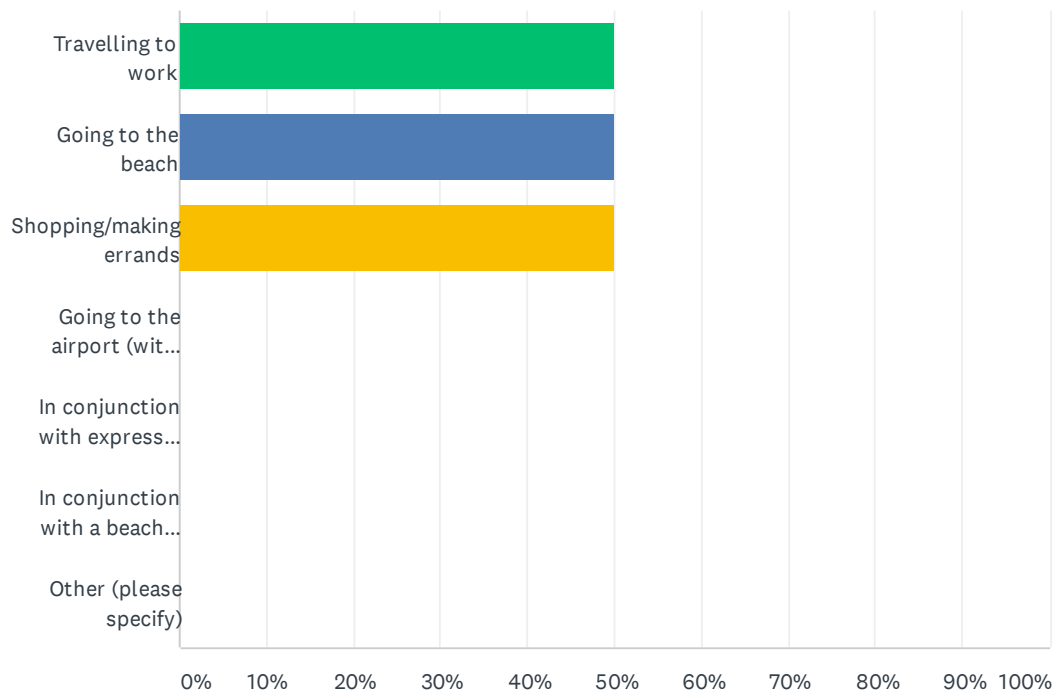
Answered: 4 Skipped: 0

ANSWER CHOICES		RESPONSES
Minutes		100.00% 4

#	MINUTES	DATE
1	5	5/28/2020 2:48 PM
2	20 min	5/22/2020 3:30 PM
3	10	5/4/2020 8:45 AM
4	1 hour	4/22/2020 1:24 PM

Q8 What kind of trip would you utilize a park and ride lot? (check all that apply)

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Travelling to work	50.00%	2
Going to the beach	50.00%	2
Shopping/making errands	50.00%	2
Going to the airport (with overnight parking allowed)	0.00%	0
In conjunction with express bus to work	0.00%	0
In conjunction with a beach express bus	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q9 What intersection or landmark is nearest to where you would want a Park and Ride lot located?

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersection/Landmark	100.00% 4
City	75.00% 3
Zip Code	75.00% 3

#	INTERSECTION/LANDMARK	DATE
1	Golden Gate Blvd and Everglades Blvd	5/28/2020 2:48 PM

2	Golden Gate Pkwy and Tropicana Blvd	5/22/2020 3:30 PM
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3	7/11	5/4/2020 8:45 AM
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4	airport and esty	4/22/2020 1:24 PM
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#	CITY	DATE
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1	Naples	5/28/2020 2:48 PM
---	--------	-------------------

2	Naples	5/22/2020 3:30 PM
---	--------	-------------------

3	Golden gate estayes	5/4/2020 8:45 AM
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#	ZIP CODE	DATE
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1	34117	5/28/2020 2:48 PM
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2	34116	5/22/2020 3:30 PM
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3	34120	5/4/2020 8:45 AM
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Q10 If utilizing a park and ride lot, what intersection or landmark is nearest to where you would travel to (destination)? (example: Vanderbilt Beach, Coastland Center Mall, Collier Government Center, etc.)

Answered: 4 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersection/Landmark	100.00% 4
City	75.00% 3
Zip Code	50.00% 2

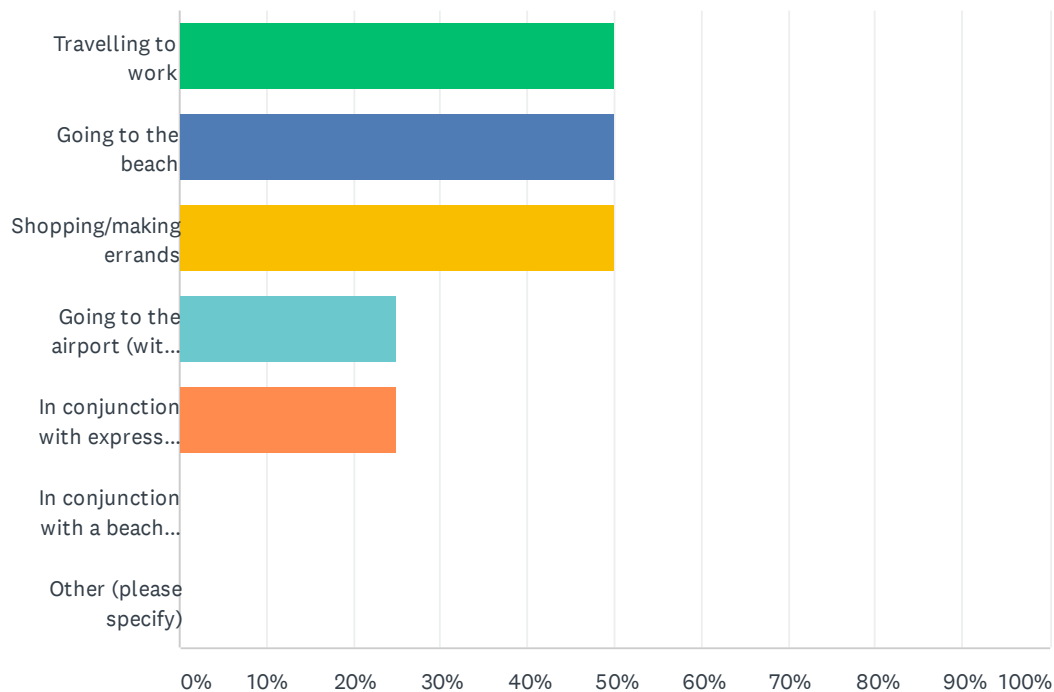
#	INTERSECTION/LANDMARK	DATE
1	Collier Government Center	5/28/2020 2:48 PM
2	Pine Ridge Rd, Home Depot stop	5/22/2020 3:30 PM
3	Coastland mall	5/4/2020 8:45 AM
4	coastland mall	4/22/2020 1:24 PM

#	CITY	DATE
1	Naples	5/28/2020 2:48 PM
2	Naples	5/22/2020 3:30 PM
3	Naples	5/4/2020 8:45 AM

#	ZIP CODE	DATE
1	34123	5/28/2020 2:48 PM
2	34101	5/4/2020 8:45 AM

Q11 If utilizing a park and ride lot, what are the different types of trips you would take? (check all that apply)

Answered: 4 Skipped: 0

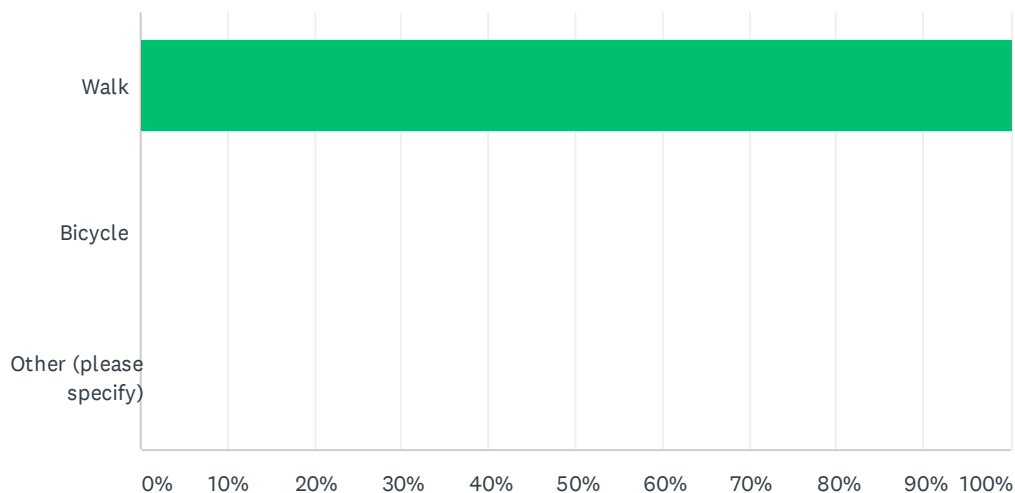


ANSWER CHOICES		RESPONSES	
Travelling to work		50.00%	2
Going to the beach		50.00%	2
Shopping/making errands		50.00%	2
Going to the airport (with overnight parking allowed)		25.00%	1
In conjunction with express bus to work		25.00%	1
In conjunction with a beach express bus		0.00%	0
Other (please specify)		0.00%	0
Total Respondents: 4			

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q12 After taking the bus from the from the proposed Park and Ride lot, how will you get to your final destination?

Answered: 4 Skipped: 0

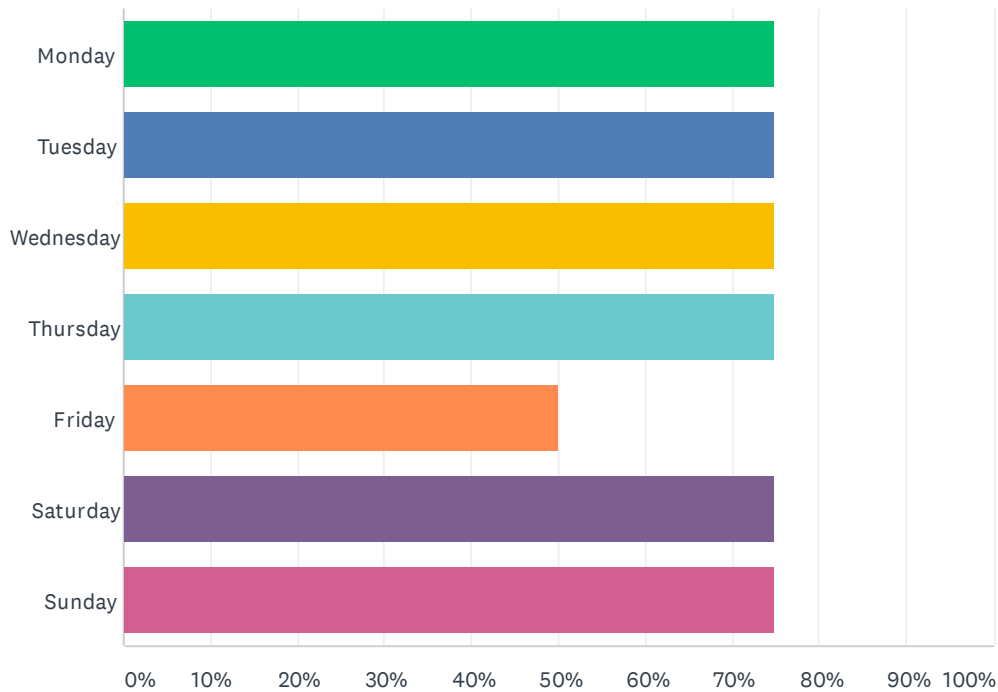


ANSWER CHOICES	RESPONSES	
Walk	100.00%	4
Bicycle	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q13 What days of the week would you utilize a Park and Ride service? (check all that apply)

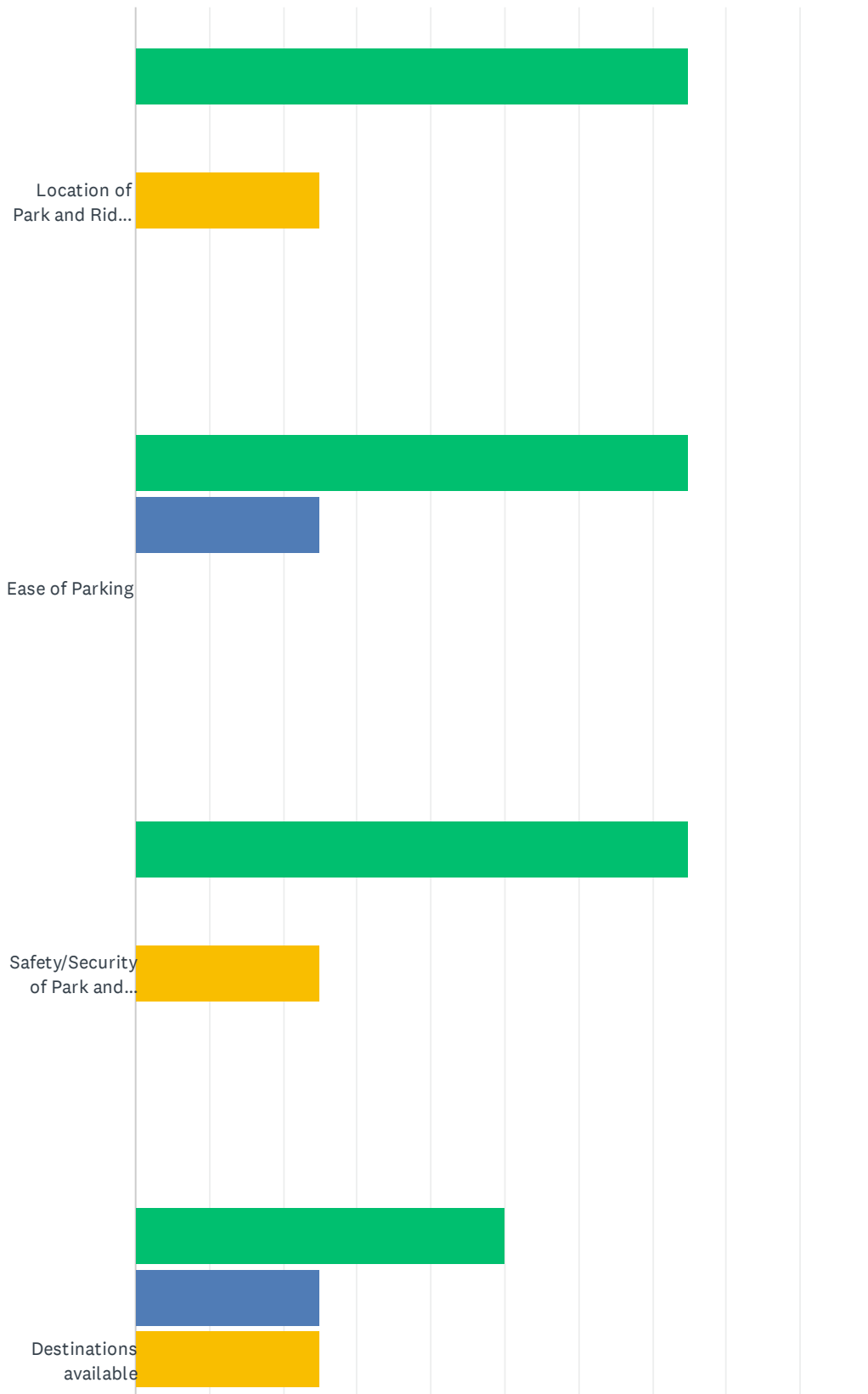
Answered: 4 Skipped: 0



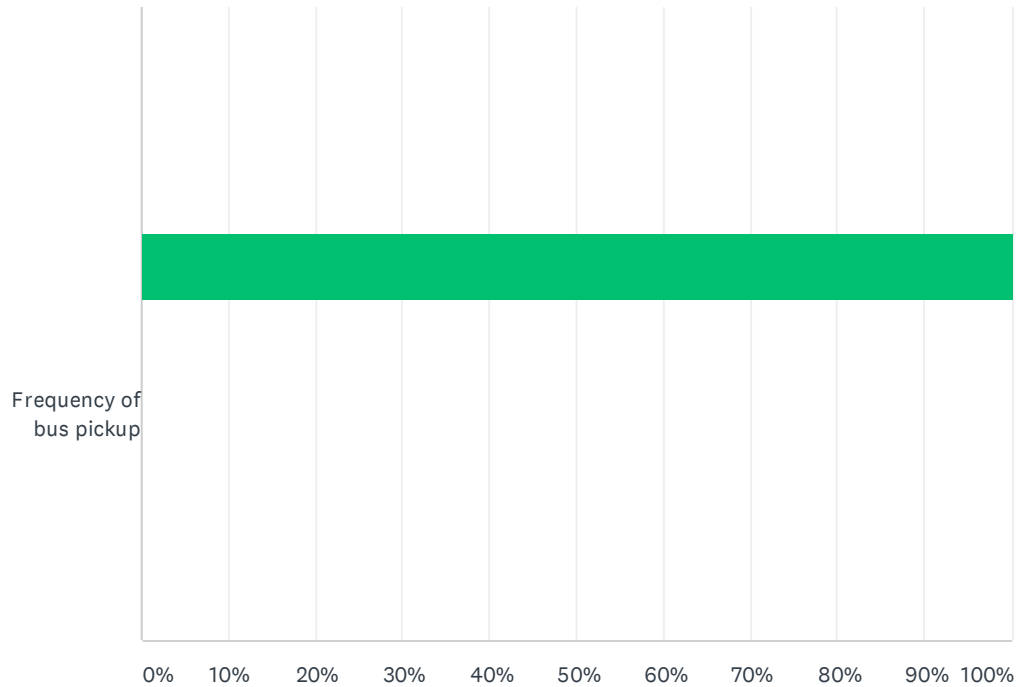
ANSWER CHOICES	RESPONSES	
Monday	75.00%	3
Tuesday	75.00%	3
Wednesday	75.00%	3
Thursday	75.00%	3
Friday	50.00%	2
Saturday	75.00%	3
Sunday	75.00%	3
Total Respondents: 4		

Q14 How important are these items to you for using Park and Ride locations?

Answered: 4 Skipped: 0



Collier Area Transit Park and Ride Survey - Public

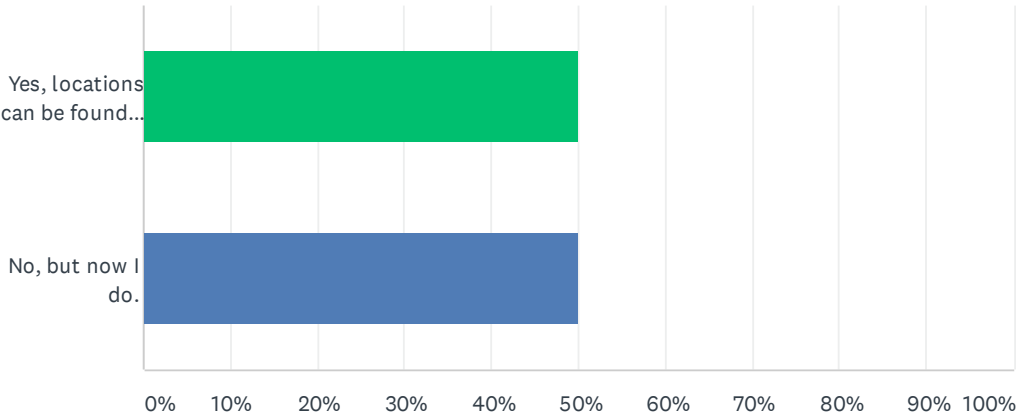


■ Extremely important
 ■ Very important
 ■ Somewhat important
 ■ Not so important
 ■ Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT SO IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Location of Park and Ride lot	75.00% 3	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4	1.50
Ease of Parking	75.00% 3	25.00% 1	0.00% 0	0.00% 0	0.00% 0	4	1.25
Safety/Security of Park and Ride lot	75.00% 3	0.00% 0	25.00% 1	0.00% 0	0.00% 0	4	1.50
Destinations available	50.00% 2	25.00% 1	25.00% 1	0.00% 0	0.00% 0	4	1.75
Frequency of bus pickup	100.00% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	4	1.00

Q15 Did you know there are existing Park and Ride locations around Collier County?

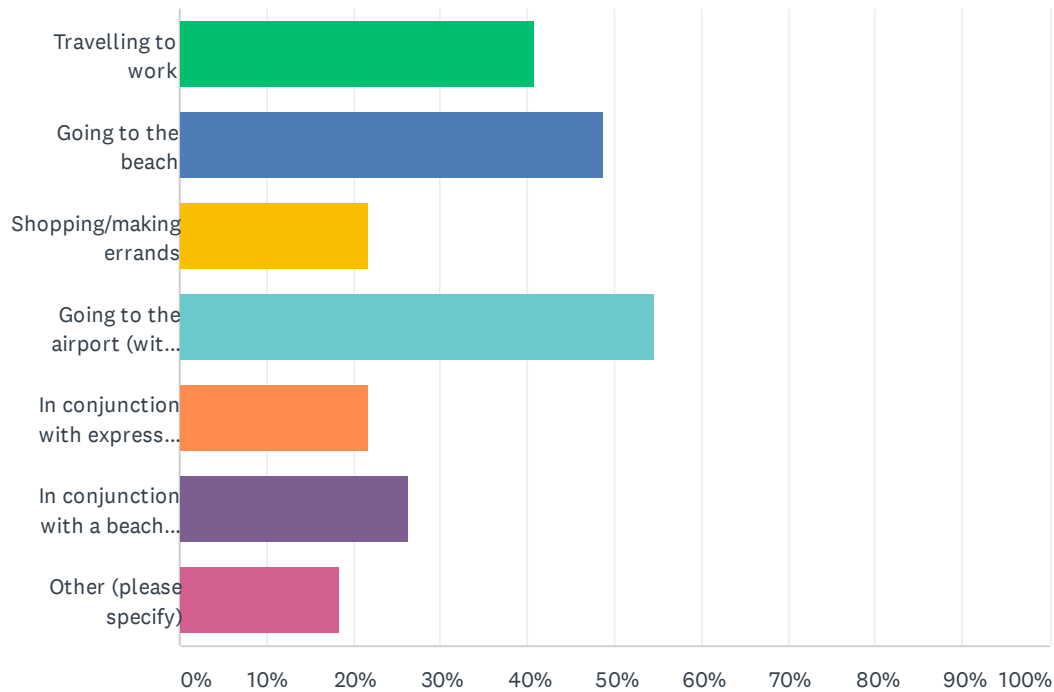
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, locations can be found on the CAT System Route Map.	50.00%	2
No, but now I do.	50.00%	2
TOTAL		4

Q1 What kind of trip would you utilize a park and ride lot? (check all that apply)

Answered: 152 Skipped: 2



ANSWER CHOICES	RESPONSES	
Travelling to work	40.79%	62
Going to the beach	48.68%	74
Shopping/making errands	21.71%	33
Going to the airport (with overnight parking allowed)	54.61%	83
In conjunction with express bus to work	21.71%	33
In conjunction with a beach express bus	26.32%	40
Other (please specify)	18.42%	28
Total Respondents: 152		

Collier Area Transit Park and Ride Survey - Employee Multiple

#	OTHER (PLEASE SPECIFY)	DATE
1	We need one for the food trucks on Bayshore that was already talked about at the CRA meetings that never transpired.	6/7/2020 4:25 PM
2	Traveling to meetings	6/5/2020 3:02 PM
3	and local events	6/5/2020 11:12 AM
4	Community event (pickleball, fireworks, parades)	6/5/2020 8:50 AM
5	Grocery, Home improvement, Restaurants, & Theater	6/5/2020 8:12 AM
6	train service	5/28/2020 2:09 PM
7	None.	5/26/2020 11:16 AM
8	None	5/22/2020 11:58 AM
9	doing any kind of shopping besides grocery shopping	5/22/2020 7:59 AM
10	Special Event	5/21/2020 3:41 PM
11	Surveys like this can be done in Qualtrics.	5/21/2020 12:52 PM
12	n/a I live in Lee County	5/21/2020 9:56 AM
13	East coast, airports, shopping, etc. or Tampa area.	5/21/2020 9:51 AM
14	group outings	5/21/2020 8:58 AM
15	Going downtown Naples with friends/guests to save on the traffic headache	5/21/2020 8:56 AM
16	None - I am unlikely to ever use this service.	5/21/2020 8:39 AM
17	going to the other side of the state	5/21/2020 7:55 AM
18	None.	5/21/2020 7:47 AM
19	Shopping/entertainment destinations, ie, Mercato or Waterside	5/21/2020 7:46 AM
20	would not use	5/21/2020 7:45 AM
21	I do not want to leave my car in a parking lot far away un-attended for hours.	5/21/2020 7:45 AM
22	Airport would be excellent.	5/21/2020 7:45 AM
23	Special events	5/16/2020 12:04 PM
24	Medical clinic	5/16/2020 1:34 AM
25	Dr appt.	5/16/2020 1:22 AM
26	Doctor dentist appointments	5/15/2020 5:31 PM
27	Everglades City could really use a bus to go back and forth at least twice a day for some to even buy groceries but the beach would be amazing too.	5/15/2020 2:06 PM
28	Groceries	5/15/2020 10:03 AM

Q2 If you utilized a Park and Ride lot to travel to work, what intersection or landmark is nearest to where you would want a Park and Ride lot located?

Answered: 116 Skipped: 38

ANSWER CHOICES	RESPONSES	
Intersection/landmark	79.31%	92
City	75.86%	88
Zip Code	68.10%	79
Please explain if you wouldn't consider utilizing a Park and Ride lot	29.31%	34

Collier Area Transit Park and Ride Survey - Employee Multiple

#	INTERSECTION/LANDMARK	DATE
1	green Boulevard and CR 951	6/15/2020 6:41 AM
2	N. 9th & Lake Trafford Rd	6/8/2020 6:21 AM
3	Bayshore Dr & US 41	6/7/2020 4:25 PM
4	Sudgen park	6/7/2020 12:29 PM
5	Pine Ridge and Airport	6/5/2020 3:02 PM
6	Naples Botanical Gardens	6/5/2020 11:12 AM
7	Winn-Dixie Plaza or Department of Health	6/4/2020 12:19 PM
8	Vanderbilt and US41	6/3/2020 8:22 AM
9	Immokalee and Randall	5/28/2020 2:09 PM
10	Radio and Santa Barbara	5/27/2020 1:42 PM
11	Immokalee and Livingston	5/26/2020 7:34 AM
12	n/a	5/26/2020 5:45 AM
13	Immokalee Road and i75	5/26/2020 5:40 AM
14	North Collier Regional Park	5/24/2020 1:41 PM
15	Radio Road	5/22/2020 10:22 AM
16	The Courthouse	5/22/2020 7:59 AM
17	Collier Boulevard/Golden Gate Boulevard	5/22/2020 7:12 AM
18	Immokalee Rd. and Randall Blvd.	5/22/2020 6:43 AM
19	Rattlesnake Hammock & Collier Blvd.	5/22/2020 12:41 AM
20	CAT station on Radio	5/21/2020 4:40 PM
21	Fifth Avenue S./8th Street S.	5/21/2020 3:41 PM
22	Santa Barbara and Radio Roads.	5/21/2020 3:27 PM
23	Bonita Beach Road.	5/21/2020 1:48 PM
24	Maxx Hass Community Park	5/21/2020 1:33 PM
25	Golden Gate Blvd. and Wilson	5/21/2020 12:26 PM
26	Pine Ridge/Us 41	5/21/2020 11:49 AM
27	Airport Pulling Rd and US 41	5/21/2020 11:21 AM
28	Rattlesnake Hammock and Tamiami Trail East	5/21/2020 11:04 AM
29	rattlesnake rd and Hawaii Blvd	5/21/2020 10:54 AM
30	Golden Gate BLVD and Collier BLVD	5/21/2020 10:53 AM
31	75/immoaklee	5/21/2020 10:52 AM
32	Immokalee and 41	5/21/2020 10:29 AM
33	North Naples Fire Station on Collier Blvd	5/21/2020 10:22 AM
34	Davis and Collier Blvd	5/21/2020 10:21 AM
35	Goldengate Blvd. & Wilson	5/21/2020 10:15 AM
36	Immokalee / Oilwell Rd	5/21/2020 10:13 AM
37	Publix	5/21/2020 10:12 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	n/a I live in Lee County	5/21/2020 9:56 AM
39	Pine Ridge Road and 951 (Collier Blvd.)	5/21/2020 9:53 AM
40	Santa barbra & Radio Rd	5/21/2020 9:32 AM
41	North Collier Regional park	5/21/2020 9:23 AM
42	Lorenzo Walker	5/21/2020 9:16 AM
43	Plne Ridge Road and Collier Blvd	5/21/2020 9:14 AM
44	I75x896	5/21/2020 9:11 AM
45	Santa Barbara & Radio	5/21/2020 9:09 AM
46	Santa Barbara Blvd and Rattlesnake Hammock Rd	5/21/2020 9:06 AM
47	Vanderbilt beach road and Collier Blvd.(951)	5/21/2020 8:58 AM
48	Heathwood and Mistletoe	5/21/2020 8:56 AM
49	951 and Immokalee Rd	5/21/2020 8:46 AM
50	Pine Ridge Road and Logan Blvd	5/21/2020 8:36 AM
51	Randall and Immokalee	5/21/2020 8:33 AM
52	Publix Parking Lot - Radio & Santa Barbara	5/21/2020 8:33 AM
53	Golden Gate and Santa Barbara	5/21/2020 8:29 AM
54	Santa Barbara Blvd and Radio Road	5/21/2020 8:28 AM
55	Vanderbilt Beach Road/Livingston Road	5/21/2020 8:26 AM
56	Immokalee and Livingston or Veterans Pkwy and Livingston	5/21/2020 8:19 AM
57	Golden Gate Blvd / Everglades Blvd	5/21/2020 8:13 AM
58	san marco and barfield	5/21/2020 8:12 AM
59	Randall Blvd and Immokalee Rd	5/21/2020 8:08 AM
60	wilson blvd and golden gate blvd	5/21/2020 8:02 AM
61	Radio Rd and Santa Barbara	5/21/2020 8:02 AM
62	Randall Blvd & Immokalee	5/21/2020 8:01 AM
63	North Collier Regional Park	5/21/2020 8:01 AM
64	Clty Hall	5/21/2020 8:00 AM
65	Santa Barbra and Radio RD	5/21/2020 7:59 AM
66	Pine Ridge and 951	5/21/2020 7:57 AM
67	intersection of US 41 and Gladiolous	5/21/2020 7:55 AM
68	Everglades Blvd and Oil Well Road	5/21/2020 7:54 AM
69	Cypress Way E & Airport	5/21/2020 7:54 AM
70	Exit 111- I-75 intersection	5/21/2020 7:53 AM
71	Government Center	5/21/2020 7:52 AM
72	Santa Barbara Blvd and Recreation Lane	5/21/2020 7:51 AM
73	US 41 and Immokalee	5/21/2020 7:50 AM
74	Immokalee/75	5/21/2020 7:49 AM
75	I-75 and Immokalee Road	5/21/2020 7:49 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Pine Ridge / Livingston	5/21/2020 7:46 AM
77	Estates Library or Max Hasse Park	5/21/2020 7:46 AM
78	951 and Golden Gate	5/21/2020 7:45 AM
79	Collier/Tamiami tr e	5/21/2020 7:45 AM
80	Somewhere on Rattlesnake Hammock or 41 East Rattlesnake to Collier	5/21/2020 7:45 AM
81	Triangle Blvd. and Tamiami Trail East	5/21/2020 7:44 AM
82	Vanderbilt Commons	5/21/2020 7:42 AM
83	Golden Gate Blvd and Wilson Blvd	5/21/2020 7:42 AM
84	Vanderbilt and Airport Roads	5/21/2020 7:40 AM
85	City Hall	5/16/2020 12:04 PM
86	Walmart on S Collier Blvd (s of 41)	5/16/2020 10:33 AM
87	City hall	5/16/2020 1:34 AM
88	951/41 or collier county courthouse airport rd /pineridge rd	5/16/2020 1:22 AM
89	Tamiami trail east and county road 29	5/15/2020 9:34 PM
90	951/41	5/15/2020 2:27 PM
91	41 and 29	5/15/2020 2:09 PM
92	Everglades City Hall.	5/15/2020 2:06 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	CITY	DATE
1	Naples	6/15/2020 6:41 AM
2	Immokalee	6/8/2020 6:21 AM
3	Naples	6/7/2020 4:25 PM
4	Naples	6/7/2020 12:29 PM
5	Naples	6/5/2020 3:02 PM
6	Naples	6/5/2020 11:12 AM
7	Immokalee	6/4/2020 12:19 PM
8	Naples	6/3/2020 8:22 AM
9	NAPLES	5/28/2020 2:09 PM
10	Naples	5/27/2020 1:42 PM
11	Naples	5/26/2020 7:34 AM
12	Naples	5/26/2020 6:14 AM
13	Naples	5/26/2020 5:40 AM
14	Naples	5/22/2020 10:22 AM
15	Naples	5/22/2020 7:59 AM
16	Golden Gate Estates	5/22/2020 7:12 AM
17	Naples	5/22/2020 6:43 AM
18	Naples	5/22/2020 6:28 AM
19	Naples	5/22/2020 6:18 AM
20	Naples	5/22/2020 12:41 AM
21	Naples	5/21/2020 4:40 PM
22	Naples	5/21/2020 3:41 PM
23	Naples	5/21/2020 3:27 PM
24	Bonita Springs	5/21/2020 1:48 PM
25	Naples	5/21/2020 1:33 PM
26	Naples	5/21/2020 12:26 PM
27	Naples	5/21/2020 11:49 AM
28	Naples	5/21/2020 11:21 AM
29	naples	5/21/2020 10:54 AM
30	Naples	5/21/2020 10:53 AM
31	naples	5/21/2020 10:52 AM
32	Naples	5/21/2020 10:29 AM
33	Naples	5/21/2020 10:22 AM
34	Naples	5/21/2020 10:21 AM
35	Naples	5/21/2020 10:15 AM
36	Naples	5/21/2020 10:13 AM
37	Naples	5/21/2020 10:12 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	Naples	5/21/2020 9:53 AM
39	Naples	5/21/2020 9:32 AM
40	Naples	5/21/2020 9:23 AM
41	Naples	5/21/2020 9:14 AM
42	Naples	5/21/2020 9:11 AM
43	Naples	5/21/2020 9:09 AM
44	Naples	5/21/2020 9:06 AM
45	Naples	5/21/2020 8:58 AM
46	Marco Island	5/21/2020 8:56 AM
47	Naples	5/21/2020 8:46 AM
48	Naples	5/21/2020 8:36 AM
49	Naples	5/21/2020 8:33 AM
50	Golden Gate	5/21/2020 8:29 AM
51	Naples	5/21/2020 8:28 AM
52	Naples	5/21/2020 8:26 AM
53	Naples	5/21/2020 8:13 AM
54	marco island	5/21/2020 8:12 AM
55	Naples	5/21/2020 8:08 AM
56	naples	5/21/2020 8:02 AM
57	Naples	5/21/2020 8:02 AM
58	Naples, FI	5/21/2020 8:01 AM
59	Marco Island	5/21/2020 8:00 AM
60	Naples	5/21/2020 7:59 AM
61	Naples	5/21/2020 7:57 AM
62	Fort Myers	5/21/2020 7:55 AM
63	Naples	5/21/2020 7:54 AM
64	Naples	5/21/2020 7:53 AM
65	Naples	5/21/2020 7:52 AM
66	Naples	5/21/2020 7:51 AM
67	Naples	5/21/2020 7:50 AM
68	Naples	5/21/2020 7:49 AM
69	Naples	5/21/2020 7:49 AM
70	Naples	5/21/2020 7:46 AM
71	Naples	5/21/2020 7:46 AM
72	Naples	5/21/2020 7:45 AM
73	NAPLES	5/21/2020 7:45 AM
74	Naples	5/21/2020 7:44 AM
75	Naples	5/21/2020 7:42 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Naples/Golden Gate Estates	5/21/2020 7:42 AM
77	Naples	5/21/2020 7:40 AM
78	Everglades	5/16/2020 12:04 PM
79	Naples	5/16/2020 10:33 AM
80	Everglades City	5/16/2020 1:34 AM
81	Naples fla	5/16/2020 1:22 AM
82	Everglades City	5/15/2020 9:34 PM
83	Naples	5/15/2020 2:27 PM
84	Everglades	5/15/2020 2:09 PM
85	Everglades City	5/15/2020 2:06 PM
86	Everglades City	5/15/2020 10:50 AM
87	Evergladescity	5/15/2020 10:03 AM
88	Everglades city	5/15/2020 10:01 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	ZIP CODE	DATE
1	FL	6/15/2020 6:41 AM
2	34142	6/8/2020 6:21 AM
3	34112	6/7/2020 4:25 PM
4	34112	6/7/2020 12:29 PM
5	34105	6/5/2020 3:02 PM
6	34112	6/5/2020 11:12 AM
7	34142	6/4/2020 12:19 PM
8	34108	6/3/2020 8:22 AM
9	34120	5/28/2020 2:09 PM
10	34104	5/27/2020 1:42 PM
11	334112	5/26/2020 6:14 AM
12	34104	5/22/2020 10:22 AM
13	34112	5/22/2020 7:59 AM
14	34117	5/22/2020 7:12 AM
15	34120	5/22/2020 6:43 AM
16	34103	5/22/2020 6:28 AM
17	34112	5/22/2020 12:41 AM
18	34104	5/21/2020 4:40 PM
19	34102	5/21/2020 3:41 PM
20	34104	5/21/2020 3:27 PM
21	34117	5/21/2020 1:33 PM
22	34117	5/21/2020 12:26 PM
23	34103	5/21/2020 11:49 AM
24	34104	5/21/2020 11:21 AM
25	34112	5/21/2020 11:04 AM
26	34120	5/21/2020 10:55 AM
27	34112	5/21/2020 10:54 AM
28	34117	5/21/2020 10:53 AM
29	34108	5/21/2020 10:29 AM
30	34120	5/21/2020 10:22 AM
31	FL	5/21/2020 10:15 AM
32	34142	5/21/2020 10:13 AM
33	34114	5/21/2020 10:12 AM
34	34117	5/21/2020 9:53 AM
35	34104	5/21/2020 9:32 AM
36	34119	5/21/2020 9:23 AM
37	34117	5/21/2020 9:14 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	34109	5/21/2020 9:11 AM
39	34104	5/21/2020 9:09 AM
40	34112	5/21/2020 9:06 AM
41	34112	5/21/2020 9:06 AM
42	34120	5/21/2020 8:58 AM
43	34145	5/21/2020 8:56 AM
44	34119	5/21/2020 8:46 AM
45	34119	5/21/2020 8:36 AM
46	34104	5/21/2020 8:33 AM
47	34116	5/21/2020 8:29 AM
48	34104	5/21/2020 8:28 AM
49	34117	5/21/2020 8:13 AM
50	34145	5/21/2020 8:12 AM
51	34120	5/21/2020 8:08 AM
52	34117	5/21/2020 8:02 AM
53	34145	5/21/2020 8:00 AM
54	34104	5/21/2020 7:59 AM
55	FL	5/21/2020 7:57 AM
56	33931	5/21/2020 7:55 AM
57	34110	5/21/2020 7:54 AM
58	34119	5/21/2020 7:53 AM
59	34112	5/21/2020 7:52 AM
60	34116	5/21/2020 7:51 AM
61	34110	5/21/2020 7:50 AM
62	34119	5/21/2020 7:49 AM
63	34105	5/21/2020 7:46 AM
64	34120	5/21/2020 7:46 AM
65	34116	5/21/2020 7:45 AM
66	34113	5/21/2020 7:45 AM
67	34113	5/21/2020 7:44 AM
68	34109	5/21/2020 7:42 AM
69	34120	5/21/2020 7:42 AM
70	34109	5/21/2020 7:40 AM
71	34139	5/16/2020 12:04 PM
72	35139	5/16/2020 1:34 AM
73	34139	5/15/2020 9:34 PM
74	34141	5/15/2020 2:27 PM
75	34139	5/15/2020 2:09 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	34139	5/15/2020 2:06 PM
77	34139	5/15/2020 10:50 AM
78	34139	5/15/2020 10:03 AM
79	34139	5/15/2020 10:01 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	PLEASE EXPLAIN IF YOU WOULDN'T CONSIDER UTILIZING A PARK AND RIDE LOT	DATE
1	The wait time for the bus and no shelter from the weather while waiting for the bus	6/15/2020 6:41 AM
2	If I had to drive too far or out of my way to park & utilize	6/7/2020 4:25 PM
3	I live in Naples and work in LaBelle so this would not work for me.	6/5/2020 1:09 PM
4	I already live near my office.	5/27/2020 1:42 PM
5	I work from home.	5/22/2020 6:20 AM
6	I would be afraid of car break ins while I am gone.	5/22/2020 12:41 AM
7	My commute is short: from Old Naples	5/21/2020 3:29 PM
8	I live less than 2 mile from my work	5/21/2020 1:02 PM
9	I live 2 blocks from my office.	5/21/2020 12:29 PM
10	It is less than 10 miles for driving to work	5/21/2020 11:21 AM
11	Would rather drive(only 5 miles to work)	5/21/2020 10:54 AM
12	In case I have a family emergency and have to leave immediately	5/21/2020 10:21 AM
13	Parking is adequate at my work location	5/21/2020 10:13 AM
14	Driving myself gives me more freedom and flexibility.	5/21/2020 9:51 AM
15	I drive most of the time	5/21/2020 9:23 AM
16	I wouldn't consider utilizing a park and ride lot for work. I like driving to and from work in my own vehicle.	5/21/2020 9:20 AM
17	Need to be able to come and go, attend offsite meetings	5/21/2020 8:59 AM
18	Public transportation is too unreliable to use for work	5/21/2020 8:58 AM
19	Sometimes I will need to work late hours or go in at odd times.	5/21/2020 8:56 AM
20	I live about 7 miles from work. Would likely have to drive at least 1/2 that distance to a park & ride stop.	5/21/2020 8:49 AM
21	I have to transport my kids to various schools/daycare	5/21/2020 8:46 AM
22	I imagine it would take too long to be practical.	5/21/2020 8:39 AM
23	Most facilities I go to are conveniently close to my house.	5/21/2020 8:38 AM
24	I have my own vehicle	5/21/2020 8:29 AM
25	work close to home; need car for lunch errands	5/21/2020 8:28 AM
26	Time lost, not walking to & from work in the heat & rain.	5/21/2020 8:23 AM
27	would need to run at like 6 in the morning to after midnight	5/21/2020 8:02 AM
28	I live less than 3 miles from work, so may not be needed	5/21/2020 8:02 AM
29	car might get damaged/broken into	5/21/2020 7:55 AM
30	I live 8 miles from the landfill.	5/21/2020 7:52 AM
31	I probably wouldn't because I already commute only about 10 min.	5/21/2020 7:52 AM
32	live less than one mile from work	5/21/2020 7:51 AM
33	I think 4 times a week	5/21/2020 7:49 AM
34	I need flexibility with my commute. I utilize my vehicle throughout the day to go to meetings and cannot be obligated for another person or not have a vehicle available to me.	5/21/2020 7:47 AM

Q3 For question 2 above, where would your ultimate destination be
(where you want the bus to drop you off at)?

Answered: 104 Skipped: 50

ANSWER CHOICES	RESPONSES	
Intersection/Landmark	97.12%	101
City	87.50%	91

Collier Area Transit Park and Ride Survey - Employee Multiple

#	INTERSECTION/LANDMARK	DATE
1	Airport Pulling Rd and Horseshoe Drive	6/15/2020 6:41 AM
2	Botanical Garden	6/9/2020 9:42 AM
3	Eustis & S. 9th	6/8/2020 6:21 AM
4	Devonshire Blvd & Santa Barbara	6/7/2020 4:25 PM
5	RSW airport	6/7/2020 12:29 PM
6	Immokalee Library	6/5/2020 3:02 PM
7	Work	6/5/2020 11:12 AM
8	Various Location	6/4/2020 12:19 PM
9	County Courthouse	6/3/2020 8:22 AM
10	EOC	5/28/2020 2:09 PM
11	Mason Charter Academy	5/27/2020 1:42 PM
12	3315 Tamiami Trail East	5/26/2020 7:34 AM
13	I-75	5/26/2020 6:14 AM
14	n/a	5/26/2020 5:45 AM
15	Main Government Center Campus	5/26/2020 5:40 AM
16	RSW	5/24/2020 1:41 PM
17	Government Center	5/22/2020 10:22 AM
18	The Headquarters Library	5/22/2020 7:59 AM
19	Collier County Government Center	5/22/2020 7:12 AM
20	Airport-Pulling Rd and N Horseshoe Dr.	5/22/2020 6:43 AM
21	eagle lakes park	5/22/2020 6:28 AM
22	Vanderbilt Beach Rd. & Gulfshore Blvd. N.	5/22/2020 12:41 AM
23	Immokalee Community Park	5/21/2020 4:40 PM
24	8th Street S./8th Avenue S.	5/21/2020 3:41 PM
25	Goodlette-Frank and Immokalee Roads	5/21/2020 3:27 PM
26	2800 North Horseshoe Dr	5/21/2020 1:48 PM
27	Livingston and Mercantile Ave	5/21/2020 1:33 PM
28	N/A	5/21/2020 1:02 PM
29	6027 Shirley St	5/21/2020 12:26 PM
30	Us 41/Central	5/21/2020 11:49 AM
31	Collier County Government	5/21/2020 11:21 AM
32	Rattlesnake Hammock and Tamiami Trail East	5/21/2020 11:04 AM
33	Airport	5/21/2020 10:55 AM
34	2800 N Horseshoe	5/21/2020 10:54 AM
35	Horsehoe DR N	5/21/2020 10:53 AM
36	Airport/Horseshoe Dr N	5/21/2020 10:52 AM
37	Horseshoe Dr N and Airport	5/21/2020 10:29 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	3335 E Tamiami Blvd	5/21/2020 10:22 AM
39	City Gate by the South Regional Is Ayer Plant	5/21/2020 10:21 AM
40	2901 County Barn Rd.	5/21/2020 10:15 AM
41	North Collier Regional Park	5/21/2020 10:13 AM
42	Collier County Main Campus/ Airport Road - 41	5/21/2020 9:56 AM
43	Collier County Courthouse	5/21/2020 9:53 AM
44	Government complex	5/21/2020 9:32 AM
45	Wiggins State pass park	5/21/2020 9:23 AM
46	Horseshoe Dr	5/21/2020 9:16 AM
47	South Horseshoe Drive & South Horseshoe Court	5/21/2020 9:14 AM
48	Government Center	5/21/2020 9:11 AM
49	Collier County Courthouse	5/21/2020 9:09 AM
50	Collier County Courthouse Complex	5/21/2020 9:06 AM
51	Vanderbilt beach road and Collier Blvd.(951)	5/21/2020 8:58 AM
52	CAT depot on Radio	5/21/2020 8:56 AM
53	Marco Island Airport	5/21/2020 8:49 AM
54	40 and Airport Rd	5/21/2020 8:46 AM
55	Livingston Road and Progress Avenue	5/21/2020 8:36 AM
56	Golden gate parkway/airport rd	5/21/2020 8:33 AM
57	Main Government Complex	5/21/2020 8:33 AM
58	Golden Gate and Goodlette	5/21/2020 8:29 AM
59	Collier County Government Complex	5/21/2020 8:28 AM
60	Airport Road / Horseshoe Drive	5/21/2020 8:26 AM
61	2800 Horseshoe Dr	5/21/2020 8:19 AM
62	Golden Gate Blvd / Everglades Blvd	5/21/2020 8:13 AM
63	horseshoe dr and airport pulling	5/21/2020 8:12 AM
64	various places on US41	5/21/2020 8:08 AM
65	9950 goodlet frank road	5/21/2020 8:02 AM
66	Airport Road County Government campus - Bldg H	5/21/2020 8:02 AM
67	Norht Collier Regional Park	5/21/2020 8:01 AM
68	Central Ave Naples Library	5/21/2020 8:01 AM
69	Emergency Operations Center	5/21/2020 8:00 AM
70	Public on radio and Santa Barbara	5/21/2020 7:59 AM
71	3333 Tamiami Trl E	5/21/2020 7:57 AM
72	Vanderbuilt Beach	5/21/2020 7:56 AM
73	Naples Transfer station	5/21/2020 7:55 AM
74	Growth Management Department	5/21/2020 7:54 AM
75	10500 Goodlette Rd	5/21/2020 7:54 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	8075 Lely Cultural Blvd	5/21/2020 7:53 AM
77	Collier County GMD	5/21/2020 7:52 AM
78	S. Airport Rd and Tamiami Trail (Govt Center)	5/21/2020 7:51 AM
79	County Government Center	5/21/2020 7:50 AM
80	Beach	5/21/2020 7:49 AM
81	Collier County Govt. Center	5/21/2020 7:49 AM
82	Airport/East Trail Government Center	5/21/2020 7:46 AM
83	2885 South Horseshoe Dr (work)	5/21/2020 7:46 AM
84	The Pier	5/21/2020 7:45 AM
85	GG Blvd e and collier	5/21/2020 7:45 AM
86	CAT transfer station	5/21/2020 7:45 AM
87	5th and Gulf Shore Blvd. S	5/21/2020 7:44 AM
88	North/South Horseshoe DR	5/21/2020 7:42 AM
89	Government Center Airport Rd and 41	5/21/2020 7:42 AM
90	Mercantile Avenue	5/21/2020 7:40 AM
91	Government Center	5/16/2020 12:04 PM
92	Airport Rd. & Estey	5/16/2020 10:33 AM
93	Collier Blvd and 41	5/16/2020 1:34 AM
94	City hall	5/16/2020 1:22 AM
95	Collier bob and Tamiami trail east	5/15/2020 9:34 PM
96	951 and 41	5/15/2020 5:31 PM
97	951	5/15/2020 2:27 PM
98	41 and collier blvd	5/15/2020 2:09 PM
99	951 & 41, mall, beach, hospital,	5/15/2020 2:06 PM
100	41& 951	5/15/2020 10:03 AM
101	Collier and Tamiami	5/15/2020 10:01 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	CITY	DATE
1	Naples	6/9/2020 9:42 AM
2	Immokalee	6/8/2020 6:21 AM
3	Naples	6/7/2020 4:25 PM
4	Ft Meijers	6/7/2020 12:29 PM
5	Immokalee	6/5/2020 3:02 PM
6	Naples	6/5/2020 8:41 AM
7	Naples	6/4/2020 12:19 PM
8	Naples	6/3/2020 8:22 AM
9	Naples	5/28/2020 2:09 PM
10	Naples	5/27/2020 1:42 PM
11	Naples	5/26/2020 7:34 AM
12	Bonita Beach	5/26/2020 6:14 AM
13	Naples	5/26/2020 5:40 AM
14	Fort Myers	5/24/2020 1:41 PM
15	Naples	5/22/2020 10:22 AM
16	Naples	5/22/2020 7:59 AM
17	Naples Fl	5/22/2020 7:12 AM
18	Naples	5/22/2020 6:43 AM
19	naples	5/22/2020 6:28 AM
20	Marco Island	5/22/2020 6:18 AM
21	Naples	5/22/2020 12:41 AM
22	Immokalee	5/21/2020 4:40 PM
23	Naples	5/21/2020 3:41 PM
24	Naples	5/21/2020 3:27 PM
25	Naples	5/21/2020 1:48 PM
26	Naples	5/21/2020 1:33 PM
27	Naples	5/21/2020 12:26 PM
28	Naples	5/21/2020 11:49 AM
29	Naples	5/21/2020 11:21 AM
30	Fort Myers	5/21/2020 10:55 AM
31	naples	5/21/2020 10:54 AM
32	Naples	5/21/2020 10:53 AM
33	Naples	5/21/2020 10:52 AM
34	Naples	5/21/2020 10:29 AM
35	Naples	5/21/2020 10:22 AM
36	Naples	5/21/2020 10:21 AM
37	Naples	5/21/2020 10:15 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

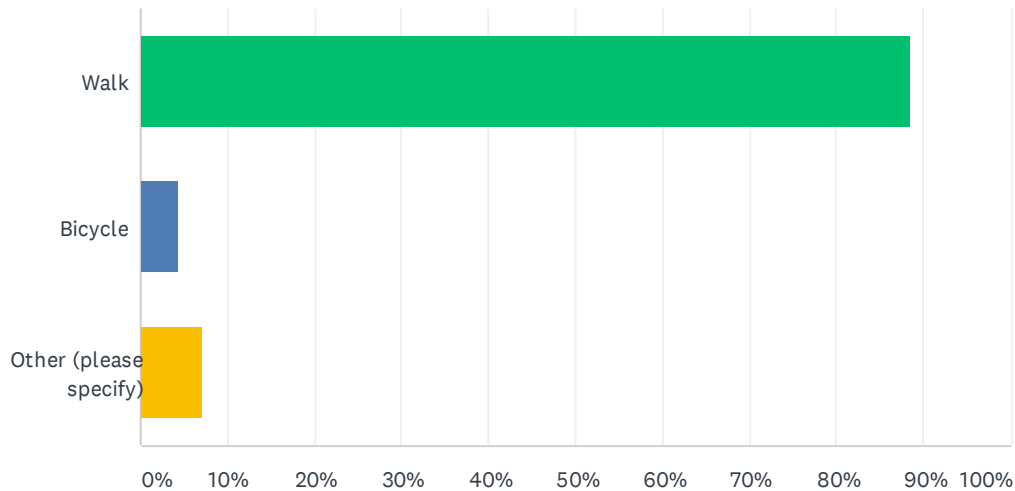
38	Naple	5/21/2020 10:13 AM
39	Naples	5/21/2020 9:56 AM
40	Naples	5/21/2020 9:53 AM
41	Naples	5/21/2020 9:32 AM
42	Naples	5/21/2020 9:23 AM
43	Naples	5/21/2020 9:14 AM
44	Naples	5/21/2020 9:11 AM
45	Naples	5/21/2020 9:09 AM
46	Naples	5/21/2020 9:06 AM
47	Naples	5/21/2020 8:58 AM
48	Naples	5/21/2020 8:56 AM
49	Naples	5/21/2020 8:49 AM
50	Naples	5/21/2020 8:46 AM
51	Naples	5/21/2020 8:36 AM
52	Naples	5/21/2020 8:33 AM
53	Naples	5/21/2020 8:29 AM
54	Naples	5/21/2020 8:26 AM
55	Naples	5/21/2020 8:13 AM
56	naples	5/21/2020 8:12 AM
57	Naples	5/21/2020 8:08 AM
58	naples	5/21/2020 8:02 AM
59	Naples	5/21/2020 8:02 AM
60	Naples	5/21/2020 8:01 AM
61	Naples	5/21/2020 8:00 AM
62	Naples	5/21/2020 7:59 AM
63	Naples	5/21/2020 7:57 AM
64	Naples	5/21/2020 7:56 AM
65	Naples	5/21/2020 7:55 AM
66	Naples	5/21/2020 7:54 AM
67	Naples	5/21/2020 7:53 AM
68	Naples	5/21/2020 7:52 AM
69	Naples	5/21/2020 7:51 AM
70	Naples	5/21/2020 7:50 AM
71	Naples	5/21/2020 7:49 AM
72	Naples	5/21/2020 7:49 AM
73	Naples	5/21/2020 7:46 AM
74	Naples	5/21/2020 7:46 AM
75	Naples	5/21/2020 7:45 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Naples	5/21/2020 7:44 AM
77	Naples	5/21/2020 7:42 AM
78	Naples	5/21/2020 7:42 AM
79	Naples	5/21/2020 7:40 AM
80	Naples	5/16/2020 12:04 PM
81	Naples	5/16/2020 10:33 AM
82	Naples	5/16/2020 1:34 AM
83	Everglades city	5/16/2020 1:22 AM
84	Naples	5/15/2020 9:34 PM
85	Naples	5/15/2020 5:31 PM
86	Naples	5/15/2020 2:27 PM
87	Naples	5/15/2020 2:09 PM
88	Everglades City to go back home.	5/15/2020 2:06 PM
89	Naples Florida	5/15/2020 10:50 AM
90	naples	5/15/2020 10:03 AM
91	Naples	5/15/2020 10:01 AM

Q4 After taking the bus from the proposed Park and Ride lot, how will you get to your work place?

Answered: 114 Skipped: 40



ANSWER CHOICES	RESPONSES	
Walk	88.60%	101
Bicycle	4.39%	5
Other (please specify)	7.02%	8
TOTAL		114

#	OTHER (PLEASE SPECIFY)	DATE
1	Walk, be picked up by someone local (ride share)	6/5/2020 3:02 PM
2	Walk, Bike, and/or scooters.	6/4/2020 12:19 PM
3	Need to get back the same way, from the Court house to Pine Ridge Road & 951	5/21/2020 9:53 AM
4	I could not rely on public transportation for work	5/21/2020 8:58 AM
5	I am unlikely to ever use this service.	5/21/2020 8:39 AM
6	Request drop off location at building	5/21/2020 8:02 AM
7	Cat bus	5/15/2020 2:09 PM
8	Possible uber	5/15/2020 10:01 AM

Q5 For any trip other than travelling to work, what intersection or landmark would you want a Park and Ride lot located? What type of trip would it be?Ex. Going to the beach, shopping/errands, going to the airport, other (specify)

Answered: 106 Skipped: 48

ANSWER CHOICES	RESPONSES	
Intersection/landmark	94.34%	100
City	78.30%	83
Zip Code	59.43%	63
Trip Type	82.08%	87

Collier Area Transit Park and Ride Survey - Employee Multiple

#	INTERSECTION/LANDMARK	DATE
1	green Boulevard and CR 951	6/15/2020 6:41 AM
2	Near 41	6/9/2020 9:42 AM
3	Winn Dixie	6/8/2020 6:21 AM
4	Food Truck Park on Bayshore Dr	6/7/2020 4:25 PM
5	Sudgen Park	6/7/2020 12:29 PM
6	Pine Ridge and Airport	6/5/2020 3:02 PM
7	Oil Well Rd and Immokalee Road	6/5/2020 1:09 PM
8	Coastland Mall	6/5/2020 11:12 AM
9	East Naples	6/5/2020 8:50 AM
10	Bayshore drive	6/5/2020 8:41 AM
11	52 oceans along Bayshore drive	6/5/2020 8:12 AM
12	Coastland Mall	6/4/2020 12:19 PM
13	Vanderbilt and US41	6/3/2020 8:22 AM
14	Immokalee and Collier	5/28/2020 2:09 PM
15	Radio and Santa Barbara	5/27/2020 1:42 PM
16	41 and old 41 (south)	5/26/2020 5:45 AM
17	GG City and North Toward Imm Rd.	5/26/2020 4:46 AM
18	Coastland Center	5/24/2020 1:41 PM
19	Radio Road	5/22/2020 10:22 AM
20	The Courthouse	5/22/2020 7:59 AM
21	Immokalee Rd. and Randall Blvd.	5/22/2020 6:43 AM
22	Clam Pass, Lowdermilk Park, Naples Pier	5/22/2020 6:20 AM
23	Rattlesnake Hammock & Grand Lely Dr.	5/22/2020 12:41 AM
24	Court House	5/21/2020 4:40 PM
25	Coastland Mall	5/21/2020 3:41 PM
26	Santa Barbara and Radio Roads	5/21/2020 3:27 PM
27	exit 111 I 75	5/21/2020 1:48 PM
28	GG Estates Library	5/21/2020 1:33 PM
29	Goodlette and Golden Gate	5/21/2020 1:02 PM
30	Paradise Sports Complex	5/21/2020 12:52 PM
31	Golden Gate Blvd. Wilson	5/21/2020 12:26 PM
32	Pine Ridge/US 41	5/21/2020 11:49 AM
33	Thomassen & Bayshore	5/21/2020 11:27 AM
34	Berkshire Common Shopping Center	5/21/2020 11:21 AM
35	anywhere along Collier Blvd or Vanderbilt Beach Road	5/21/2020 11:04 AM
36	rattlesnake rd and Hawaii Blvd	5/21/2020 10:54 AM
37	Delnor-Wiggins Pass State Park	5/21/2020 10:53 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	Beach	5/21/2020 10:22 AM
39	I really don't shop in Naples	5/21/2020 10:21 AM
40	Goldengate Blvd. & Wilson	5/21/2020 10:15 AM
41	Tamiami / Seagate	5/21/2020 10:13 AM
42	Shopping centers, Restaurants	5/21/2020 10:12 AM
43	n/a I live in Lee County	5/21/2020 9:56 AM
44	23 street & Brantley Road	5/21/2020 9:53 AM
45	Immokalee Rd & 951	5/21/2020 9:52 AM
46	Near 75 south near exit 101 - NOT NORTH	5/21/2020 9:51 AM
47	same as above	5/21/2020 9:32 AM
48	same North Collier park	5/21/2020 9:23 AM
49	Pine Ridge Rd	5/21/2020 9:20 AM
50	lorenzo walker	5/21/2020 9:16 AM
51	Collier Blvd & Vanderbilt Beach Road	5/21/2020 9:14 AM
52	I75x896	5/21/2020 9:11 AM
53	RSW	5/21/2020 9:07 AM
54	Radio/Davis	5/21/2020 8:59 AM
55	Vanderbilt beach road and Collier Blvd.(951)	5/21/2020 8:58 AM
56	Naples Parking Garage	5/21/2020 8:56 AM
57	Parking Lot Near Rose Marina	5/21/2020 8:49 AM
58	951 and Immokalee Rd	5/21/2020 8:46 AM
59	Livingston Road/Vanderbilt Beach Road	5/21/2020 8:38 AM
60	Vanderbilt Beach Road and Logan Blvd	5/21/2020 8:36 AM
61	any beach, any publix	5/21/2020 8:33 AM
62	Publix Parking Lot - Radio & Santa Barbara	5/21/2020 8:33 AM
63	Santa Barbara Blvd and Radio Road	5/21/2020 8:28 AM
64	Vanderbilt Beach Road/Livingston Road	5/21/2020 8:26 AM
65	Immokalee Rd & 951	5/21/2020 8:23 AM
66	Collier Blvd and US 41 intersection	5/21/2020 8:21 AM
67	Intersection of Collier Boulevard and U.S. Route 41	5/21/2020 8:16 AM
68	Golden Gate Blvd / Everglades Blvd	5/21/2020 8:13 AM
69	san marco and barfield dr	5/21/2020 8:12 AM
70	Coconut Mall	5/21/2020 8:08 AM
71	immokalee road	5/21/2020 8:03 AM
72	N/A	5/21/2020 8:02 AM
73	Santa Barbara and either Radio or Pine Ridge	5/21/2020 8:02 AM
74	All major shopping malls	5/21/2020 8:00 AM
75	Naples Peir	5/21/2020 7:59 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Vineyards and Pine Ridge Rd	5/21/2020 7:57 AM
77	Any park	5/21/2020 7:56 AM
78	I-75 Alico Rd Exit	5/21/2020 7:55 AM
79	Immokalee Road and Oil Well	5/21/2020 7:54 AM
80	Mall	5/21/2020 7:54 AM
81	Exit 111- I-75 intersection	5/21/2020 7:53 AM
82	By the interstate; make sure its patrolled. I75 and 951.	5/21/2020 7:52 AM
83	Government Center	5/21/2020 7:52 AM
84	CAT transfer station	5/21/2020 7:51 AM
85	RSW	5/21/2020 7:50 AM
86	Immokalee/75	5/21/2020 7:49 AM
87	I 75 and Immokalee Road	5/21/2020 7:49 AM
88	Pine Ridge/Livingston	5/21/2020 7:46 AM
89	cross roads / vineyards area	5/21/2020 7:46 AM
90	Estates Library, Max Hasse Park, Vanderbilt Beach Rd, Immokalee Rd	5/21/2020 7:46 AM
91	951 and Golden Gate	5/21/2020 7:45 AM
92	na	5/21/2020 7:45 AM
93	Davis/Airport area	5/21/2020 7:43 AM
94	City Hall	5/16/2020 12:04 PM
95	City Hall	5/16/2020 11:28 AM
96	Walmart on S. Collier (S of 41)	5/16/2020 10:33 AM
97	41 and 5th Avenue	5/16/2020 1:34 AM
98	Tamiami trail east and county road 29	5/15/2020 9:34 PM
99	Airport Road and US41	5/15/2020 5:31 PM
100	Chokoloskee church	5/15/2020 2:06 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	CITY	DATE
1	Naples	6/15/2020 6:41 AM
2	Naples	6/9/2020 9:42 AM
3	Immokalee	6/8/2020 6:21 AM
4	Naples	6/7/2020 4:25 PM
5	Naples	6/7/2020 12:29 PM
6	Naples	6/5/2020 3:02 PM
7	Naples	6/5/2020 1:09 PM
8	Naples	6/5/2020 11:12 AM
9	Naples	6/5/2020 8:41 AM
10	naples	6/5/2020 8:12 AM
11	Naples	6/4/2020 12:19 PM
12	Naples	6/3/2020 8:22 AM
13	NAPLES	5/28/2020 2:09 PM
14	Naples	5/27/2020 1:42 PM
15	Naples	5/26/2020 6:14 AM
16	Naples	5/24/2020 1:41 PM
17	Naples	5/22/2020 10:22 AM
18	Naples	5/22/2020 7:59 AM
19	Naples	5/22/2020 6:43 AM
20	Naples	5/22/2020 6:20 AM
21	Naples	5/22/2020 12:41 AM
22	Naples	5/21/2020 4:40 PM
23	Naples	5/21/2020 3:41 PM
24	Naples	5/21/2020 3:27 PM
25	Naples	5/21/2020 1:48 PM
26	Naples	5/21/2020 1:33 PM
27	Naples	5/21/2020 1:02 PM
28	Naples	5/21/2020 12:52 PM
29	Naples	5/21/2020 12:26 PM
30	Naples	5/21/2020 11:49 AM
31	Naples	5/21/2020 11:27 AM
32	Naples	5/21/2020 11:21 AM
33	naples	5/21/2020 10:54 AM
34	Naples	5/21/2020 10:53 AM
35	Naples	5/21/2020 10:22 AM
36	Naples	5/21/2020 10:13 AM
37	Naples	5/21/2020 10:12 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	Naples	5/21/2020 9:53 AM
39	Naples	5/21/2020 9:23 AM
40	Naples	5/21/2020 9:20 AM
41	Naples	5/21/2020 9:14 AM
42	Naples	5/21/2020 8:59 AM
43	Naples	5/21/2020 8:58 AM
44	Naples	5/21/2020 8:56 AM
45	Marco Island	5/21/2020 8:49 AM
46	Naples	5/21/2020 8:46 AM
47	Naples	5/21/2020 8:38 AM
48	Naples	5/21/2020 8:36 AM
49	Naples	5/21/2020 8:33 AM
50	Naples	5/21/2020 8:28 AM
51	Naples	5/21/2020 8:26 AM
52	Naples	5/21/2020 8:23 AM
53	Naples	5/21/2020 8:21 AM
54	Naples	5/21/2020 8:16 AM
55	Naples	5/21/2020 8:13 AM
56	marco island	5/21/2020 8:12 AM
57	Estero	5/21/2020 8:08 AM
58	naples	5/21/2020 8:03 AM
59	Naples	5/21/2020 8:02 AM
60	Naples	5/21/2020 8:00 AM
61	naples	5/21/2020 7:59 AM
62	Naples	5/21/2020 7:57 AM
63	Estero	5/21/2020 7:55 AM
64	Naples	5/21/2020 7:54 AM
65	Naples	5/21/2020 7:53 AM
66	Naples	5/21/2020 7:52 AM
67	Napels	5/21/2020 7:51 AM
68	Fort Meyers	5/21/2020 7:50 AM
69	Naples	5/21/2020 7:49 AM
70	Naples	5/21/2020 7:49 AM
71	Naples	5/21/2020 7:46 AM
72	naples	5/21/2020 7:46 AM
73	Naples	5/21/2020 7:46 AM
74	Naples	5/21/2020 7:45 AM
75	Everglades	5/16/2020 12:04 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Everglades City	5/16/2020 11:28 AM
77	Naples	5/16/2020 10:33 AM
78	Naples	5/16/2020 1:34 AM
79	Everglades City	5/15/2020 9:34 PM
80	Naples	5/15/2020 5:31 PM
81	Chokoloskee	5/15/2020 2:06 PM
82	Naples Florida	5/15/2020 10:50 AM
83	Naples	5/15/2020 10:01 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	ZIP CODE	DATE
1	34117	6/15/2020 6:41 AM
2	34142	6/8/2020 6:21 AM
3	34112	6/7/2020 4:25 PM
4	34112	6/7/2020 12:29 PM
5	34105	6/5/2020 3:02 PM
6	34120	6/5/2020 1:09 PM
7	34103	6/5/2020 11:12 AM
8	34112	6/5/2020 8:50 AM
9	34112	6/5/2020 8:41 AM
10	34112	6/5/2020 8:12 AM
11	34108	6/3/2020 8:22 AM
12	34120	5/28/2020 2:09 PM
13	34104	5/27/2020 1:42 PM
14	34110	5/26/2020 5:45 AM
15	34104-6913	5/24/2020 1:41 PM
16	34104	5/22/2020 10:22 AM
17	34112	5/22/2020 7:59 AM
18	34120	5/22/2020 6:43 AM
19	34112	5/22/2020 12:41 AM
20	34112	5/21/2020 4:40 PM
21	34102	5/21/2020 3:41 PM
22	34104	5/21/2020 3:27 PM
23	FI	5/21/2020 1:33 PM
24	34104	5/21/2020 1:02 PM
25	34117	5/21/2020 12:26 PM
26	34103	5/21/2020 11:49 AM
27	34112	5/21/2020 11:27 AM
28	34104	5/21/2020 11:21 AM
29	34112	5/21/2020 10:54 AM
30	34108	5/21/2020 10:53 AM
31	34120	5/21/2020 10:22 AM
32	34114	5/21/2020 10:12 AM
33	34117	5/21/2020 9:53 AM
34	34119	5/21/2020 9:23 AM
35	34105	5/21/2020 9:20 AM
36	34120	5/21/2020 9:14 AM
37	34104	5/21/2020 8:59 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	34120	5/21/2020 8:58 AM
39	14106	5/21/2020 8:56 AM
40	34145	5/21/2020 8:49 AM
41	34119	5/21/2020 8:46 AM
42	34109	5/21/2020 8:38 AM
43	34119	5/21/2020 8:36 AM
44	34104	5/21/2020 8:33 AM
45	34104	5/21/2020 8:28 AM
46	34119	5/21/2020 8:23 AM
47	34113	5/21/2020 8:16 AM
48	3417	5/21/2020 8:13 AM
49	34145	5/21/2020 8:12 AM
50	34119	5/21/2020 8:03 AM
51	34117	5/21/2020 8:02 AM
52	34109	5/21/2020 7:57 AM
53	34119	5/21/2020 7:53 AM
54	34112	5/21/2020 7:52 AM
55	34112	5/21/2020 7:51 AM
56	34105	5/21/2020 7:46 AM
57	34109	5/21/2020 7:46 AM
58	Varies	5/21/2020 7:46 AM
59	34116	5/21/2020 7:45 AM
60	34139	5/16/2020 12:04 PM
61	34139	5/16/2020 11:28 AM
62	34139	5/15/2020 9:34 PM
63	34138	5/15/2020 2:06 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	TRIP TYPE	DATE
1	Beach	6/15/2020 6:41 AM
2	groceries	6/8/2020 6:21 AM
3	Dining and socializing, quick food pick up	6/7/2020 4:25 PM
4	Airport	6/7/2020 12:29 PM
5	Airport / FGCU	6/5/2020 3:02 PM
6	shopping or beach	6/5/2020 1:09 PM
7	Beach	6/5/2020 11:12 AM
8	Beach, fireworks, parades	6/5/2020 8:50 AM
9	Beach trip	6/5/2020 8:41 AM
10	any trip	6/5/2020 8:12 AM
11	Shopping	6/4/2020 12:19 PM
12	Pleasure	6/3/2020 8:22 AM
13	Airport/Beach/Shopping	5/28/2020 2:09 PM
14	Airport	5/27/2020 1:42 PM
15	Shopping	5/26/2020 6:14 AM
16	recreation	5/26/2020 5:45 AM
17	Going to beach, airport	5/26/2020 4:46 AM
18	Beach	5/24/2020 1:41 PM
19	Ft. Myers Airport	5/22/2020 10:22 AM
20	running errands, going to the airport, going to the beach	5/22/2020 7:59 AM
21	Recreational	5/22/2020 6:43 AM
22	N/A	5/22/2020 6:18 AM
23	shopping/errands	5/22/2020 12:41 AM
24	Work	5/21/2020 4:40 PM
25	shopping	5/21/2020 3:41 PM
26	Entertainment	5/21/2020 1:48 PM
27	Beach / shopping	5/21/2020 1:33 PM
28	beach	5/21/2020 1:02 PM
29	Beach/Park	5/21/2020 12:52 PM
30	work beach mall dinner	5/21/2020 12:26 PM
31	Airport	5/21/2020 11:49 AM
32	Airport	5/21/2020 11:27 AM
33	going to the airport	5/21/2020 11:21 AM
34	beach	5/21/2020 10:54 AM
35	Beach	5/21/2020 10:53 AM
36	beach	5/21/2020 10:22 AM
37	Beach	5/21/2020 10:15 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	Beach	5/21/2020 10:13 AM
39	Shopping, Going out to eat	5/21/2020 10:12 AM
40	Fun outing	5/21/2020 9:53 AM
41	beach or airport	5/21/2020 9:32 AM
42	beach	5/21/2020 9:23 AM
43	Going to the beach or to the airport	5/21/2020 9:20 AM
44	Go to beach and/or the RSW airport	5/21/2020 9:14 AM
45	Airport	5/21/2020 9:11 AM
46	Beach or airport	5/21/2020 8:59 AM
47	Going to the beach, shopping/errands, trips that don't depend on punctuality	5/21/2020 8:58 AM
48	Shopping / Entertainment	5/21/2020 8:56 AM
49	Airport	5/21/2020 8:49 AM
50	going to the beach	5/21/2020 8:46 AM
51	It would take to long for me to get anywhere.	5/21/2020 8:39 AM
52	Beach	5/21/2020 8:38 AM
53	To Vanderbilt Beach and Wiggins Pass	5/21/2020 8:36 AM
54	Beach	5/21/2020 8:33 AM
55	Going to the airport	5/21/2020 8:28 AM
56	beach, airport	5/21/2020 8:26 AM
57	Express Beach	5/21/2020 8:23 AM
58	all	5/21/2020 8:21 AM
59	Beach and airport	5/21/2020 8:16 AM
60	Beach	5/21/2020 8:13 AM
61	airport	5/21/2020 8:12 AM
62	shopping	5/21/2020 8:08 AM
63	airport	5/21/2020 8:03 AM
64	recreation/shopping	5/21/2020 8:02 AM
65	Going to the beach	5/21/2020 7:59 AM
66	Airport	5/21/2020 7:57 AM
67	trip	5/21/2020 7:55 AM
68	Beach or Shopping/Errands	5/21/2020 7:54 AM
69	Beach/Shopping	5/21/2020 7:53 AM
70	Beach/Airport	5/21/2020 7:52 AM
71	airport or shopping	5/21/2020 7:51 AM
72	Beach/Airport	5/21/2020 7:49 AM
73	beach, shopping	5/21/2020 7:49 AM
74	Shopping, entertainment	5/21/2020 7:46 AM
75	beach	5/21/2020 7:46 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Beach	5/21/2020 7:46 AM
77	Beach	5/21/2020 7:43 AM
78	Would not use for any other purpose	5/21/2020 7:42 AM
79	Shopping	5/16/2020 12:04 PM
80	Grocery shopping/errands	5/16/2020 11:28 AM
81	Airport	5/16/2020 10:33 AM
82	Beach dining and shopping	5/16/2020 1:34 AM
83	Shopping beach	5/15/2020 9:34 PM
84	County Courthouse business errands and shopping	5/15/2020 5:31 PM
85	Grocery shopping. Many don't have cars to go to naples to get essentials.	5/15/2020 2:06 PM
86	Shopping beach	5/15/2020 10:50 AM
87	Shopping	5/15/2020 10:01 AM

Q6 For question 5 above, where would your ultimate destination be
(where you want the bus to drop you off at)?

Answered: 99 Skipped: 55

ANSWER CHOICES	RESPONSES	
Intersection/Landmark	94.95%	94
City	78.79%	78

Collier Area Transit Park and Ride Survey - Employee Multiple

#	INTERSECTION/LANDMARK	DATE
1	Naples Pier	6/15/2020 6:41 AM
2	Ft Myers airport	6/9/2020 9:42 AM
3	Winn Dixie	6/8/2020 6:21 AM
4	Becca Ave & Bayshore Dr	6/7/2020 4:25 PM
5	RSW airport	6/7/2020 12:29 PM
6	Airport or FGCU	6/5/2020 3:02 PM
7	Beach or 5th Ave or 3rd Street	6/5/2020 11:12 AM
8	Downtown Naples or beaches	6/5/2020 8:50 AM
9	Laudermilk park, the pier, or anywhere on the beach	6/5/2020 8:41 AM
10	9th -12th street at the beach	6/5/2020 8:12 AM
11	Collier County Complex	6/4/2020 12:19 PM
12	Naples Pier	6/3/2020 8:22 AM
13	RSW	5/28/2020 2:09 PM
14	Santa Barbara and Radio	5/27/2020 1:42 PM
15	Coastland center	5/26/2020 6:14 AM
16	various beaches	5/26/2020 5:45 AM
17	Airport, Vanderbilt Beach or Wiggins Park	5/26/2020 4:46 AM
18	Naples Pier	5/24/2020 1:41 PM
19	Ft. Myers Airport	5/22/2020 10:22 AM
20	Target, the airport, the beach	5/22/2020 7:59 AM
21	Vanderbilt Beach Park	5/22/2020 6:43 AM
22	beach	5/22/2020 6:20 AM
23	Collier Blvd. & Tamiami Trail East	5/22/2020 12:41 AM
24	Immokalee Community Park	5/21/2020 4:40 PM
25	Mercato	5/21/2020 3:41 PM
26	Any beach access	5/21/2020 1:48 PM
27	US 41 and 7th St or Naples Beach Club	5/21/2020 1:33 PM
28	Beach	5/21/2020 1:02 PM
29	Wiggins, Barefoot Beach, Vanderbilt Beach, Paradise Coast Sports Complex	5/21/2020 12:52 PM
30	any beach access, Mall, downtown, major attractions, events	5/21/2020 12:26 PM
31	Alico Rd. SWFL Airport	5/21/2020 11:49 AM
32	RSW	5/21/2020 11:27 AM
33	RSW airport or PGD airport	5/21/2020 11:21 AM
34	Southwest Regional Airport	5/21/2020 11:04 AM
35	naples pier or Laudermilk park	5/21/2020 10:54 AM
36	Delnor-Wiggins Pass State Park	5/21/2020 10:53 AM
37	Vanderbilt Beach	5/21/2020 10:22 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	I don't really shop in Naples, I live in Lee County	5/21/2020 10:21 AM
39	Naples Pier or nearby	5/21/2020 10:15 AM
40	Clam Pass	5/21/2020 10:13 AM
41	Mercato, Downtown	5/21/2020 10:12 AM
42	n/a I live in Lee County	5/21/2020 9:56 AM
43	Lowdermilk Park	5/21/2020 9:53 AM
44	Beach	5/21/2020 9:52 AM
45	East coast airports, east coast shopping, near car rental service	5/21/2020 9:51 AM
46	beach or airport	5/21/2020 9:32 AM
47	beach	5/21/2020 9:23 AM
48	The Naples Pier or at the airport, depending on the trip type	5/21/2020 9:20 AM
49	Beach	5/21/2020 9:16 AM
50	Vanderbilt Beach or RSW Airport	5/21/2020 9:14 AM
51	RSW	5/21/2020 9:11 AM
52	Radio Davis or City Gate	5/21/2020 8:59 AM
53	in town	5/21/2020 8:58 AM
54	RSW	5/21/2020 8:49 AM
55	the beach	5/21/2020 8:46 AM
56	Vanderbilt Beach	5/21/2020 8:38 AM
57	Wiggins Pass	5/21/2020 8:36 AM
58	same as above	5/21/2020 8:33 AM
59	5th Ave. South	5/21/2020 8:33 AM
60	SW Regional Airport	5/21/2020 8:28 AM
61	Beach, RSW airport	5/21/2020 8:26 AM
62	Wiggins State Park, Vanderbilt Beach, Lely Barefoot Beach	5/21/2020 8:23 AM
63	really just a connection point to any of routes	5/21/2020 8:21 AM
64	Clam Pass	5/21/2020 8:13 AM
65	RSW	5/21/2020 8:12 AM
66	cocnut mall parking lot	5/21/2020 8:08 AM
67	N/A	5/21/2020 8:02 AM
68	Loudermilk Park or Barefoot Beach	5/21/2020 8:02 AM
69	Naples Peir	5/21/2020 7:59 AM
70	The Fort Myers airport Terminal	5/21/2020 7:57 AM
71	Any beach, ideally Vanderbuilt	5/21/2020 7:56 AM
72	I-75 Exit 182	5/21/2020 7:55 AM
73	Beach	5/21/2020 7:54 AM
74	GG Parkway & Goodlette Rd	5/21/2020 7:54 AM
75	Beach/Wiggin Pass State Park	5/21/2020 7:53 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	The Airport in Ft. Myers.	5/21/2020 7:52 AM
77	Naples Pier / Other Naples beaches	5/21/2020 7:52 AM
78	RSW or Miramar Outlets or similar	5/21/2020 7:51 AM
79	Immokalee and 41	5/21/2020 7:50 AM
80	Beach/RSW Airport	5/21/2020 7:49 AM
81	Del. Wiggins Park	5/21/2020 7:49 AM
82	Vanderbilt / 41	5/21/2020 7:46 AM
83	clam pass beach or waterside shopping	5/21/2020 7:46 AM
84	Fort Myers Beach, Lowdermilk Beach, Vanderbilt Beach, Pier	5/21/2020 7:46 AM
85	Airport Pulling and Horseshoe	5/21/2020 7:45 AM
86	na	5/21/2020 7:45 AM
87	RSW	5/21/2020 7:45 AM
88	Naples pier or Lowdermilk beach	5/21/2020 7:43 AM
89	Government Center	5/16/2020 12:04 PM
90	Collier and 41	5/16/2020 11:28 AM
91	RSW	5/16/2020 10:33 AM
92	41 and callier blvd	5/15/2020 2:09 PM
93	Everglades City Hall	5/15/2020 2:06 PM
94	Aldis shopping center	5/15/2020 10:01 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

#	CITY	DATE
1	Naples	6/15/2020 6:41 AM
2	Ft Myers	6/9/2020 9:42 AM
3	Immokalee	6/8/2020 6:21 AM
4	Naples	6/7/2020 4:25 PM
5	Ft Meyers	6/7/2020 12:29 PM
6	Fort Myers, FL	6/5/2020 3:02 PM
7	Naples	6/5/2020 11:12 AM
8	Naples	6/5/2020 8:50 AM
9	Naples	6/5/2020 8:41 AM
10	naples	6/5/2020 8:12 AM
11	Naples	6/4/2020 12:19 PM
12	Naples	6/3/2020 8:22 AM
13	Fort Myers	5/28/2020 2:09 PM
14	Naples	5/27/2020 1:42 PM
15	Naples	5/26/2020 6:14 AM
16	Naples	5/26/2020 5:45 AM
17	Naples	5/26/2020 5:40 AM
18	Naples	5/24/2020 1:41 PM
19	Ft. Myers	5/22/2020 10:22 AM
20	Naples, Fort Myers	5/22/2020 7:59 AM
21	Naples	5/22/2020 6:43 AM
22	N/A	5/22/2020 6:18 AM
23	Naples	5/22/2020 12:41 AM
24	Immoklaee	5/21/2020 4:40 PM
25	North Naples	5/21/2020 3:41 PM
26	bonita or Naples	5/21/2020 1:48 PM
27	Naples	5/21/2020 1:33 PM
28	Naples	5/21/2020 1:02 PM
29	Naples	5/21/2020 12:52 PM
30	Naples	5/21/2020 12:26 PM
31	Ft. Myers	5/21/2020 11:49 AM
32	Ft Myers	5/21/2020 11:27 AM
33	Ft Myers, or Punta Gorda, Florida	5/21/2020 11:21 AM
34	naples	5/21/2020 10:54 AM
35	Naples	5/21/2020 10:53 AM
36	Naples	5/21/2020 10:22 AM
37	Naples	5/21/2020 10:13 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

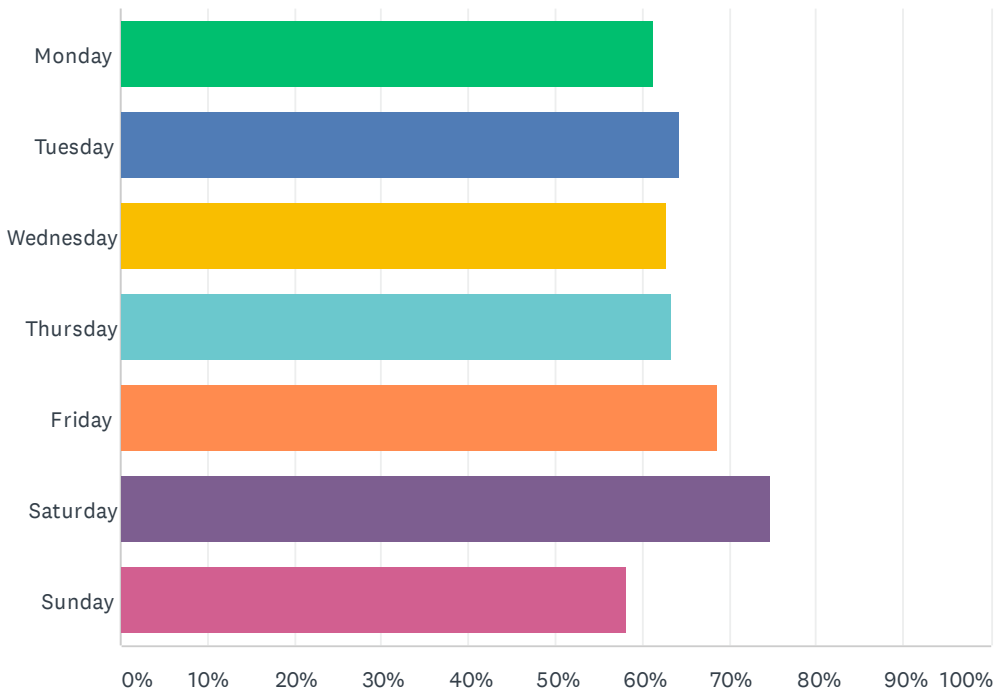
38	Naples	5/21/2020 10:12 AM
39	Naples	5/21/2020 9:53 AM
40	Naples	5/21/2020 9:23 AM
41	Naples	5/21/2020 9:20 AM
42	Naples, Ft. Myers	5/21/2020 9:14 AM
43	Naples	5/21/2020 8:59 AM
44	naples	5/21/2020 8:58 AM
45	Ft. Myers	5/21/2020 8:49 AM
46	Naples	5/21/2020 8:46 AM
47	Naples	5/21/2020 8:38 AM
48	Naples	5/21/2020 8:36 AM
49	Naples	5/21/2020 8:33 AM
50	Naples	5/21/2020 8:28 AM
51	Ft. Myers	5/21/2020 8:28 AM
52	Naples	5/21/2020 8:23 AM
53	Naples	5/21/2020 8:16 AM
54	Naples	5/21/2020 8:13 AM
55	Estero	5/21/2020 8:12 AM
56	Naples	5/21/2020 8:02 AM
57	Naples	5/21/2020 7:59 AM
58	Fort Myers, FL	5/21/2020 7:57 AM
59	Naples	5/21/2020 7:56 AM
60	Englewood	5/21/2020 7:55 AM
61	Naples	5/21/2020 7:54 AM
62	Naples	5/21/2020 7:53 AM
63	Naples	5/21/2020 7:52 AM
64	Ft. Myers	5/21/2020 7:51 AM
65	Naples	5/21/2020 7:50 AM
66	Naples	5/21/2020 7:49 AM
67	Naples	5/21/2020 7:46 AM
68	naples	5/21/2020 7:46 AM
69	Naples, Fort Myers	5/21/2020 7:46 AM
70	Naples	5/21/2020 7:45 AM
71	NAPLES	5/21/2020 7:45 AM
72	Naples	5/16/2020 12:04 PM
73	Naples	5/16/2020 11:28 AM
74	Fort Myers, FL	5/16/2020 10:33 AM
75	Everglades city	5/16/2020 1:22 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

76	Naples	5/15/2020 2:09 PM
77	Everglades City to go back home.	5/15/2020 2:06 PM
78	Naples	5/15/2020 10:01 AM

Q7 What days of the week would you utilize a Park and Ride service?
(check all that apply)

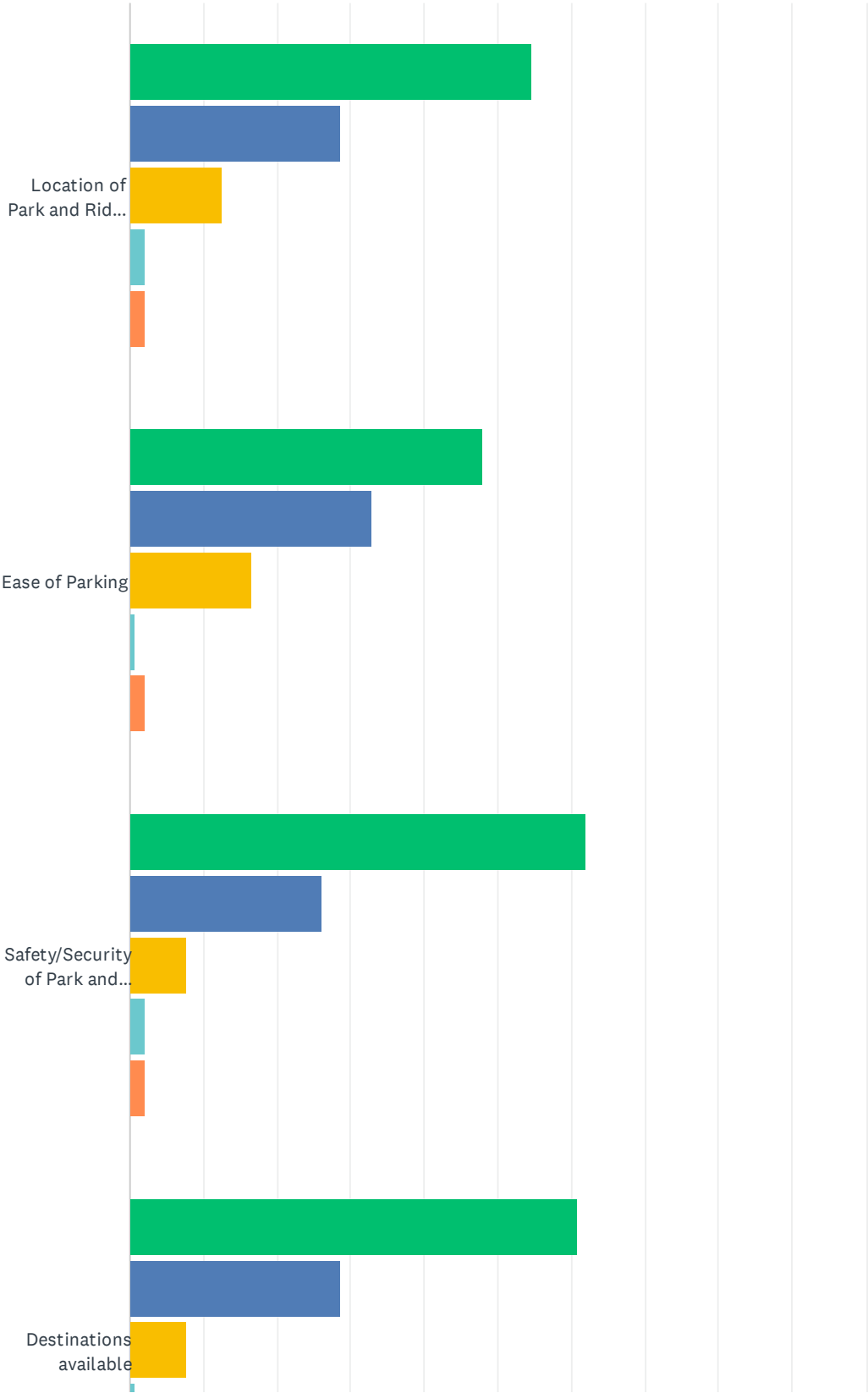
Answered: 134 Skipped: 20



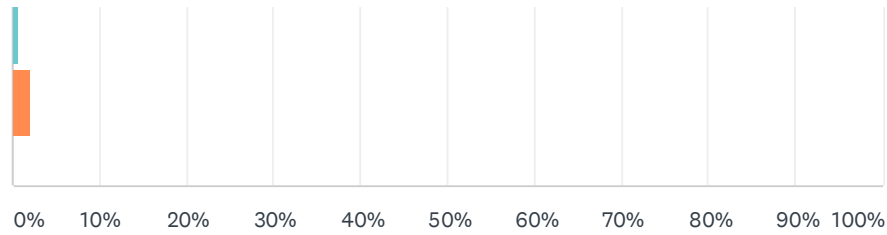
ANSWER CHOICES	RESPONSES	
Monday	61.19%	82
Tuesday	64.18%	86
Wednesday	62.69%	84
Thursday	63.43%	85
Friday	68.66%	92
Saturday	74.63%	100
Sunday	58.21%	78
Total Respondents: 134		

Q8 How important are these items to you for using Park and Ride locations?

Answered: 145 Skipped: 9



Collier Area Transit Park and Ride Survey - Employee Multiple

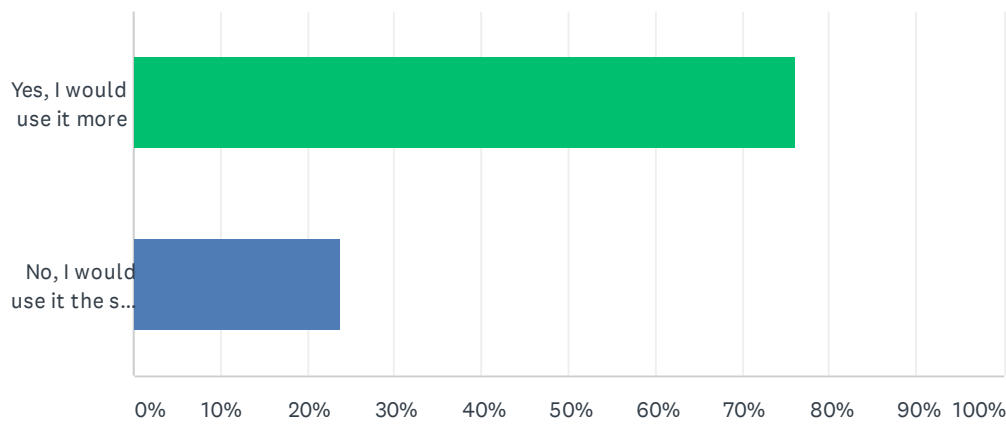


■ Extremely important
 ■ Very important
 ■ Somewhat important
■ Not so important
 ■ Not at all important

	EXTREMELY IMPORTANT	VERY IMPORTANT	SOMEWHAT IMPORTANT	NOT SO IMPORTANT	NOT AT ALL IMPORTANT	TOTAL	WEIGHTED AVERAGE
Location of Park and Ride lot	54.55% 78	28.67% 41	12.59% 18	2.10% 3	2.10% 3	143	1.69
Ease of Parking	47.86% 67	32.86% 46	16.43% 23	0.71% 1	2.14% 3	140	1.76
Safety/Security of Park and Ride lot	61.97% 88	26.06% 37	7.75% 11	2.11% 3	2.11% 3	142	1.56
Destinations available	60.84% 87	28.67% 41	7.69% 11	0.70% 1	2.10% 3	143	1.55

Q9 Would a Park and Ride lot encourage you to use the bus more often?

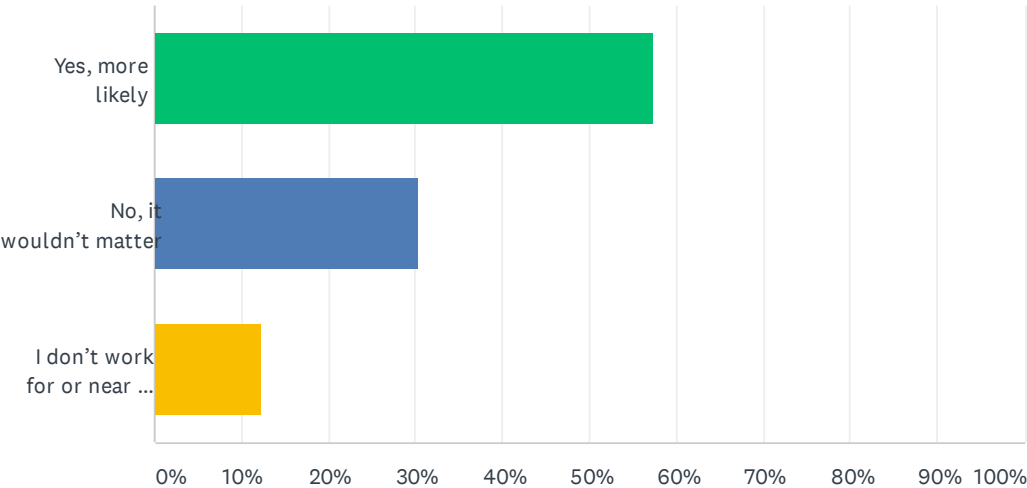
Answered: 151 Skipped: 3



ANSWER CHOICES		RESPONSES	
Yes, I would use it more		76.16%	115
No, I would use it the same or not at all		23.84%	36
TOTAL			151

Q10 If you work for a big area employer, would you be more likely to use a Park and Ride to get to work if an express service was provided?

Answered: 145 Skipped: 9



ANSWER CHOICES		RESPONSES	
Yes, more likely		57.24%	83
No, it wouldn't matter		30.34%	44
I don't work for or near a big area employer		12.41%	18
TOTAL			145

Q11 Who is your employer or what organization are you with?

Answered: 116 Skipped: 38

Collier Area Transit Park and Ride Survey - Employee Multiple

#	RESPONSES	DATE
1	Collier County Government	6/15/2020 6:41 AM
2	IWSD	6/8/2020 6:21 AM
3	Starbucks	6/7/2020 4:25 PM
4	FSW College	6/5/2020 1:09 PM
5	Best Popcorn Company	6/5/2020 11:12 AM
6	Naples Botanical Garden	6/5/2020 8:50 AM
7	Collier County	6/4/2020 12:19 PM
8	Collier County	6/3/2020 8:22 AM
9	Collier County Government	5/28/2020 2:09 PM
10	Collier County Growth Management	5/27/2020 1:42 PM
11	Collier County Public Utilities	5/26/2020 11:16 AM
12	Collier County Clerk of Courts	5/26/2020 7:34 AM
13	Collier County Government	5/26/2020 6:14 AM
14	Collier County Government	5/26/2020 5:45 AM
15	Collier County BCC	5/26/2020 5:40 AM
16	Collier County	5/26/2020 4:46 AM
17	Naples, Marco Island, Everglades Convention & Visitors Bureau	5/24/2020 1:41 PM
18	Collier County EMS	5/22/2020 11:58 AM
19	Collier County Government	5/22/2020 10:22 AM
20	Collier County Public Library	5/22/2020 7:59 AM
21	Collier County Government	5/22/2020 7:12 AM
22	Collier County GMD	5/22/2020 6:43 AM
23	collier county government	5/22/2020 6:28 AM
24	Collier County	5/22/2020 6:18 AM
25	Collier County Parks and Recreation	5/22/2020 12:41 AM
26	Collier County Parks and Recreation	5/21/2020 4:40 PM
27	Collier County	5/21/2020 3:41 PM
28	Supervisor of Electons on Enterprise Ave	5/21/2020 3:29 PM
29	Collier County	5/21/2020 1:48 PM
30	Collier County Solid Waste Department	5/21/2020 1:33 PM
31	Collier County Clerk of Circuit Court	5/21/2020 1:02 PM
32	Collier County	5/21/2020 12:52 PM
33	Collier County	5/21/2020 12:29 PM
34	Collier County PUD	5/21/2020 12:26 PM
35	Collier County	5/21/2020 11:49 AM
36	Collier County Government	5/21/2020 11:21 AM
37	Collier County Government, Horseshoe Drive	5/21/2020 11:04 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

38	Collier County Zoning Division/Growth Mgt. Dept	5/21/2020 10:54 AM
39	Collier County BCC - Growth Management	5/21/2020 10:53 AM
40	GMD	5/21/2020 10:52 AM
41	BCC	5/21/2020 10:22 AM
42	Collier County Water Distribution	5/21/2020 10:21 AM
43	Collier County Fleet	5/21/2020 10:15 AM
44	Park and Recreations	5/21/2020 10:13 AM
45	Government Center	5/21/2020 10:12 AM
46	Collier County - Facilities	5/21/2020 9:56 AM
47	Collier County BCC	5/21/2020 9:53 AM
48	Collier County Clerk of Courts	5/21/2020 9:52 AM
49	Collier County	5/21/2020 9:51 AM
50	Collier County Growth Management	5/21/2020 9:37 AM
51	Collier County	5/21/2020 9:32 AM
52	Collier County Board of County Commissioners	5/21/2020 9:23 AM
53	Collier County Clerk of Courts	5/21/2020 9:20 AM
54	County	5/21/2020 9:16 AM
55	Collier County GMD	5/21/2020 9:14 AM
56	Collier County	5/21/2020 9:11 AM
57	Collier County Clerk's Office	5/21/2020 9:09 AM
58	collier county	5/21/2020 9:07 AM
59	Collier County Clerk	5/21/2020 9:06 AM
60	Collier County Clerk of Court	5/21/2020 9:06 AM
61	clerk of COurts	5/21/2020 9:06 AM
62	Collier County	5/21/2020 8:59 AM
63	Collier County	5/21/2020 8:58 AM
64	Collier County	5/21/2020 8:56 AM
65	Collier County Airport Authority	5/21/2020 8:49 AM
66	Collier County	5/21/2020 8:39 AM
67	Collier County Public Library	5/21/2020 8:38 AM
68	Collier County	5/21/2020 8:36 AM
69	Collier County, GMD	5/21/2020 8:33 AM
70	Collier County Government	5/21/2020 8:33 AM
71	Collier County Gov.	5/21/2020 8:29 AM
72	Collier County	5/21/2020 8:28 AM
73	BCC Collier County	5/21/2020 8:26 AM
74	Collier County Government	5/21/2020 8:19 AM
75	Collier County Government	5/21/2020 8:16 AM

Collier Area Transit Park and Ride Survey - Employee Multiple

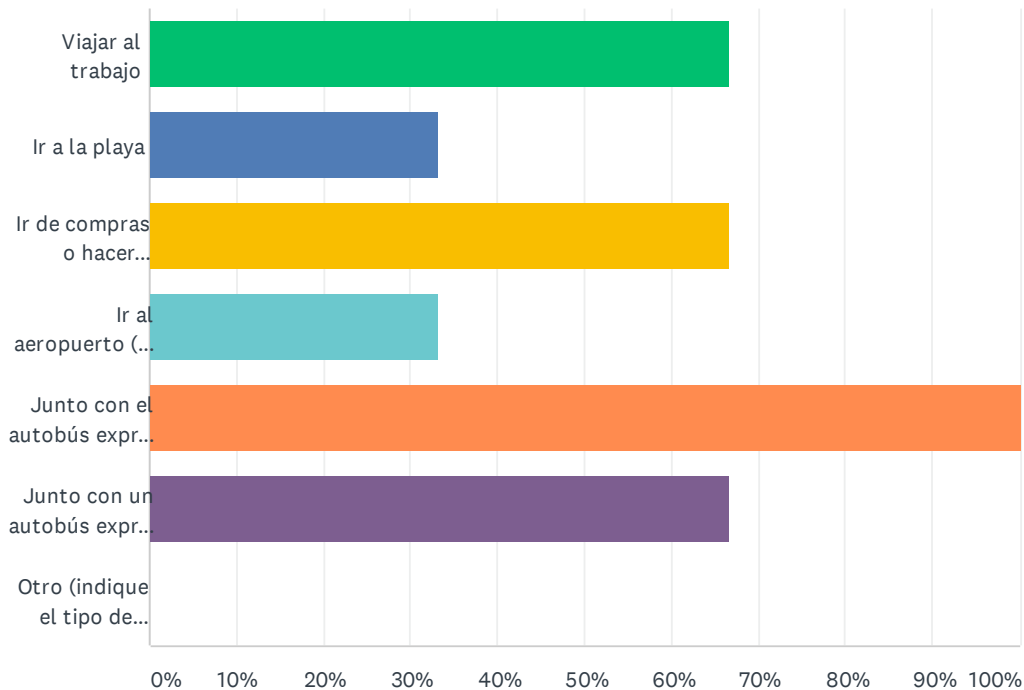
76	Collier Gov	5/21/2020 8:13 AM
77	Collier County	5/21/2020 8:12 AM
78	Collier County Government	5/21/2020 8:08 AM
79	collier county	5/21/2020 8:03 AM
80	Collier BCC	5/21/2020 8:02 AM
81	Collier County Government - Main Campus	5/21/2020 8:02 AM
82	Collier County	5/21/2020 8:01 AM
83	Collier County Government	5/21/2020 8:00 AM
84	Collier County Government	5/21/2020 8:00 AM
85	Collier County Domestic Animal Services	5/21/2020 7:59 AM
86	Collier County PUD	5/21/2020 7:59 AM
87	BOCC - county employee	5/21/2020 7:57 AM
88	Collier County Government	5/21/2020 7:56 AM
89	Collier County Board of County Commissioners	5/21/2020 7:55 AM
90	Collier County GMD	5/21/2020 7:54 AM
91	CC Govt	5/21/2020 7:54 AM
92	Collier County Gov	5/21/2020 7:53 AM
93	PUD/SHWMD at the landfill	5/21/2020 7:52 AM
94	Collier County GMD	5/21/2020 7:52 AM
95	Collier County	5/21/2020 7:51 AM
96	Collier County Government	5/21/2020 7:51 AM
97	Collier County	5/21/2020 7:50 AM
98	Collier County	5/21/2020 7:50 AM
99	CC Government	5/21/2020 7:49 AM
100	Collier County Govt.	5/21/2020 7:49 AM
101	Collier County Board of County Commissioners	5/21/2020 7:47 AM
102	Collier Board Of County Commissioners, District 2	5/21/2020 7:46 AM
103	bcc / ems	5/21/2020 7:46 AM
104	Collier County Growth Management	5/21/2020 7:46 AM
105	Collier County GMD	5/21/2020 7:45 AM
106	collier county	5/21/2020 7:45 AM
107	Collier county, Growth Management Division.	5/21/2020 7:45 AM
108	PTNE Collier County Government	5/21/2020 7:45 AM
109	Collier county	5/21/2020 7:45 AM
110	BOCC	5/21/2020 7:42 AM
111	Collier County Government	5/21/2020 7:42 AM
112	Collier County	5/21/2020 7:40 AM
113	Collier County Government	5/16/2020 12:04 PM

Collier Area Transit Park and Ride Survey - Employee Multiple

114	Circle K	5/15/2020 2:27 PM
115	unemployed at this time,Cov virid	5/15/2020 10:03 AM
116	Current NTT but possibly if transport added new job opportunities	5/15/2020 10:01 AM

Q1 ¿Para qué tipo de viaje utilizaría un lote de Park and Ride? (marque todas las que correspondan)

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Viajar al trabajo	66.67%	2
Ir a la playa	33.33%	1
Ir de compras o hacer mandados	66.67%	2
Ir al aeropuerto (con estacionamiento nocturno permitido)	33.33%	1
Junto con el autobús expreso al trabajo	100.00%	3
Junto con un autobús expreso de la playa	66.67%	2
Otro (indique el tipo de viaje)	0.00%	0
Total Respondents: 3		

#	OTRO (INDIQUE EL TIPO DE VIAJE)	DATE
	There are no responses.	

Q2 Si utilizaras un lote de Park and Ride para ir al trabajo, ¿qué intersección o punto de referencia está más cerca a donde quisieras que haya un lote de Park and Ride?

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES	
Intersección/punto de referencia	100.00%	3
Ciudad	100.00%	3
Código postal	100.00%	3
Por favor díganos si no le interesa utilizar un lote de Park and Ride	0.00%	0

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	Santa Barbara / Radio Rd	5/22/2020 6:04 AM
2	Rattlesnake y 41	5/21/2020 9:10 AM
3	Davis BLVD y Janck Frost Ct subiendo por Airport Pulling RD en Horseshoe Dr N y Collier Way W	5/21/2020 7:57 AM

#	CIUDAD	DATE
1	Naples	5/22/2020 6:04 AM
2	Naples	5/21/2020 9:10 AM
3	Naples	5/21/2020 7:57 AM

#	CÓDIGO POSTAL	DATE
1	34104	5/22/2020 6:04 AM
2	34113	5/21/2020 9:10 AM
3	34112	5/21/2020 7:57 AM

#	POR FAVOR DÍGANOS SI NO LE INTERESA UTILIZAR UN LOTE DE PARK AND RIDE	DATE
	There are no responses.	

Q3 En referencia a la pregunta numero 2, ¿ Cual seria su destinacion final (en donde quisieras que el autobus haga una parada)?

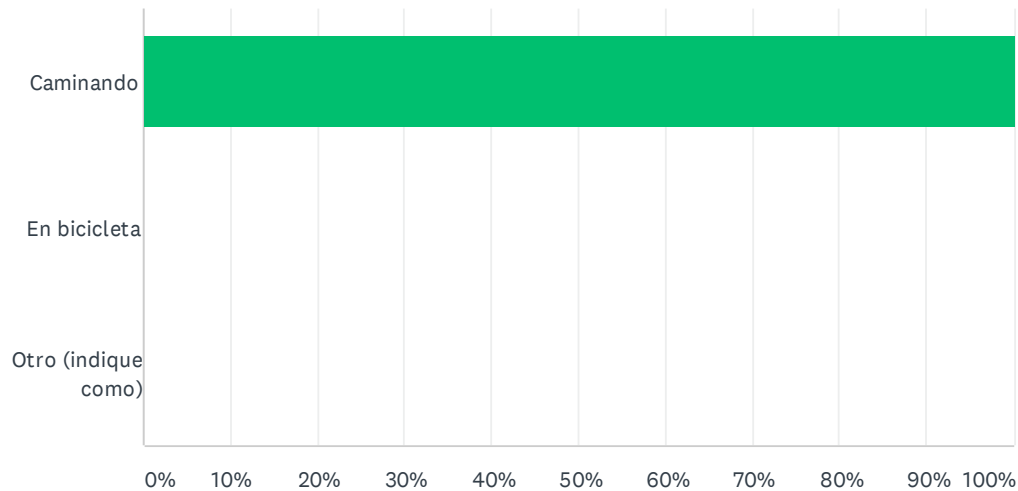
Answered: 2 Skipped: 1

ANSWER CHOICES	RESPONSES	
Interseccion/punto de referencia	100.00%	2
Ciudad	100.00%	2

#	INTERSECCION/PUNTO DE REFERENCIA	DATE
1	Government Complex	5/21/2020 9:10 AM
2	Frente a Greater Naples Fire Rescue Station 20	5/21/2020 7:57 AM
#	CIUDAD	DATE
1	Naples	5/21/2020 9:10 AM
2	Naples	5/21/2020 7:57 AM

Q4 Después de tomar el autobús desde el lote propuesto de Park and Ride, ¿cómo llegará a a su destino final?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Caminando	100.00%	3
En bicicleta	0.00%	0
Otro (indique como)	0.00%	0
TOTAL		3

#	OTRO (INDIQUE COMO)	DATE
	There are no responses.	

Q5 Para cualquier viaje que no sea viajar al trabajo, ¿en cual intersección o punto de referencia quisiera que se ubicara un lote de Park and Ride? ¿Qué tipo de viaje sería? Por ejemplo, ir a la playa, ir de compras o hacer mandados, ir al aeropuerto, otro (indique cual)

Answered: 3 Skipped: 0

ANSWER CHOICES	RESPONSES
Intersección/punto de referencia	100.00% 3
Ciudad	100.00% 3
Código postal	100.00% 3
Proposito del viaje	100.00% 3

#	INTERSECCIÓN/PUNTO DE REFERENCIA	DATE
1	Santa Barbara / Radio Rd	5/22/2020 6:04 AM
2	Rattlesnake y 41	5/21/2020 9:10 AM
3	Naples Pier hasta Ave Maria. Por Davis BLVD, Collier BLVD, Golden Gate BLVD, Everglades BLVD y Ave Maria.	5/21/2020 7:57 AM

#	CIUDAD	DATE
1	Naples	5/22/2020 6:04 AM
2	Naples	5/21/2020 9:10 AM
3	Naples	5/21/2020 7:57 AM

#	CÓDIGO POSTAL	DATE
1	34104	5/22/2020 6:04 AM
2	34113	5/21/2020 9:10 AM
3	34112	5/21/2020 7:57 AM

#	PROPOSITO DEL VIAJE	DATE
1	playa	5/22/2020 6:04 AM
2	Para ir de compras	5/21/2020 9:10 AM
3	Playa, Tiendas, recreacion.	5/21/2020 7:57 AM

Q6 En referencia a la pregunta numero 5, ¿ Cual seria su destinacion final (en donde quisieras que el autobus haga una parada)

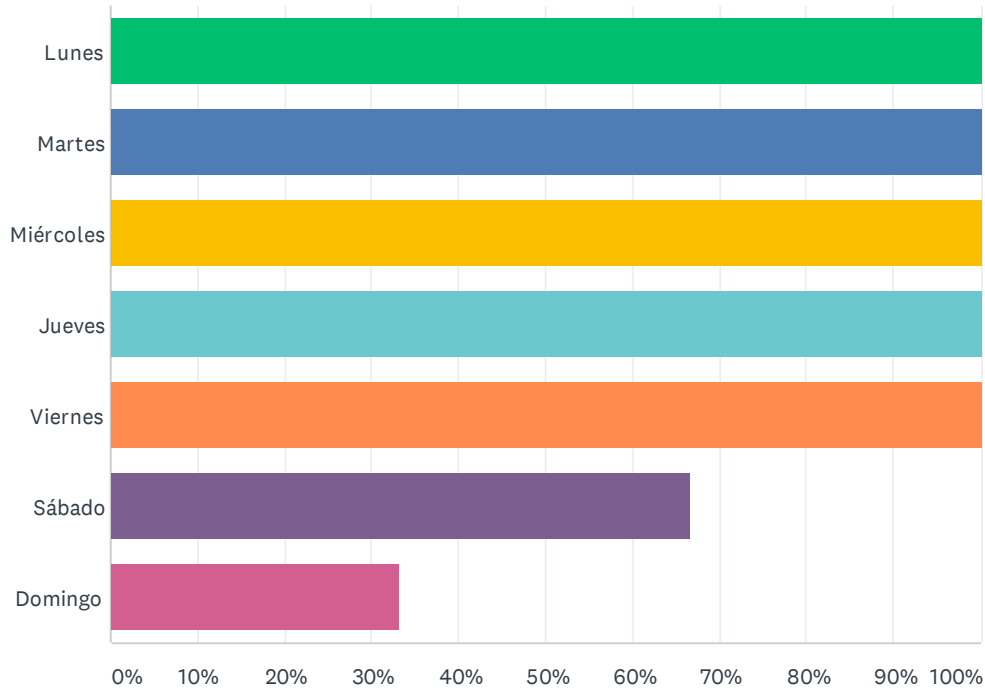
Answered: 2 Skipped: 1

ANSWER CHOICES	RESPONSES	
Interseccion/punto de referencia	100.00%	2
Ciudad	100.00%	2

#	INTERSECCION/PUNTO DE REFERENCIA	DATE
1	Coastland Mall	5/21/2020 9:10 AM
2	Ave Maria	5/21/2020 7:57 AM
#	CIUDAD	DATE
1	Naples	5/21/2020 9:10 AM
2	Naples	5/21/2020 7:57 AM

Q7 ¿Cuáles días de la semana utilizaría un lote de Park and Ride? (marque todas las que correspondan)

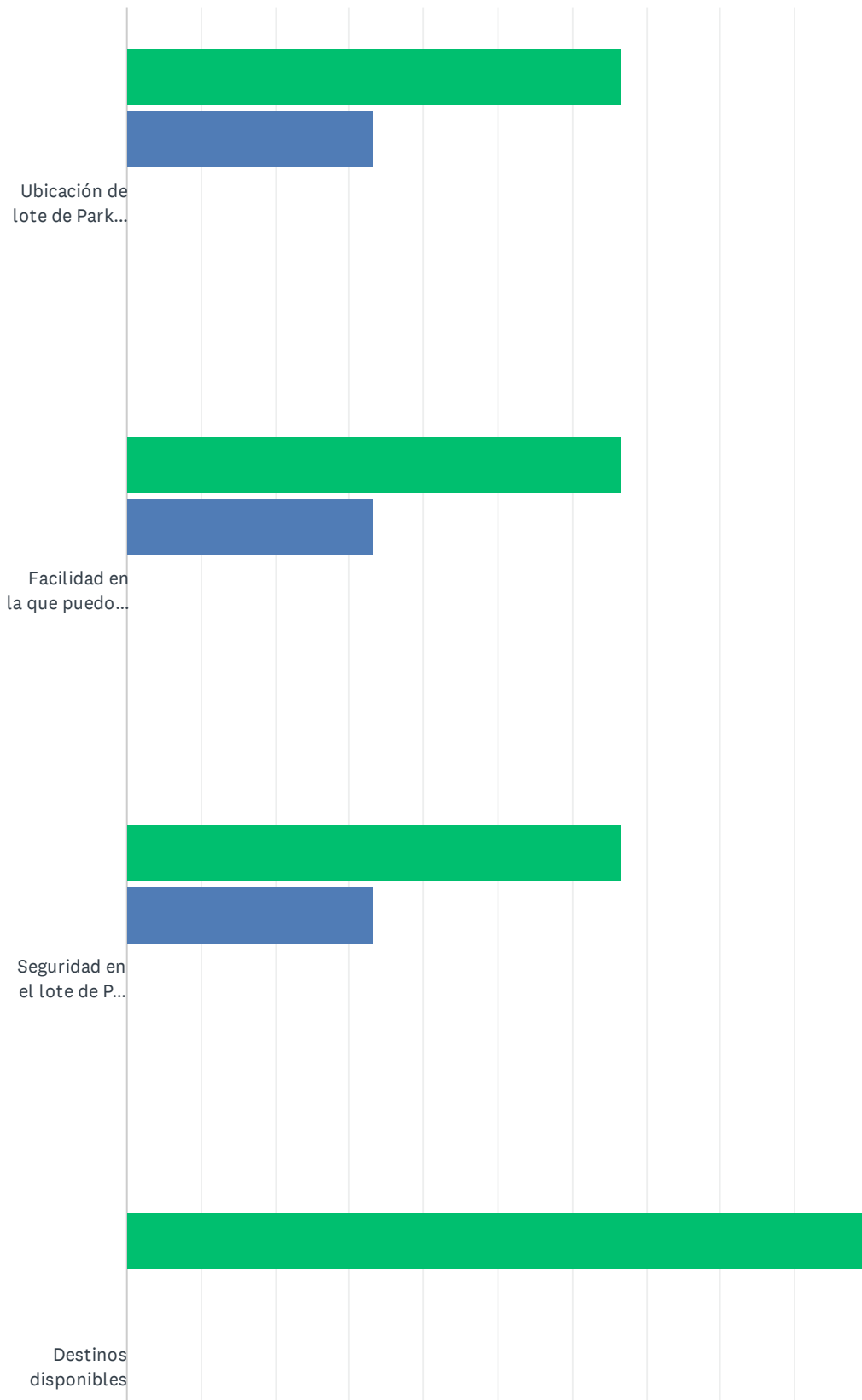
Answered: 3 Skipped: 0



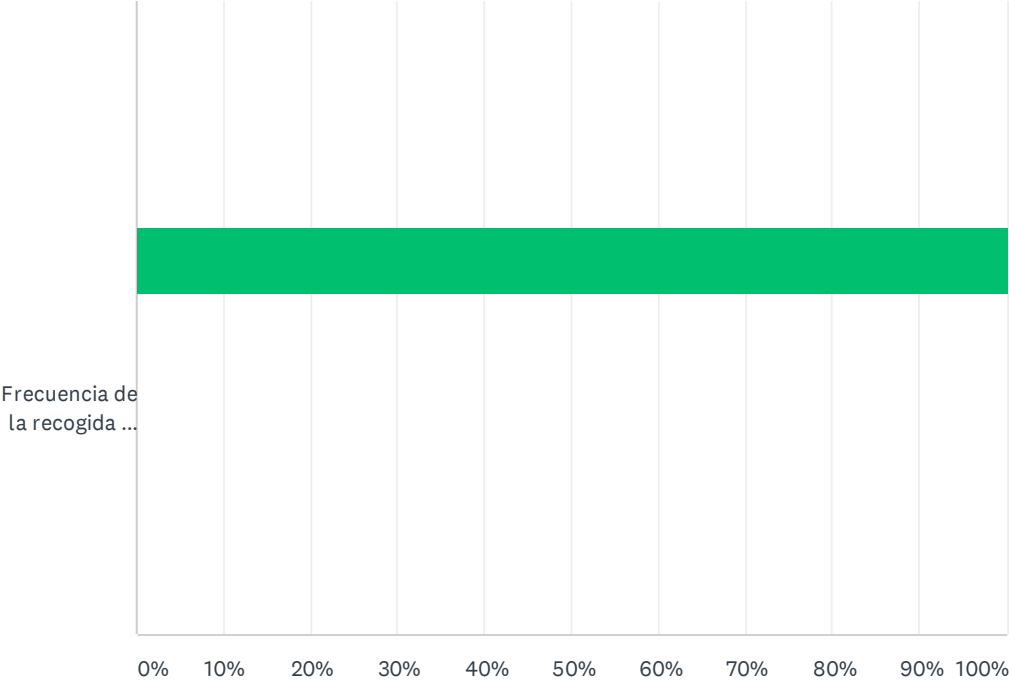
ANSWER CHOICES	RESPONSES	
Lunes	100.00%	3
Martes	100.00%	3
Miércoles	100.00%	3
Jueves	100.00%	3
Viernes	100.00%	3
Sábado	66.67%	2
Domingo	33.33%	1
Total Respondents: 3		

Q8 ¿Qué tan importante son estos elementos en cuanto la ubicación de los lotes de Park and Ride?

Answered: 3 Skipped: 0



Encuesta de Park and Ride del Sistema Tránsito de Collier (CAT, por sus siglas en inglés) - Employee multiple

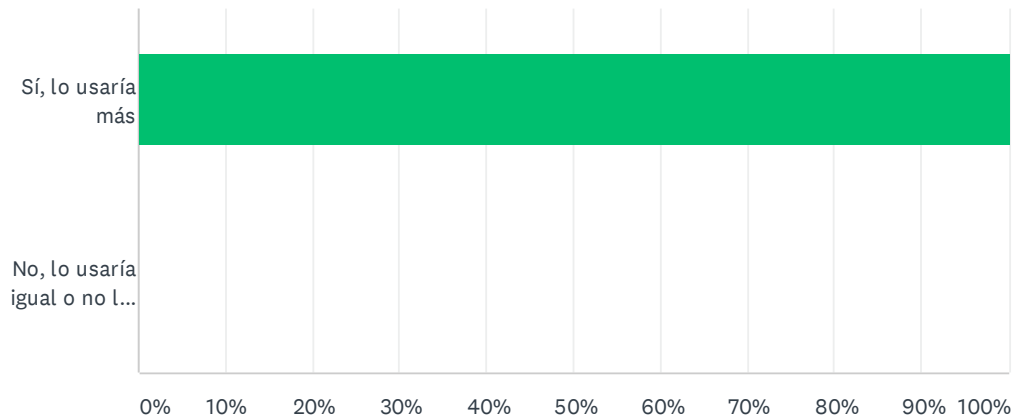


Extremadamente Importante Muy Importante Algo Importante
De Poca Importancia Nada

	EXTREMADAMENTE IMPORTANTE	MUY IMPORTANTE	ALGO IMPORTANTE	DE POCA IMPORTANCIA	NADA	TOTAL	WEIGHTED AVERAGE
Ubicación de lote de Park and Ride	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	1.33
Facilidad en la que puedo estacionar	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	1.33
Seguridad en el lote de Park and Ride	66.67% 2	33.33% 1	0.00% 0	0.00% 0	0.00% 0	3	1.33
Destinos disponibles	100.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	1.00
Frecuencia de la recogida de autobuses	100.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	3	1.00

Q9 ¿Un estacionamiento de Park and Ride te animaría a usar el autobús más a menudo?

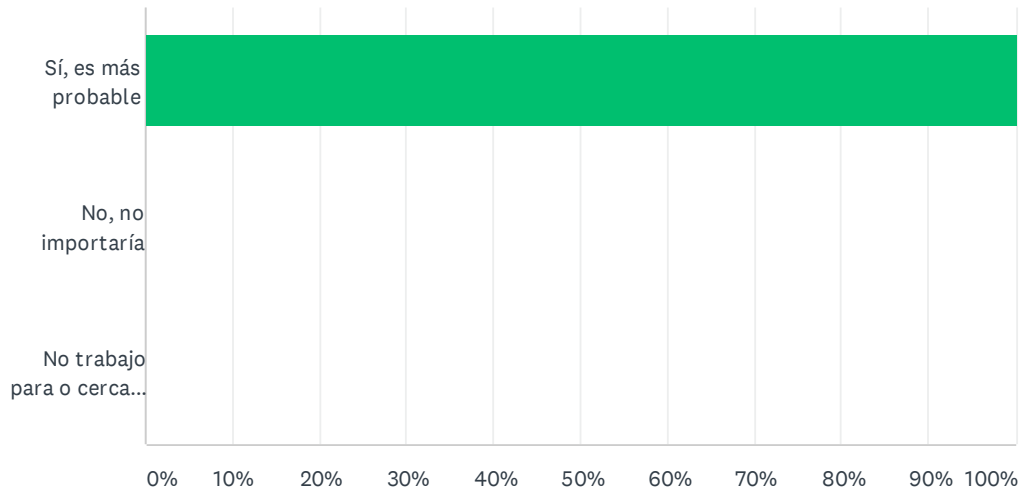
Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí, lo usaría más	100.00%	3
No, lo usaría igual o no lo usaría en absoluto.	0.00%	0
TOTAL		3

Q10 Si trabaja para una compañía con muchos empleados en esta área,
¿sería más probable que usara un lote de Park and Ride para llegar al
trabajo si hay servicio expreso?

Answered: 3 Skipped: 0



ANSWER CHOICES	RESPONSES	
Sí, es más probable	100.00%	3
No, no importaría	0.00%	0
No trabajo para o cerca de una compañía con muchos empleados en esta área	0.00%	0
TOTAL		3

Q11 ¿Cuál es el nombre de la empresa u organización donde Ud. trabaja?

Answered: 3 Skipped: 0

#	RESPONSES	DATE
1	Collier County	5/22/2020 6:04 AM
2	Collier County Clerk of Courts	5/21/2020 9:10 AM
3	Collier Contractor Licensing	5/21/2020 7:57 AM

C.4 Park-and-Ride Study Public Participation Plan

COLLIER AREA TRANSIT - PARK AND RIDE STUDY



Jacobs

April 27, 2020 r1

COLLIER AREA TRANSIT - PARK AND RIDE STUDY

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INTRODUCTION

This Public Participation Plan (PPP) is part of a Collier Area Transit (CAT) Park and Ride Study, and it identifies the outreach efforts and techniques that will be used to ensure that officials, agencies, local government, interested parties, and the public are provided an opportunity to participate in the planning process.

The Park and Ride study is to identify and develop a standardized methodology for locating, operating, and maintaining Park & Ride sites within Collier County.

The Collier Area Transit (CAT) is in the process of updating its Transit Development Plan (TDP) of which the Park and Ride Study is a critical component. Also, concurrent with the study, the Collier Metropolitan Planning Organization (CMPO) is in the process of updating its Long Range Transportation Plan (LRTP). As with the update of the TDP, the Park and Ride Study recommendations will be taking into consideration on the LRTP update.



Study Purpose

The purpose of the Park and Ride Study is to identify and develop a standardized methodology for locating, operating, and maintaining Park & Ride sites within Collier County.

The development of Park and Ride facilities is being explored in an effort to help alleviate some of the congestion by providing areas where commuters can park and take public transit into the urbanized areas. These facilities will ultimately be integrated into the CAT system. Therefore a methodology that takes into consideration the Collier County needs will be developed.

The population growth in Collier County is approximately 2% per year. This growth results in traffic congestion on its arterial network. The use of Park and Ride facilities, together with the CAT system, can provide relief to the traffic congestion by reducing trips.

In 2005, a Park and Ride study was conducted for Collier Area Transit, and the results indicated that there were favorable conditions and locations where these sites could be successful. This study will reevaluate the sites identified in the 2005 study as well as additional sites.



Study Area

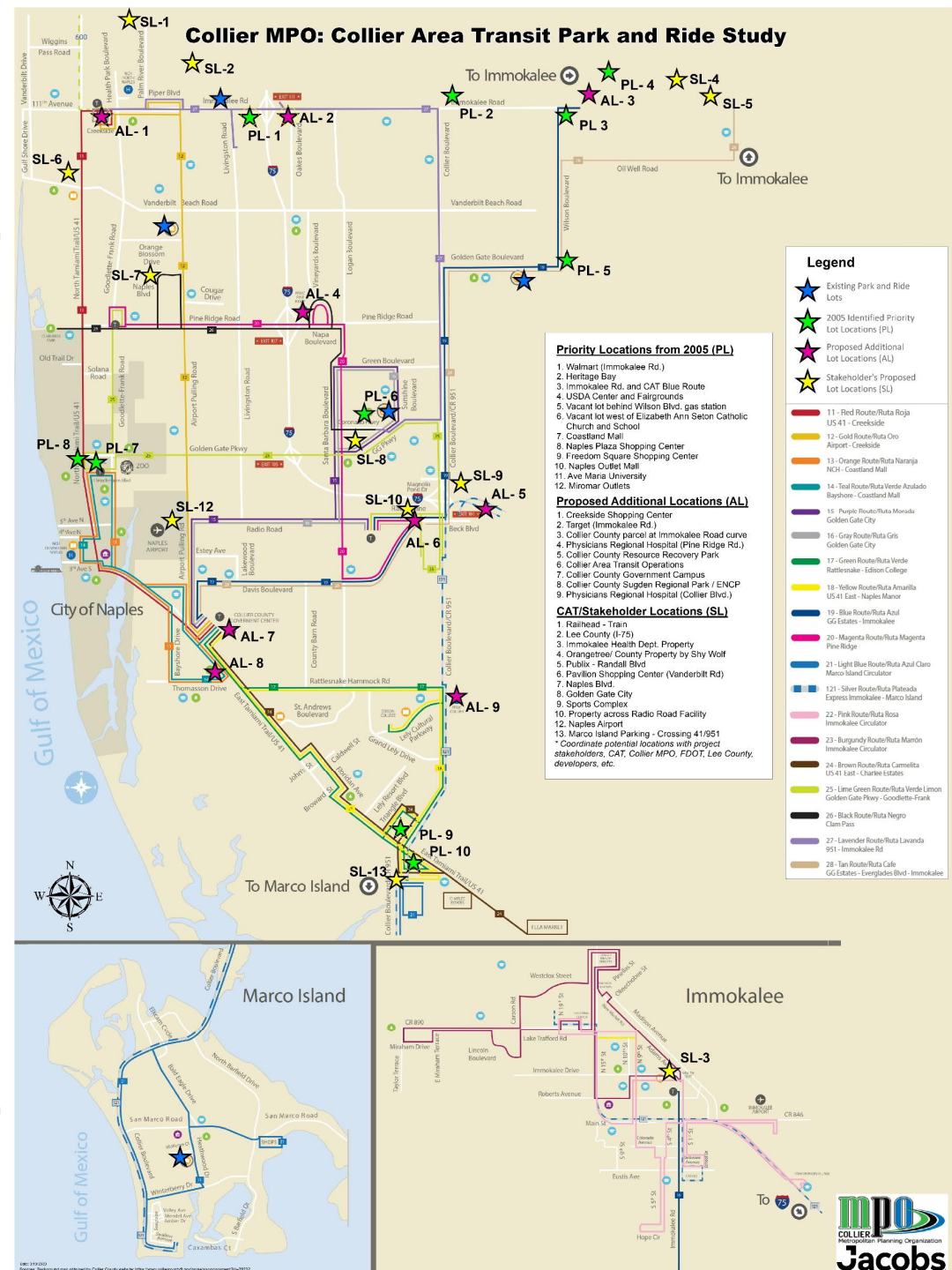
The Collier MPO's jurisdiction includes Collier County and the cities of Naples, Marco Island, and Everglades City.

Collier County has an estimated 2017 population of 356,774. The 2017 Median Household Income in Collier County is \$62,407 compared with \$50,883 for the state of Florida as a whole. The 2017 Percent of Households Below Poverty Level is 13% in Collier County, compared with 16% for Florida.¹ Collier County has large areas of lands that are mostly State and Federal conservation lands.

The conservation lands provide recreational opportunities and help sustain the area's natural environment. They also constrain the development of new commuter routes and the improvements of existing routes. At the same time, these conservation lands buffer Collier County residents from air pollution and noise (among other impacts) that are associated with high traffic volume.

The Study will consider each sites proximity to:

- ✓ Existing and planned Transit Routes
- ✓ Major Employment Locations
- ✓ Educational Facilities
- ✓ Tourist Destinations
- ✓ Conservation Lands



¹ 2017 American Community Survey (ACS) 5-yr. Estimates, Tables S0101, DP03, CP03



Public Participation

The primary goal of the PPP is to ensure that all citizens (as stakeholders) regardless of race, color, religion, national origin, sex, age, disability, or familial status, have an equal opportunity to participate in the study process. This PPP was developed to work in tandem with the Collier County MPO Public Information Plan which was developed to comply with Federal and State public involvement requirements for MPOs LRTP in Florida.

The following parties will be including as part of this Public Participation Plan:

- Public agencies
- Representatives of public transportation employees
- Private providers of transportation
- Representatives of users of public transportation
- Representatives of the disabled
- Large Area Employers
- Chambers of Commerce
- County Employees
- Cities and Cities Employees



CAT/MPO Committees

The CAT/MPO will engage with their standing committees throughout the study, as applicable. The following lists the existing MPO advisory committees:

- **Technical Advisory Committee (TAC)** - advises the MPO on technical matters, promotes coordination among member agencies regarding transportation planning and programming, reviews MPO products for technical sufficiency, accuracy and completeness, makes priority recommendations for the LRTP and provides technical analyses on other transportation planning issues
- **Citizens Advisory Committee (CAC)** - advises the MPO by reviewing, reacting to, and providing comment on transportation planning issues and needs from the citizens' perspectives.
- **Congestion Management Committee (CMC)** - advises on technical matters related to updating the MPO's Congestion Management Process (CMP) and coordinating the CMP with regional Congestion Management System and Intelligent Transportation System architecture.
- **Public Transit Advisory Committee (PTAC)** – advises on transit policies, issues, programs and plans to provide mass transit services to the citizens.
- **Local Coordinating Board (LCB) For Transportation Disadvantaged** - assists the MPO in identifying local service needs, providing information and direction to the Community Transportation Coordinator (Board of County Commissioners) on the coordination of services.
- **Adviser Network** – established in 2018, it serves as an additional mechanism for citizen involvement with the objective of increasing participation by local residents who may not have the time to participate on a standing committee. Appendix A presents the Adviser Network. Outreach will engage the adviser network as applicable.



Public Outreach Techniques

This section describes the public engagement tools that can be used in the Park & Ride Study to keep local government officials, agencies, the public, and other interested parties informed of the project and to allow them opportunities for input into the project.

The schedule of the outreach activities will follow the key phases of the project to ensure that the public will have ample time to review and consider the technical analysis, and to help determine project priorities. The schedule is shown below.

Public involvement will include the distribution of electronic and printed materials, public service announcements, email correspondence, web/social media, and presentations and workshops to inform and engage the public. The webpage will be hosted on the CAT website (<https://www.colliercountyfl.gov/your-government/divisions-f-r/public-transit-neighborhood-enhancement/our-services/collier-area-transit-cat>). The MPO's contacts database will be used to ensure that community stakeholders are informed of the CAT Park & Ride Study, together with the LRTP update and given the opportunity to provide their input. The traditionally underserved communities such as seniors, low income residents, minorities, and children, will be informed through additional means.

Collier MPO Park and Ride Study Implementation Schedule													
TASK	2019	2020											
	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TASK 1. PROJECT MANAGEMENT PLAN													
1.1 Project Management - Coordination, QA/QC, Scheduling, Public Involvement		PI		PI		PI			QA/QC	QA/QC	QA/QC		
Deliverable(s): Work Plan, Public Involvement Process													
TASK 2. RESEARCH													
2.1 Conduct a Comprehensive Analysis		PTAC - TAC - CAC - BPA											
Deliverable(s): Research Report (Data Collected, Benefits, Potential Sites, Demand, Costs)													
TASK 3. RESEARCH IMPLEMENTATION OPPORTUNITIES													
3.1 Research Successful Park-and-Ride Lots/Programs													
3.2 Research Funding					PTAC - TAC - CAC - BPA								
Deliverable(s): Research Report (Research Findings - Similar Programs, "Best Practices, Funding)													
TASK 4. PREPARE PARK AND RIDE FEASIBILITY AND METHODOLOGY STUDY													
4.1 Prepare and Present DRAFT Study								PTAC - TAC - CAC - BPA					
4.2 Prepare FINAL DRAFT Study									TAC				
4.3 Prepare and Present FINAL Study at MPO and BOCC Meeting											MPO - BOCC		
Deliverables:													

NOTE: The Park and Ride Study will need to be incorporated into the 2045 LRTP. Therefore, the results will need to be finalized by October 2020.



Visualization Techniques

Multiple visualization techniques can be used to convey complicated transportation scenarios to stakeholders. Maps generated from Geographic Information System (GIS) databases or computer aided design (CAD), as well as pictures and graphics will be used help communicate complex concepts and to promote understanding of transportation plans and programs.

Social Media

The CAT and the MPO will use established social media presence to organically connect with stakeholders and grow participation. The use of social media will be expanded to:

Go-CAT-bus Collier Area Transit

680 people like this

703 people follow this

Collier County



24,738 people like this

25,794 people follow this



7,992 followers



City of Naples



5,120 people like this

5,406 people follow this

City of Marco Island



3,395 followers



Electronic Newsletters

The Park & Ride Study may be incorporated into the LRTP newsletters. Electronic newsletters will be prepared and distributed during the LRTP update. The newsletters will be posted on the LRTP webpage of the MPO website and will also be distributed through electronic notifications, social media, public engagement tools, and at information booths.

Electronic Notifications

The existing MPO Master Database includes a variety of contacts including businesses, residential associations, agencies, Native American Tribes, the Adviser Network, and members of the public. These contacts include individuals who already have an established interest in transportation issues in Collier County. The database includes committee membership and e-mail addresses. The existing database will be used to send E-blasts of surveys, electronic newsletters, and upcoming meeting information to MPO contacts. Mailing addresses will be included for individuals who do not have email and require hard copy documents, surveys, comment cards, etc. to be mailed to them.

Translation Services

Engaging the diverse population within the area is important. The MPO/CAT is committed to providing quality services to all citizens, including those with limited English proficiency. Outreach materials such as comment forms, newsletters, and surveys will be translated to Spanish and Creole which are the two primary languages spoken in the Collier County area besides English.



Online Surveys



The Park & Ride Study will have an online survey targeting CAT bus riders and employees. The surveys will be posted on the CAT and MPO website's and will also be distributed through electronic notifications, social media, public engagement tools, and at information booths. Surveys will be developed to better understand the community's vision, and later surveys will allow participants to prioritize projects.

Information Booths and Meetings

Information Booths

The Park & Ride Study may be incorporated into the LRTP information booths. Surveys, newsletters, maps, and comment forms will be distributed as relevant. Potential Pop-Up Meeting Booth Locations are:

- Golden Gate Community
- Ciclovía Immokalee
- Coconut Point Farmers Market
- Third Street South
- The Shoppes At Vanderbilt
- Greater Naples YMCA
- Libraries (Everglades City, etc.)



Note: As of the revision of this PPP, due to the current stay at home orders regarding the COVID-19 pandemic this will not take place.



Presentations And Meetings

General Public Meetings

The Park & Ride Study will be incorporated in up to two (2) public information meetings in conjunction with the LRTP. Public comments will be solicited via surveys and comment cards and opportunities to speak with staff will be available. At the meetings, large boards will be on display and handouts will be provided for participants to review proposed priority projects. Participants will be encouraged to write down their comments and concerns.

Beginning approximately two to four weeks prior to a public workshop, the location and date for the workshop will be set. Subsequently, the agenda, invitation flyers and announcements will be prepared. Media will be informed, and public service announcements will be made. Comments cards and sign-in sheets will be produced to record public input and concerns. Potential meeting locations identified are:

UF/IFAS Extension
14700 Immokalee Rd
Naples, FL 34120

Golden Gate Community Center
4701 Golden Gate Parkway
Naples, FL 34116

North Collier Regional Park Exhibit Hall
1500 Livingston Rd
Naples, FL 34109

Note: As of the revision of this PPP, due to the current stay at home orders regarding the COVID-19 pandemic the LRTP Public Meetings may not take place. If the LRTP public meetings are held through online channels like a virtual Townhall, the Park & Ride Study will be incorporated into the agenda.

Other Coordination Meetings

The Park & Ride Study may be incorporated into other LRTP meetings. Coordination should include the Collier County Parks & Recreation, cities, chambers of commerce, large business groups and employers, and underserved communities (including minority and low income).



Measures Of Effectiveness

This PPP will follow the same objectives for measurable results.

It is the intent of the MPO to increase the overall attendance levels at meetings and workshops, and also to increase the number of comments received from members of the community, including the traditionally underserved public. Each comment will be counted and recorded, and attendance tallies will be carefully monitored. Public comments and attendance will provide an understanding of the community issues and needs that must be considered in designing transportation solutions to fit the community needs.

Note: As of the revision of this PPP, due to the current stay at home orders regarding the COVID-19 pandemic public meetings will not take place.

Performance Measures of the PPP

1. Adviser Network – track numbers of Advisers listed and participation in online surveys and attendance at public meetings
2. Public Engagement – comment forms will include evaluation surveys
3. Social Media –report activities
4. Effectiveness – track and report on changes that can be directly linked to public comments
5. Track how many people participated
6. Track public comments and how they affected the outcome of the study



PPP Summary

The Final Report will include details regarding the study outreach techniques and effectiveness. All feedback/comments received are documented. The summary will document the CAT/MPO planning process, the reasons for study, and the methodology used. This report will also show how the feedback received was ultimately incorporated and included in the assessment. The report will list the project sites identified. The report will be presented MPO Board and Committees and will be posted to the MPO and CAT website at the conclusion of the planning process.

APPENDICES

Appendix A – Adviser Network

Organization Type	Organization Name
Tribal Entities	Miccosukee Tribe of Florida Seminole Tribe of Florida
Public Agencies	The Florida Department of Transportation Florida's Turnpike Enterprise The U.S. Army Corps of Engineers The Department of Transportation The Florida Department of State Southwest Florida Regional Planning Council The Department of Environmental Protection Collier Sheriff Office
Public Education System	Florida Gulf Coast University Ave Maria University Ave Maria School of Law Hodges University Wolford College Immokalee Technical Center Florida SouthWestern State College
MPO	Board of County Commissioners Collier MPO Board Technical Advisory Committees Citizen's Advisory Committees Bicycle / Pedestrian Advisory Committees Congestion Management Committees Local Coordinating Board
Business Groups	Arthrex First Florida Integrity Bank ASLA Florida
Civic Organizations	Golden Gate Estates Area Civic Association Golden Gate Estates

Adviser Network

Organization Type	Organization Name
Environmental Organizations	The Florida Fish and Wildlife Conservation Commission South West Florida Water Management District U.S. Fish and Wildlife Service Audubon of the Western Everglades Traditional Gladesmen Conservancy of Southwest Florida 1,000 Friends of Florida The Sierra Club
Freight Industry Representatives	Old U.S. 41 Industrial North Naples Industrial East Naples Industrial Gateway Industrial Immokalee Airport Industrial I-75 Rest/Weigh Station
Low-income Communities	Naples CRA Bayshore CRA Immokalee CRA
Tourism Industry Representatives	Bike-Walk Lee County Safe Routes to School Collier County's Community Traffic Safety Team Florida Bicycling Association Naples Pathways Coalition
Representatives of the Disabled	Good Wheels United States Access Board Adonis Autism Assistance Foundation Able Trust

Adviser Network

Organization Type	Organization Name
Social Service Organizations	Habitat for Humanity United Way Collier Collier Homeless Coalition Immokalee Unmet Needs Committee St. Matthew's House NAMI of Collier County Blue Zones Project
Organizations Focused on Aging	Emergency Home Energy Assistance for the Elderly Program Golden Gate Senior Center Leadership Coalition on Aging Senior Friendship Health Center Naples Senior Center
Chambers of Commerce	Greater Naples Chamber of Commerce Hispanic Chamber of Commerce Marco Island Chamber of Commerce
Community & Economic Development Organizations	League of Women Voters of Collier County Coalition of Immokalee Workers Todos Magazine AIA Southwest Florida Tourist Development Council Collier County

ACRONYMS

ACS – American Community Survey

BPAC – Bicycle and Pedestrian Advisory
Committee

CAC – Citizens Advisory Committee

CAD – Computer Aided Design

CFP – Cost Feasible Plan

CMC – Congestion Management Committee

DOT – Department of Transportation

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

GIS – Geographic Information System

LCB – Local Coordinating Board

LRTP – Long Range Transportation Plan

MPO – Metropolitan Planning Organization

PIP – Public Involvement Plan

PPP – Public Participation Plan

TAC – Technical Advisory Committee

TIP – Transportation Improvement Program

UPWP – Unified Planning Work Program

Appendix D

Site Evaluation Results and Demographic Maps

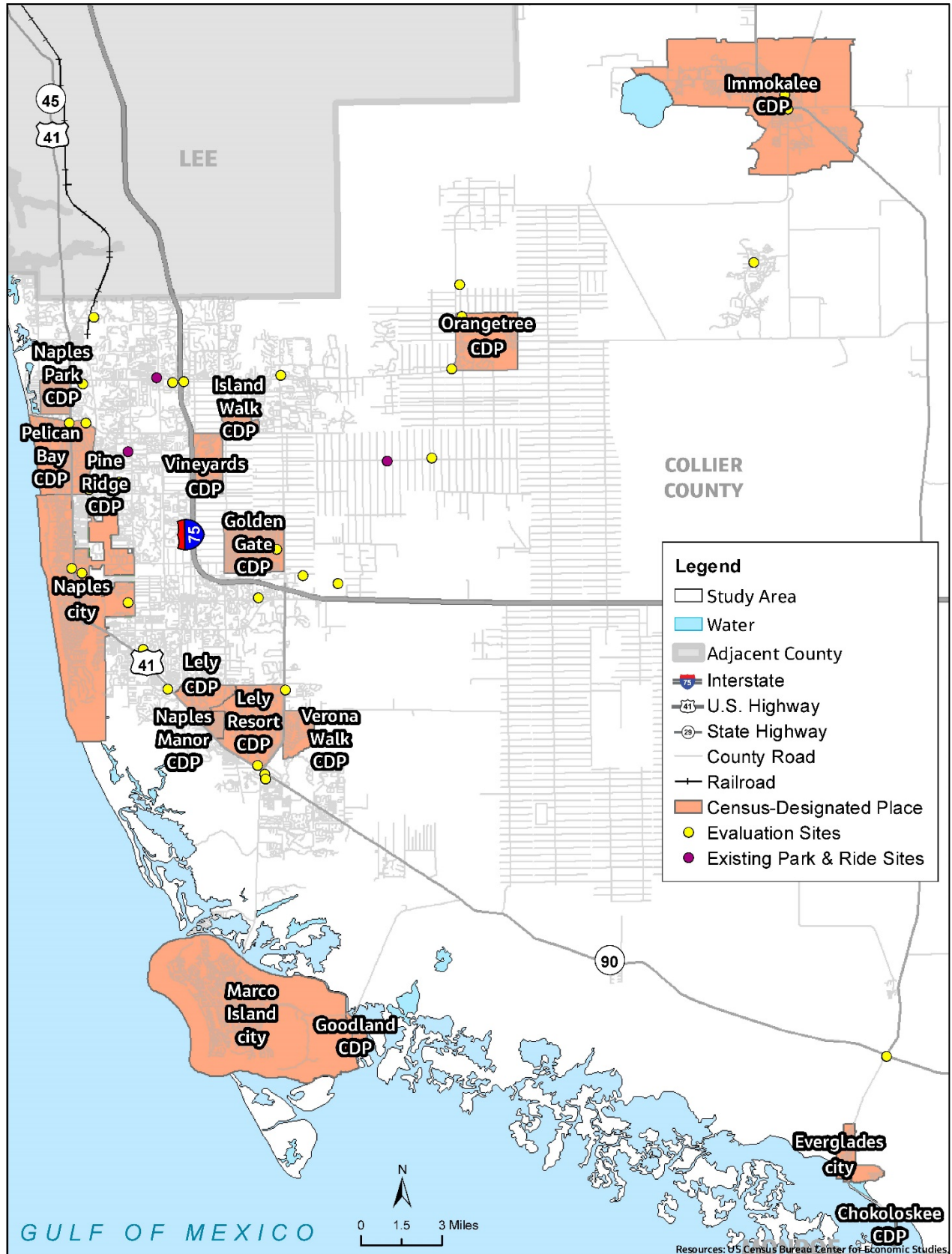


Figure D-1. Census-Designated Places in Collier County

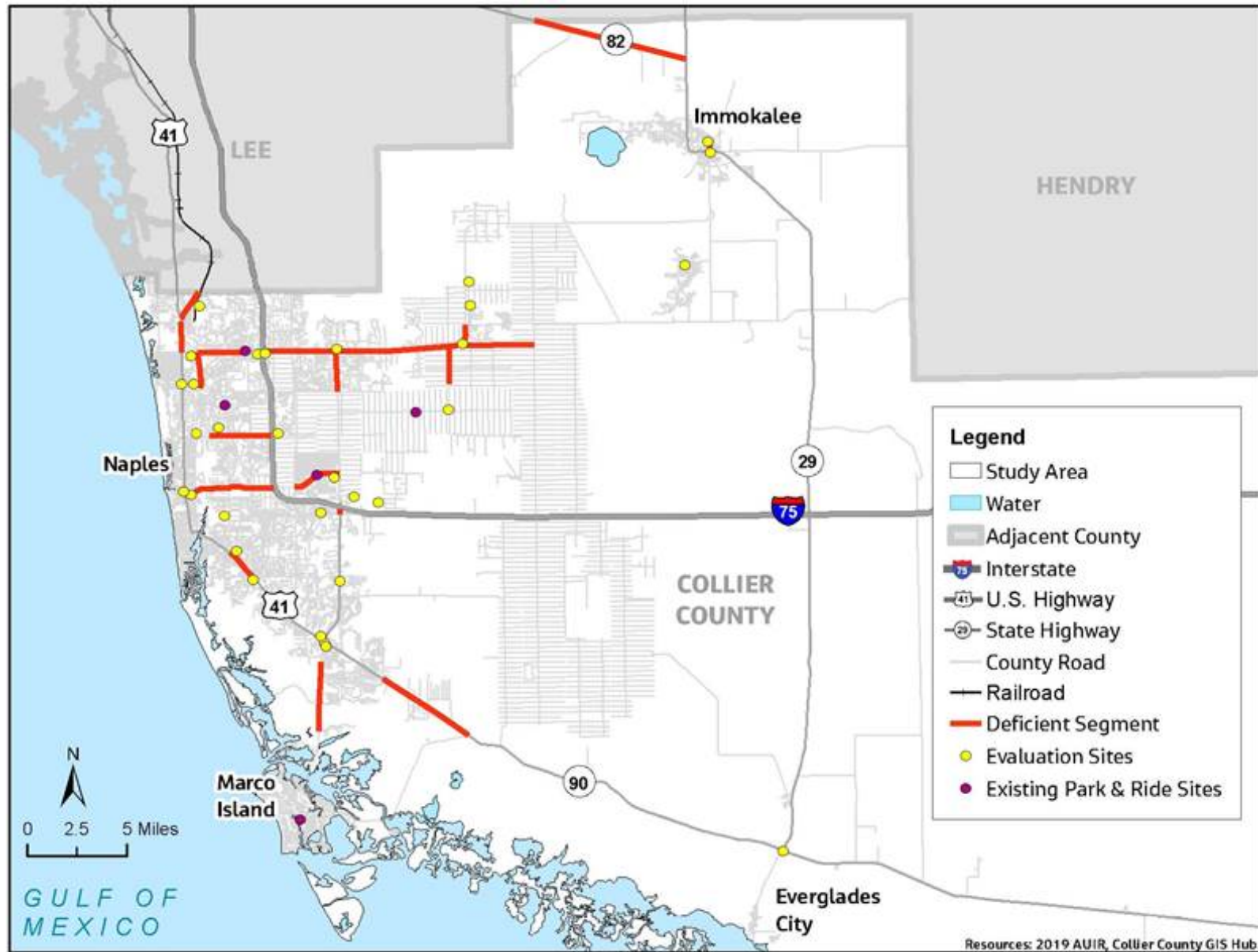


Figure D-2. Deficient Segments

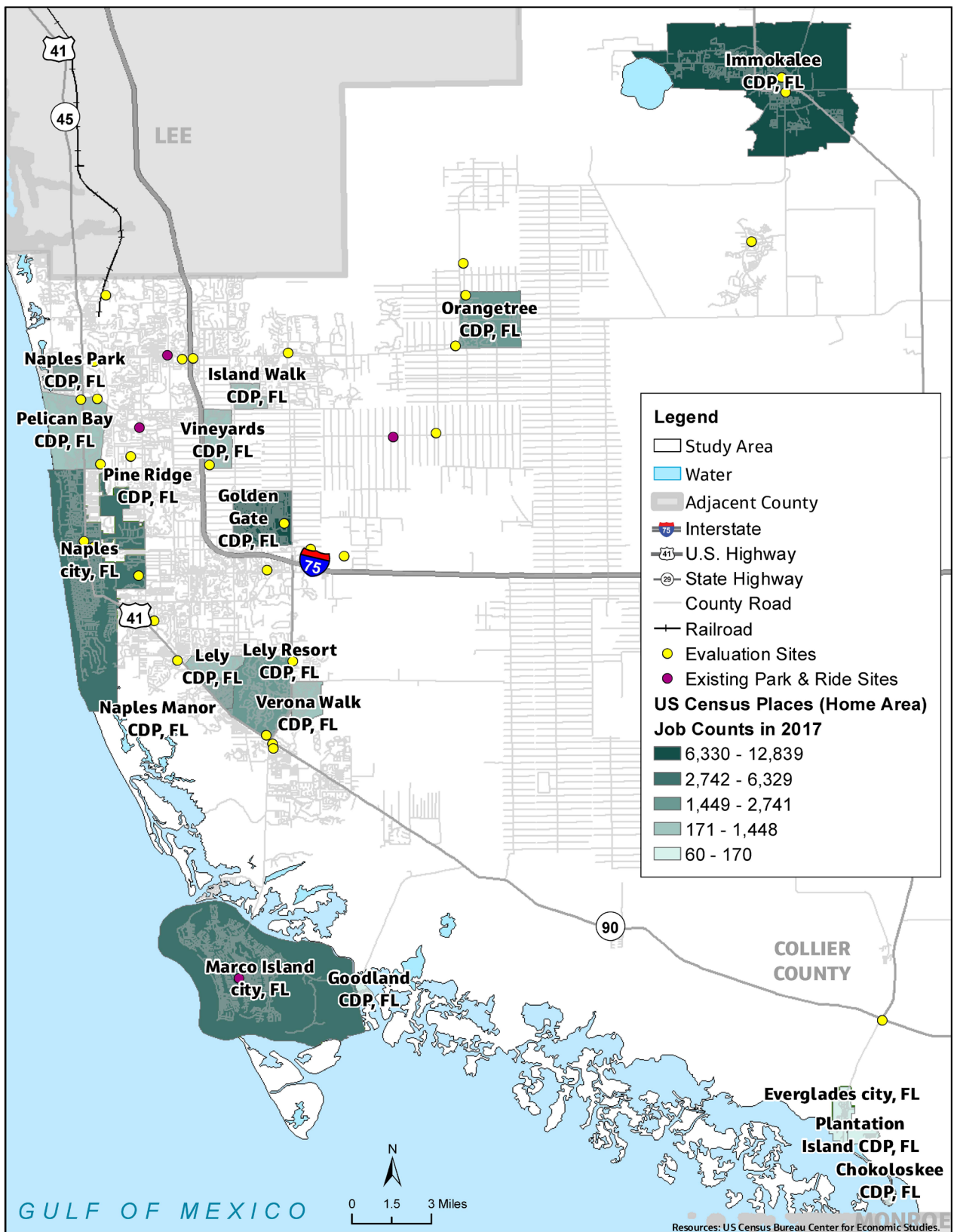


Figure D-3. Top 50 Home Areas of US Census Places (Cities, CDPs, etc.)

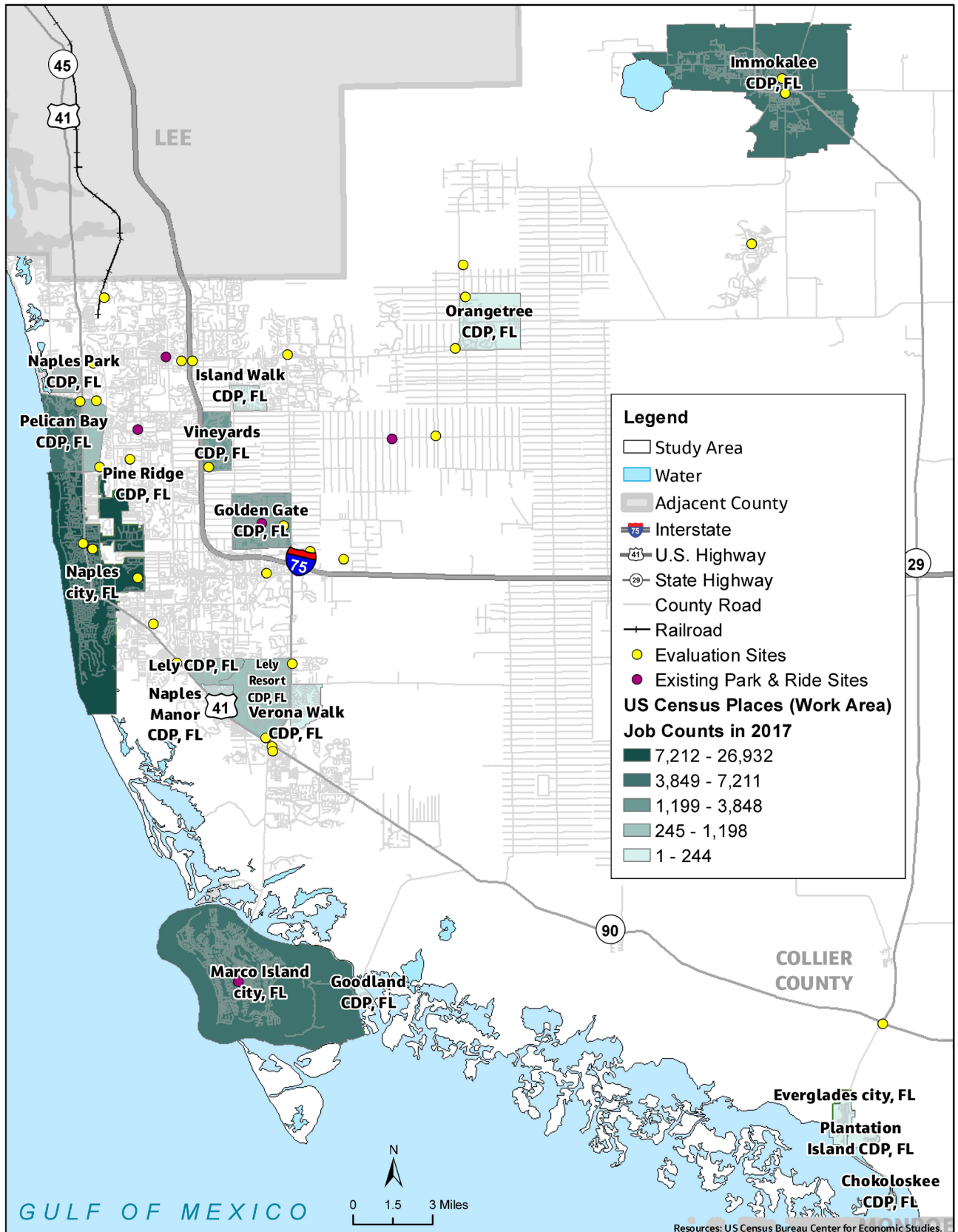


Figure D-4. Top 50 Work Areas of US Census Places (Cities, CDPs, etc.)

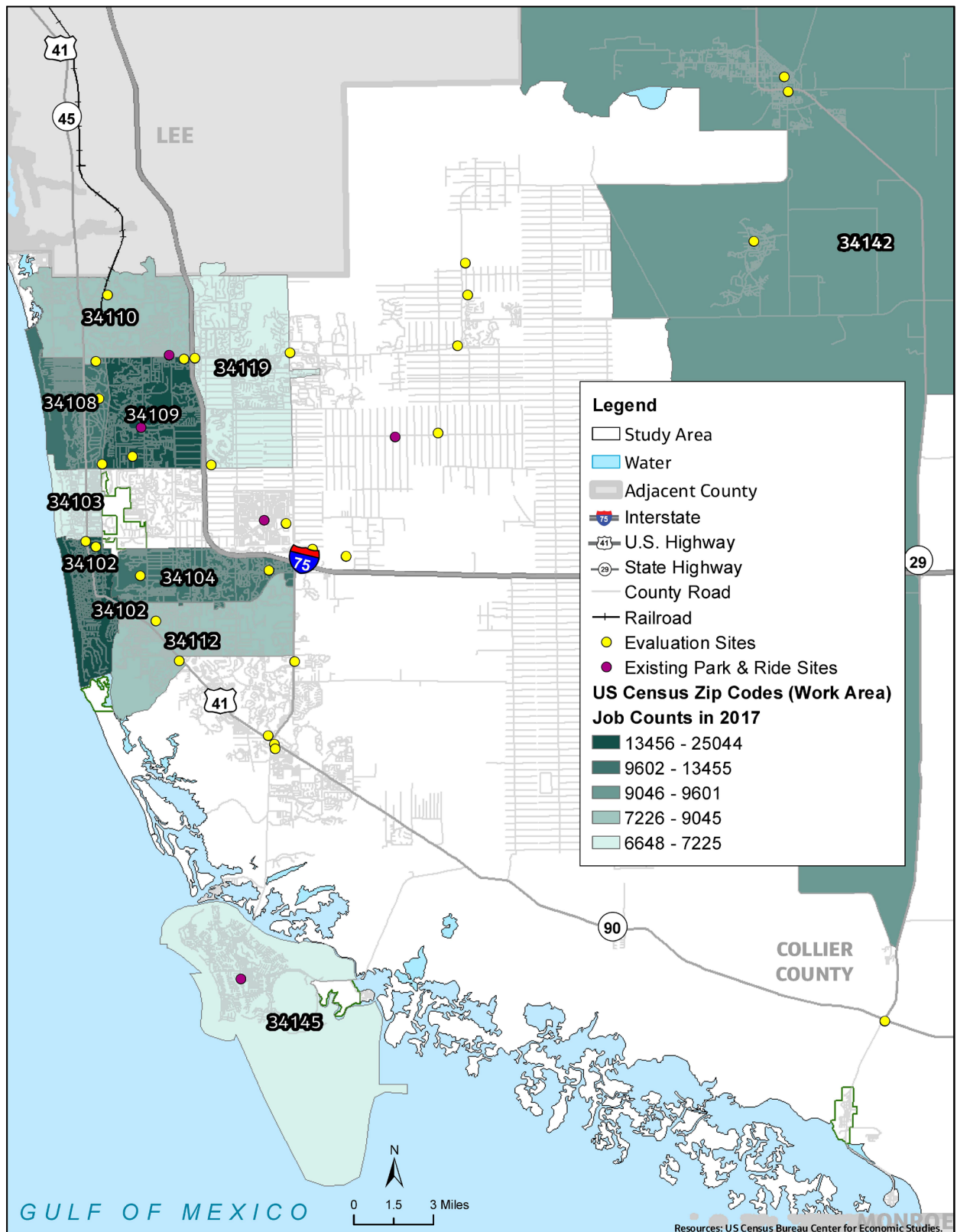


Figure D-5. Top 10 US Census Work Areas by Zip Code

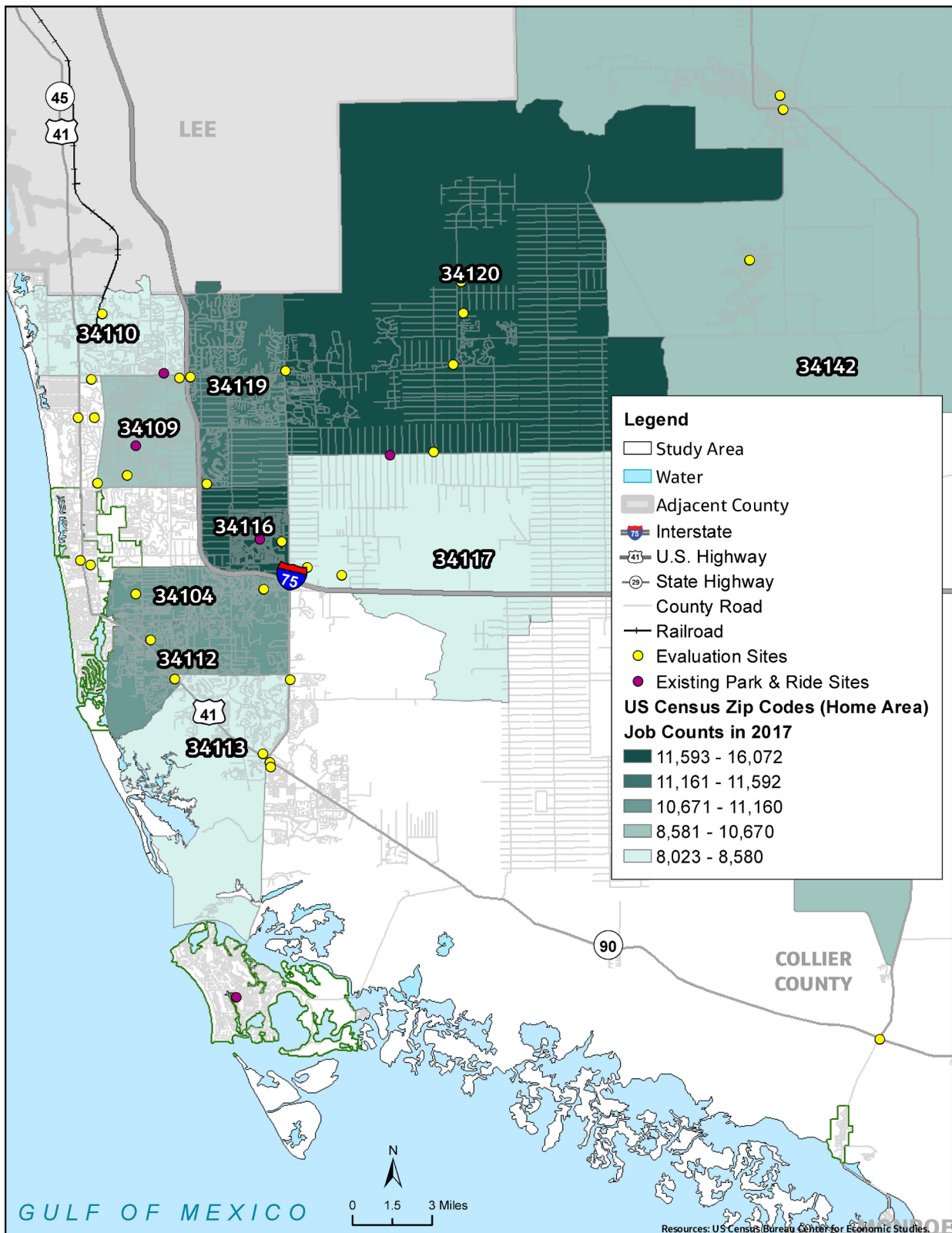


Figure D-6. Top 10 US Census Home Areas by Zip Code

CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Verizon / Walmart (Immokalee Rd)
 Address: 5420 Juliet Blvd
 City, State, Zip: Naples, FL 34109

Location ID: PL-1

No. of Proposed Spaces: 5 - 10

Overall Score (%):
80.4

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route(s).

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R27 (951 - Immokalee Rd).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 566 (Immokalee Rd and Juliet Blvd) within 360 feet. Ridership average alighting per day = 5, average boarding per day = 5.

6	1	6
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No existing passenger amenities, however ROW is available.

6	1	6
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Immokalee Road within 0.5 miles.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Partially visible.

8	1.5	12
---	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

8 mi to Golden Gate City, 30 miles to Immokalee, approx 18 miles go Government Campus.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? (Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)	10	3	30
Excellent, signal allows access from all directions.			
9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? (Yes: 10 pts; No: 0 pts)	10	2	20
Yes, ridership anticipated to be going east or south. Anticipated to use transit to go down Collier Blvd south to Golden Gate and Government Center or Marco or Immokalee.			
10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? (>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)	2	1.5	3
<5 miles but serves different direction. Existing Seed to Table lot serves ridership going west.			
11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. (1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)	8	1	8
Targeted ridership Bonita Springs approx 5 miles, north naples going south.			
12. Is the Site within or adjacent to a commercial area? (Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)	10	2	20
Yes, it's located at the Walmart plaza and within 0.5 miles to Target plaza.			
13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? (At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)	10	2.5	25
Sidewalk, no bike lane.			
14. Does the Site have existing parking facilities that can be utilized? (>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)	10	3	30
Yes, assuming 5 - 10 spaces with a lease agreement.			
15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? (ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)	0	2	0
N/A.			
16. If the answer to Question 14 was no, what is the location zoned as? (Commercial or Industrial: 10 pts; Residential: 0 pts)	0	1	0
N/A.			

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	0	1	0
Poor, adjacent lots are developed.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Approx 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, Bonita residents going to Government Center and employment centers.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	12	2.5	30
Lighting (+2), serving regional commuters (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

Option 1: Verizon parking lot is closer to the bus stop but would require pedestrian infrastructure to be added to make it more efficient.

Option 2: Walmart parking lot has pedestrian access but is a longer walk to bus stop. This location has security cameras (+2) but lot can get full (-3) under site benefits.

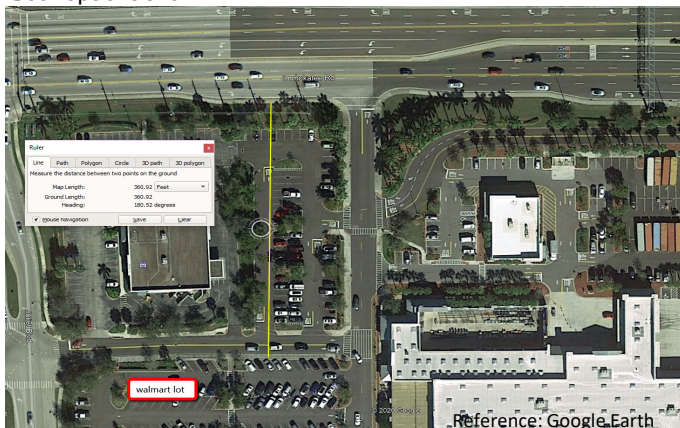
County could consider vanpool service to government center based on number of participants.

TDP Proposed Routes: The site will remain along R27 (Immokalee Rd).

Photos of Proposed Location



Both options shown



Walmart lot has security cameras

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



Photos of Walmart lot

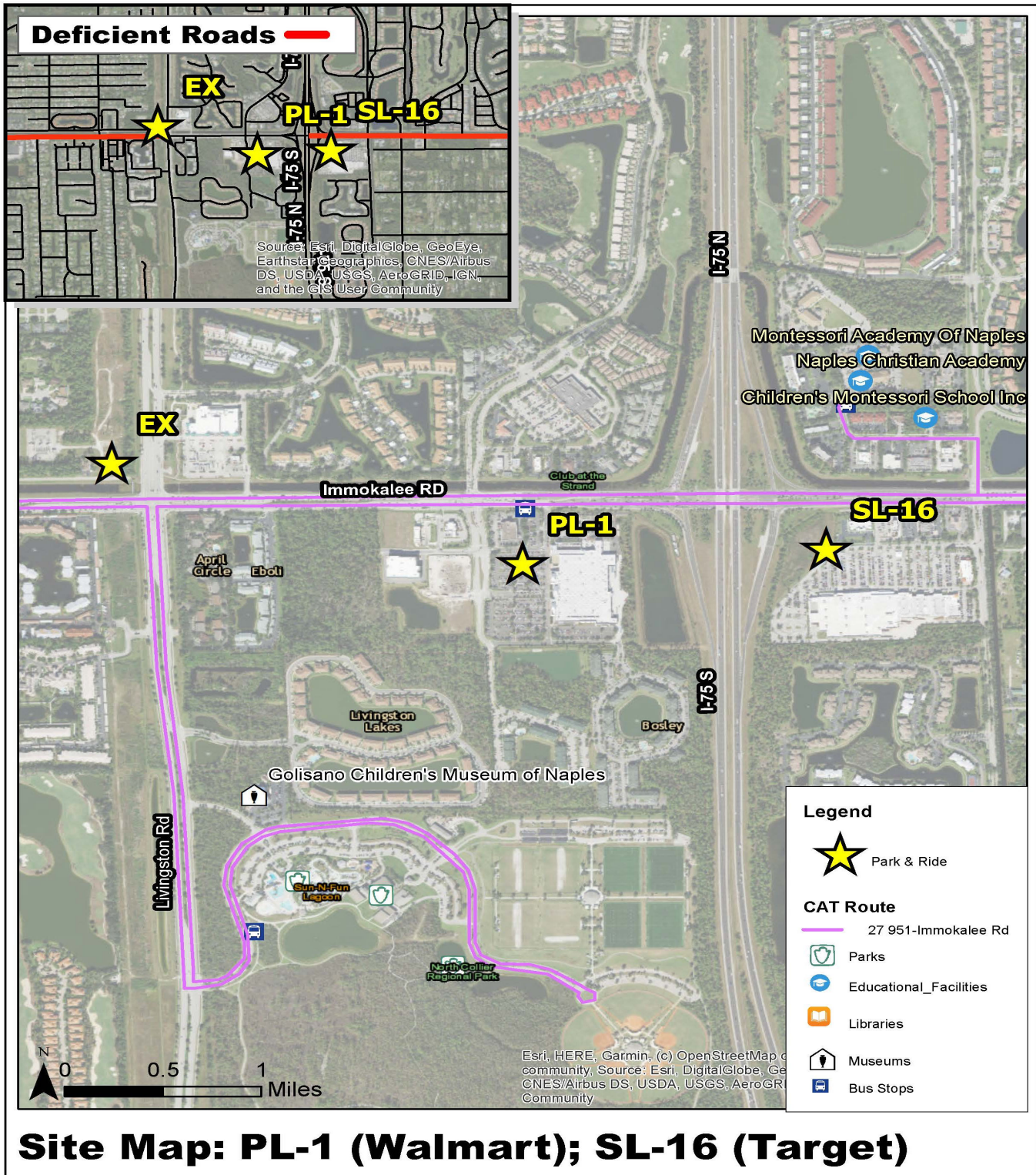


Pedestrian access from Walmart lot

Sidewalk/pedestrian facilities near Verizon lot

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Governmnet Services Center at Heritage Bay
 Address: 15430 Collier Blvd
 City, State, Zip: Naples, FL 34120

Location ID: PL-2

No. of Proposed Spaces: 5

Overall Score (%):
78.5

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Within 0.25 miles of Immokalee Rd and Collier Blvd.

Score Weight Total

8	3	24
---	---	----

2. Is the Site located on an existing transit line? If so, indicate which route(s).

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Within 0.25 miles of R28 (Golden Gate Estates - Oil Well - Immokalee), R19 (Golden Gate Estates - Immokalee), and R27 (951-Immokalee Rd).

8	2	16
---	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Not existing but stop will be constructed with facility.

10	1	10
----	---	----

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

ROW available.

6	1	6
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Immokalee Rd segment projected deficient in < 5 years.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible, visible from Collier Blvd segment above Immokalee Rd.

5	1.5	7.5
---	-----	-----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx 8 miles to Bonita Springs and Immokaee Rd beaches.

5	1.5	7.5
---	-----	-----

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, right in/out, left in or use signal at Collier Blvd. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes if headed WB or SB. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, no P&R serving the same route. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Serving Golden Gate Estates and Orangetree CDP going southbound or westbound, ZIP 34120, approx 5 mi east. </div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 500 feet of commercial plaza. </div>	6	2	12
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes pedestrian facilities existing and will be constructed. Transit will likely pull into location for pickup. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, 5-10 spaces. </div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	8	1	8
Good, undeveloped properties surrounding location if needing expansion.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely for the Golden Gate Estates area travelling to government centers.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	11	2.5	27.5
Will be constructed with: Lighting (+2), serves 2 additional routes (+4), increased security (+5).			

CAT Park and Ride Site Evaluation Form

Comments:

The Shoppes at Pebblebrooke was considered along Collier Boulevard, however was not evaluated due to the lot commonly reaching capacity.

TDP Proposed Routes: The site will remain along R27 (Immokalee Rd) only.

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	49660082584	Site Address *Disclaimer	15430 COLLIER BLVD	Site City	NAPLES	Site Zone *Note	34120
Name / Address	COLLIER CNTY C/O REAL PROPERTY MANAGEMENT 3335 TAMIAMI TR E, STE 101						
City	NAPLES	State	FL	Zip	34112		
Map No.	3B23	Strap No.	402305 G 13B23	Section	23	Township	48
				Range	26	Acres	*Estimated
							7.73
Legal	HERITAGE BAY COMMONS TRACT G						
Millage Area	222	Millage Rates		*Calculations			
Sub./Condo	402305 - HERITAGE BAY COMMONS	School		Other		Total	
Use Code	86 - COUNTIES INCLUDING NON-MUNICIPAL GOV.	5.016		5.7924		10.8084	

Collier County Property Appraiser

MAP SIZE: SMALL | MEDIUM | **LARGE**



- Introduction
- Search for Parcels by
- Search Results

Parcel ID: 49660082584
Name: COLLIER CNTY
Street# & Name: 15430 COLLIER BLVD
Build# / Unit#: G / 1

Map

- Layers
- Legend
- Print



Zoom In

Zoom Out

Identify

Pan

Measure

Full County View

Previous View

Zoom To Selected

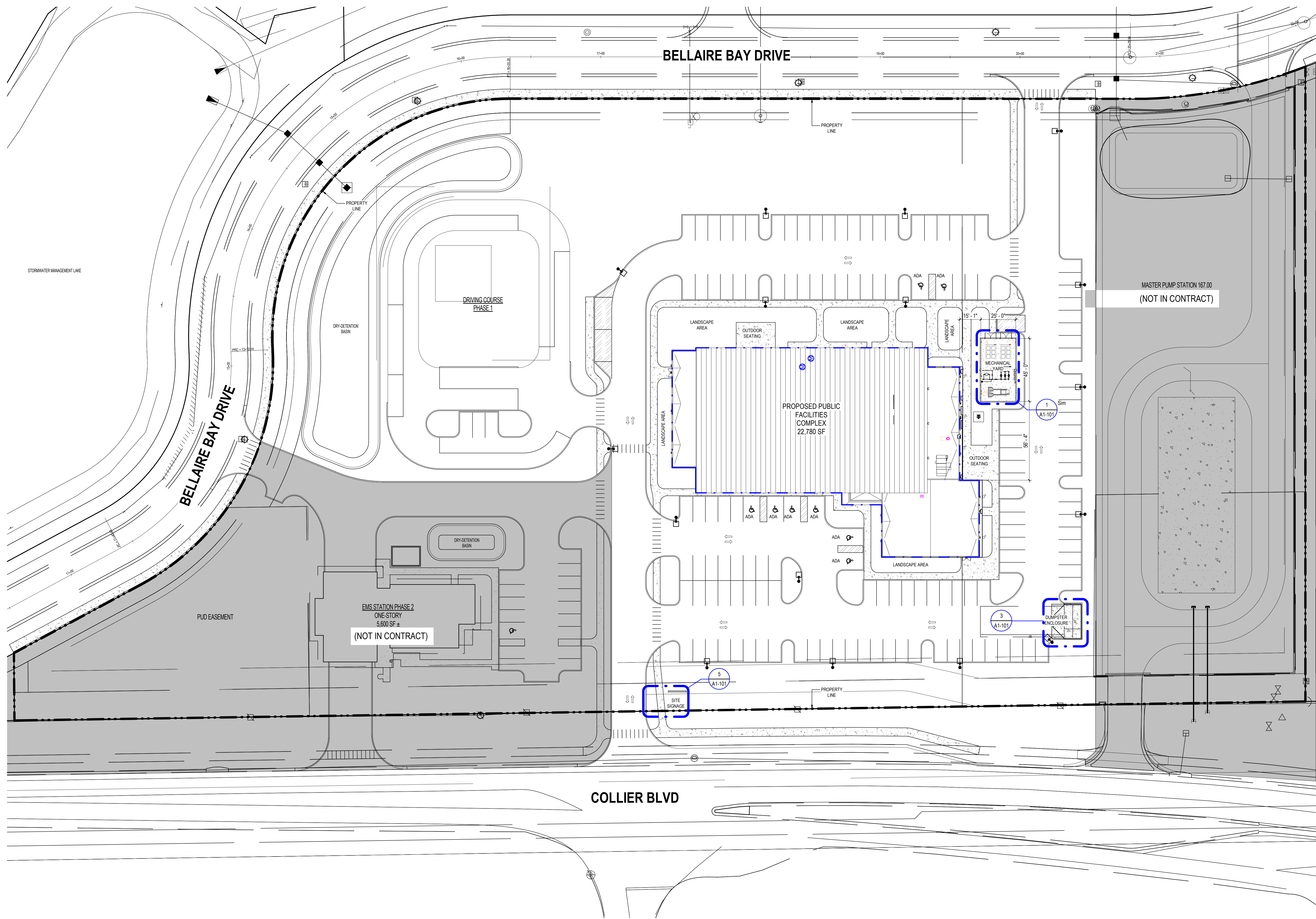
Clear Map Graphics

Overview

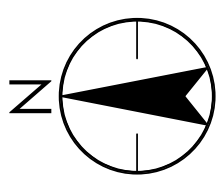
Aerial Year: 2020

Sales Year: OFF

Aerial Photography: January - 2020 Urban [8M] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]



1 ARCHITECTURAL SITE PLAN
1" = 30'-0"



**PRELIMINARY
NOT FOR
CONSTRUCTION**

Not for permits, pricing or other official purposes. This document has not been completed or checked and is for general information or comment only.

Client/Project Logo



Client/Project

**Heritage Bay -
Public Facilities
Complex**
Collier County, FL

15430 Collier Boulevard
Naples, FL 34119

Title
ARCHITECTURAL SITE PLAN

Project No.

218320419

Revision

3

Scale

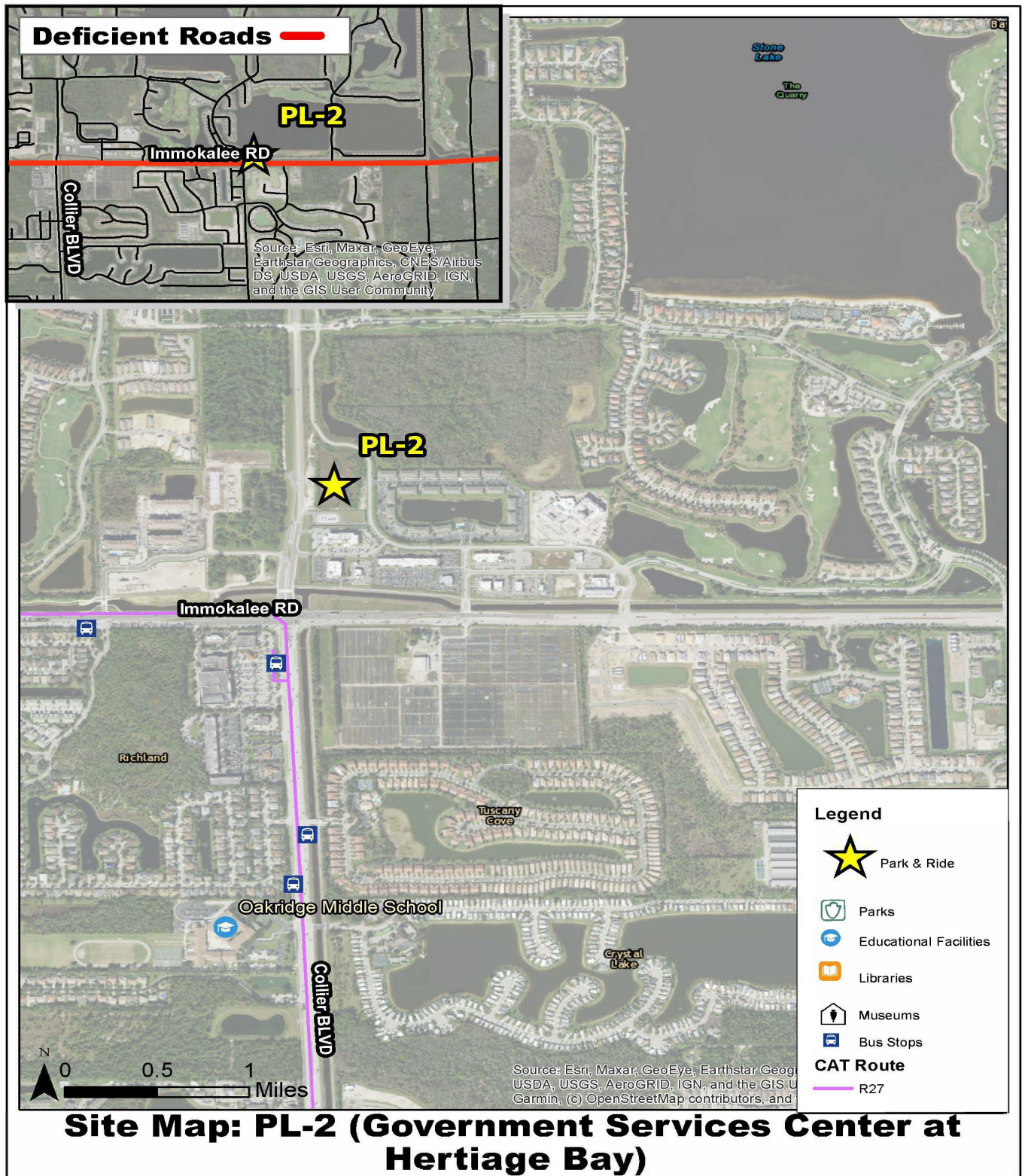
1" = 30'-0"

Drawing No.

A1-100

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Agricultural Center and Fairgrounds
 Address: 14700 Immoaklee Rd
 City, State, Zip: Naples, FL 34120

Location ID: PL-4

No. of Proposed Spaces: Phase I: 5, Phase II:TBD

Overall Score (%):
73.3

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route(s).

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19 (Golden Gate Estates - Imm), R22 (Immokalee Circulator), and R28 (Golden Gate Estates - Oil Well-Imm).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, within 250 ft. Stop 286 (Immokalee Rd and 39th Ave NE), serves all three routes across the road within 250 ft travelling SB. Stop ID 284 (Imm. Rd and 39th Ave NE) serving northbound within 500 ft. Average B&A per day at 0. Yearly boarding at 18 and yearly alighting at 50.

8	1	8
---	---	---

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No shelter or bench, no ROW available at the stop, however ROW is available at the proposed lot location.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 1 mile of the Immokalee Rd segment.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Yes, and Phase II proposed to construct spaces adjacent to roadway.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx. 19 miles to City of Immokalee.

0	1.5	0
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, serving commuters to the City of Immokalee or Lee County (such as Lehigh Acres).</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Golden Gate Library serves R19 and R28 but is 7.5 miles away.</div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Anticipated ridership to serve the Golden Gate Estates area (zip code 34120) and Orangetree CDP.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Currently no sidewalk or bike lane connecting lot to transit. Phase II will be constructed with pedestrian access.</div>	0	2.5	0
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, 5 - 10 spaces.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">For Phase II, it is proposed to construct a designated lot linearly adjacent to Immokalee Rd. Property is owned by Collier County. Need to review site plan to determine number of spaces available.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within Orangetree MPUD.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Yes, Phase II proposed on lot.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely for commuters to carpool or ride transit who work in City of Immokalee or Lee County.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	17	2.5	42.5
Lighting (+2), serves 2 additional routes (+4), serving isolated community - Immokalee (+8), adjacent to CCSO (+5).			

CAT Park and Ride Site Evaluation Form

Comments:

This location will serve the commute to Immokalee and is an alternate to this location is SL-17.

Phase I proposed utilizing existing spaces. Phase II proposed when demand exceeds signed spaces, to construct linear (minimal ROW) design off Immokalee Rd.

TDP Proposed Routes: The site will not be along any transit routes proposed but can be serviced by the proposed MOD for Golden Gate Estates.

Photos of Proposed Location



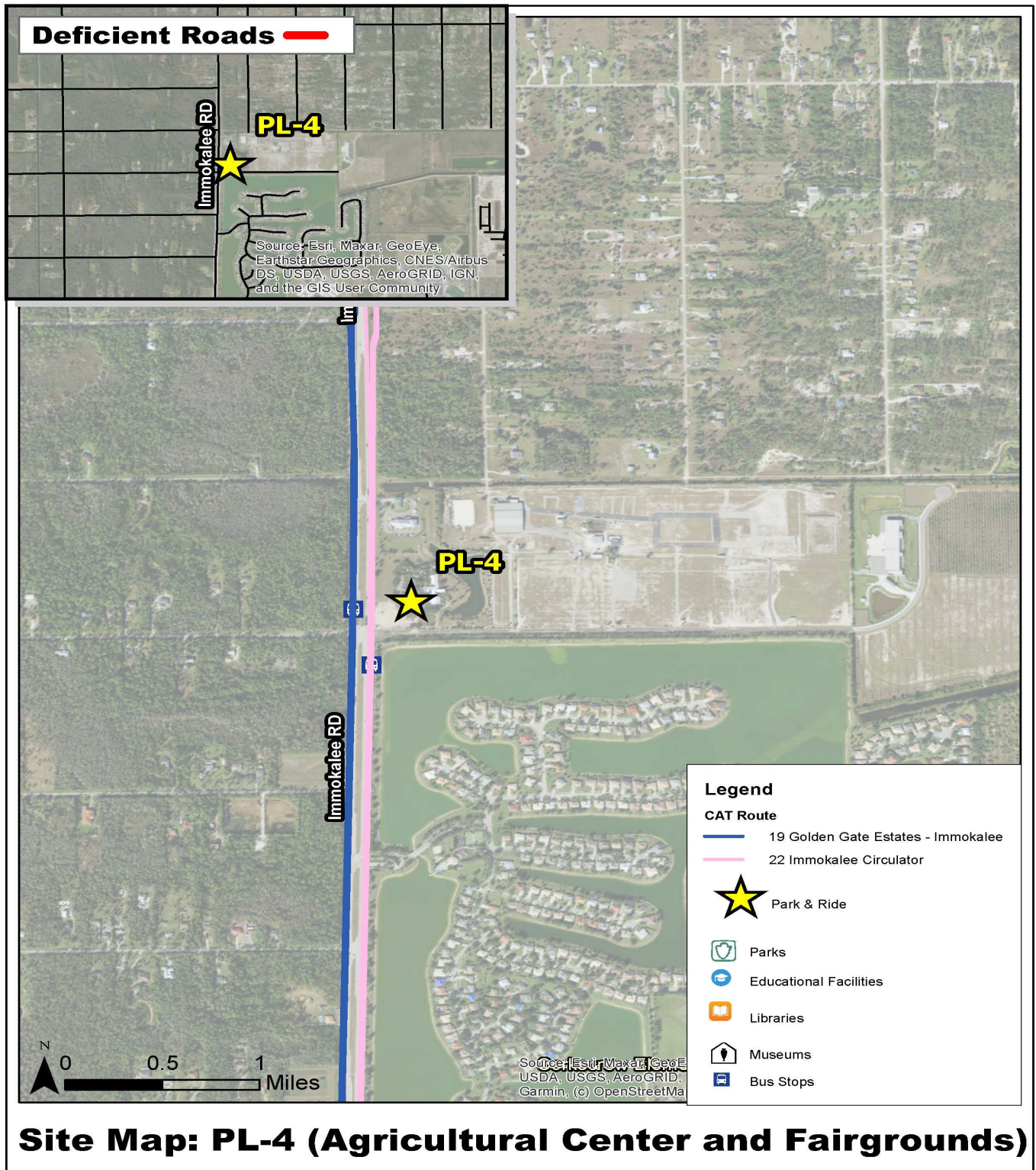
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Coastland Center Mall
 Address: 1900 Tamiami Trail N
 City, State, Zip: Naples, FL 34102

Location ID: PL-7

No. of Proposed Spaces: 5

Overall Score (%):
98.6

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Goodlette-Frank Rd, Golden Gate Pkwy, US41. Site proposed adjacent to Fleischmann Blvd

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R13, R14, and 25 but can also serve R11 if walk.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, intended for Stop ID 50, 51, 162 and 163. Average per day boarding at 4 and alighting at 9.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Golden Gate Parkway anticipated deficient by 2027.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Partially visible, depends where owner allows spaces.

8	1.5	12
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within activity center (mall) and City of Naples, CBD 2-3 miles surrounding.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, signal.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Assume 4-6 mi . 3 miles from Pelican Bay and Pine Ridge CDP. 6-8 miles to Lely CBD, Lely Resort CBD, and Naples Manor CBD. 5 miles to Golden Gate CBD.</div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, Coastland Mall.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian only, no bike lane.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, with a lease agreement.</div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Possible expansion to Fleischmann Park lot or parking garage at Coastland mall.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, commuters going north or east.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	22	2.5	55
Lighting (+2), cameras (+2), mall security patrol (+5), transfer facility (+10), ADA compliant bus stop at 163 (+3).			

CAT Park and Ride Site Evaluation Form

Comments:

One of the bus stops was under construction during site visit. The two bus stops serve both directions.

Option 1: Coastland Center Mall (lease).

Option 2: Fleischman Park (lease).

Option 3: Pursue undeveloped parcels are located east of Goodlette-Frank Rd along Golden Gate Pkwy.

An alternate to PL-7 is SL-2.

TDP Proposed Routes: The stop will be along the Golden Gate Pkwy, Goodlette-Frank Rd, R13/R14 routes, and Naples MOD.

Photos of Proposed Location



Bus stop under construction



Pedestrian access from parking lot to bus stops - sidewalk connector and crosswalk.

CAT Park and Ride Site Evaluation Form

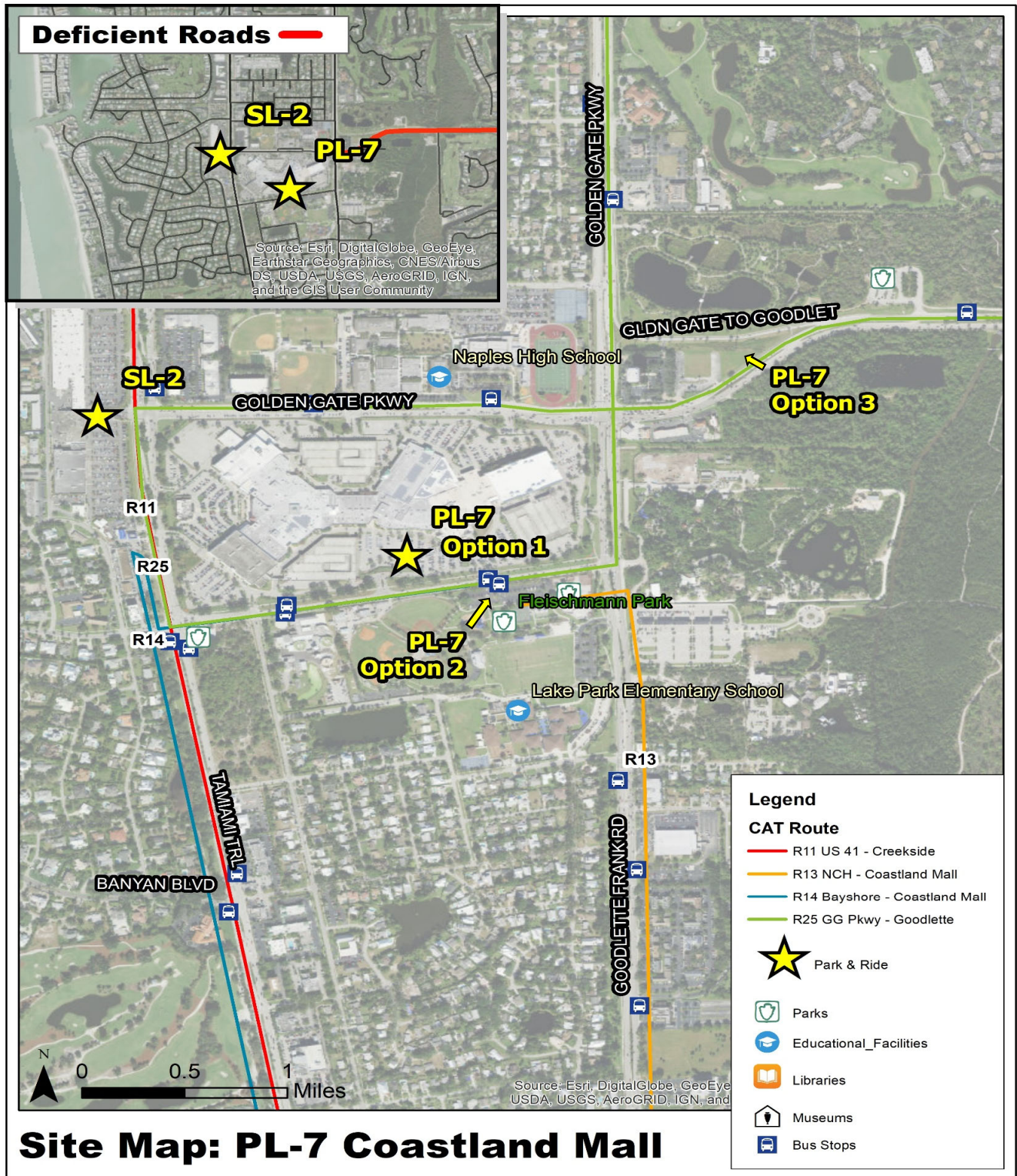
Photos of Proposed Location



View from road

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Freedom Square Shopping Center
 Address: 12663 Tamiami Trail East
 City, State, Zip: Naples, FL 34113

Location ID: PL-9

No. of Proposed Spaces: 5

Overall Score (%): 93.8

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, US 41 and Collier Blvd.

Score Weight Total

10	3	30
----	---	----

2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R121, R17, R18, R21, and R24.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Several bus stops, however targeted to serve ID 640, 237, 258 and 639. Stop 640 average B&A per day is 1 and 2.

10	1	10
----	---	----

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Bench and shelter available.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 0.2 miles of Collier Blvd.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 7 miles of Marco Island, within 6 miles of government campus. Within 10 miles of Resource Recover Park, City of Naples Boundary.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, multiple bus stops serve different directions.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 3 mile radius, targeted ridership is Lely CDP, Naples Manor CDP, Lely Resort CDP, and Verona Walk CDP.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, within a commercial area.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Sidewalk and bike lane available.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, 5 - 10 spaces with lease agreement.</div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	3	1	3
Yes, additional stores in plaza. Capability of expansion approaching different property owner.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, for commuters going to Marco Island, Everglades City, City of Naples or Immokalee.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	23	2.5	57.5
Lighting (+2), serves 4 additional routes (+8), established express route (+2), ADA bus stop (+3), serving isolated communities of Marco Island and Everglades (+8)			

CAT Park and Ride Site Evaluation Form

Comments:

Alternate locations to PL-9 include PL-10 and SL-13. If property owners are not amenable to lease agreements, County should pursue the lowest cost option for developing an undeveloped lot, identified on Pg. 6.

*If a new lot is developed, it could be designed to serve as transfer station for R121, R21, R24, R17, R18, and R24.

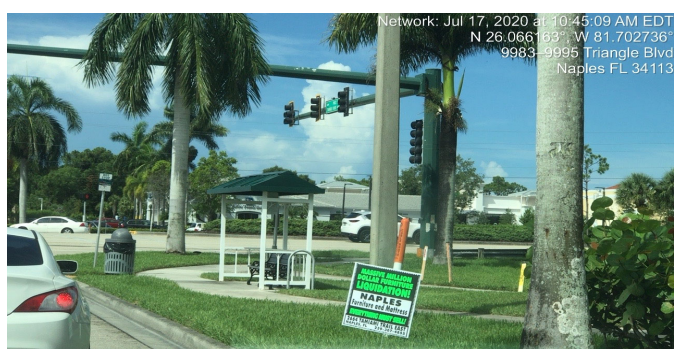
TDP Proposed Routes: The site will be along 17/18 redesigned, Collier Blvd, Government Center - Marco Island Express, R121, and R24.

Photos of Proposed Location

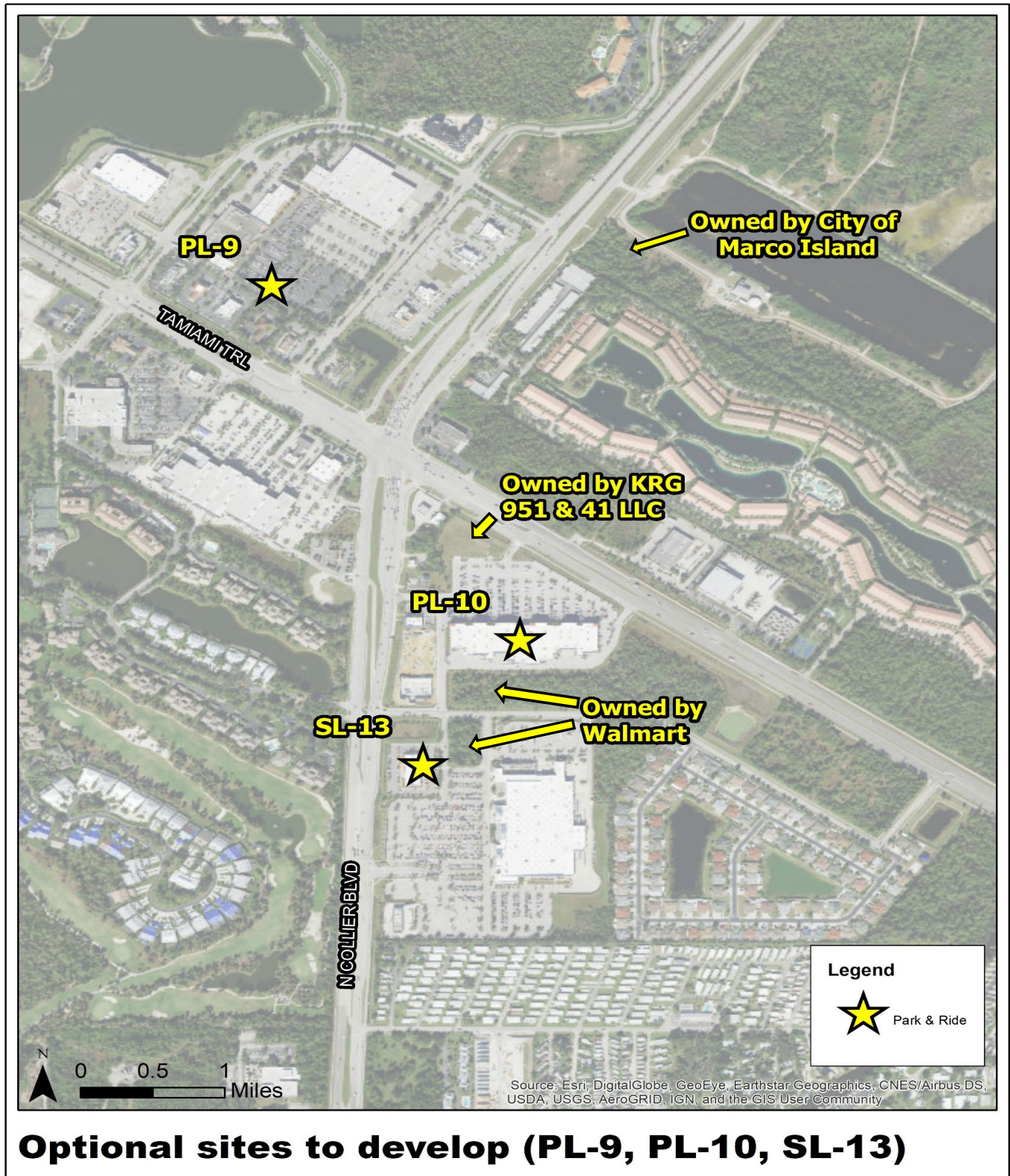


CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

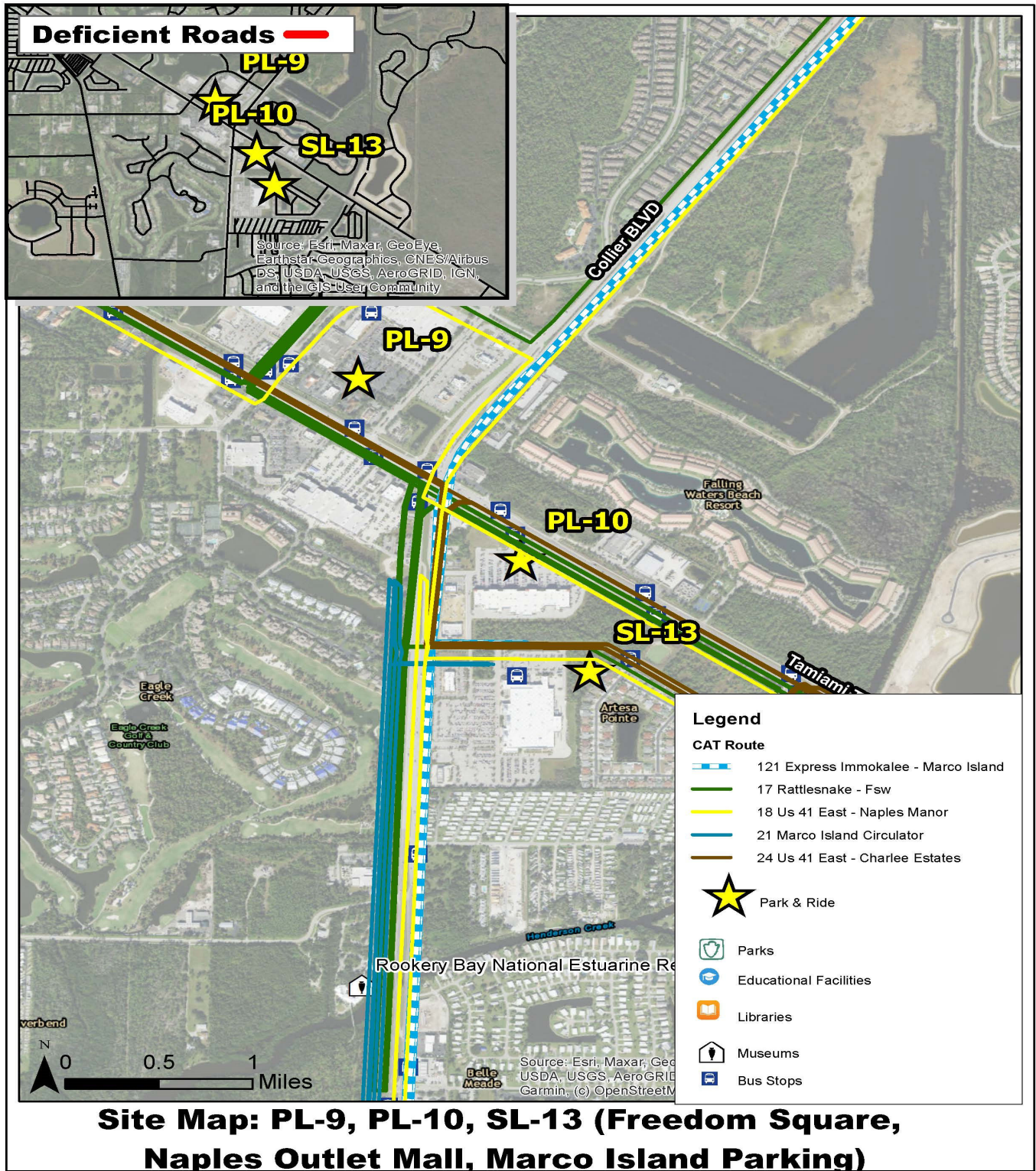


CAT Park and Ride Site Evaluation Form



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Tamiami Crossing (US 41 and CR 951)
 Address: 13100 Tamiami Trail East
 City, State, Zip: Naples, FL 34114

Location ID: PL-10

No. of Proposed Spaces: 5

Overall Score (%):
87.5

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Tamiami Trail and Collier Blvd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R17, R18, R24, and R121.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 636 (US 41 and Trail Ridge Rd) serving R17, R18, and R24. Another stop on Collier Blvd can be established. Average B&A per day and per year is 0.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, ROW available for a bench.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 1 mile of Collier Blvd segment.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approximately 6 miles to the government campus, within 10 miles to City of Naples boundary.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? (Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)	10	3	30
Excellent on Tamiami Trail E, Good U-turn available under 0.2 miles on Collier Blvd.			
9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? (Yes: 10 pts; No: 0 pts)	10	2	20
Yes, transit does loop or headed southbound towards Everglades City.			
10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? (>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)	10	1.5	15
No, Marco Island library serves different route.			
11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. (1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)		1	0
Within 1-3 miles for Lely Resort CDP, Lely CDP, Naples Manor CDP, Verona Walk CDP, and zip codes 34113			
12. Is the Site within or adjacent to a commercial area? (Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)	10	2	20
Yes within plaza.			
13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? (At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)	10	2.5	25
Sidewalk and bike lane available.			
14. Does the Site have existing parking facilities that can be utilized? (>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)	7	3	21
Yes 5 - 10 spaces with lease agreement.			
15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? (ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)	0	2	0
N/A.			
16. If the answer to Question 14 was no, what is the location zoned as? (Commercial or Industrial: 10 pts; Residential: 0 pts)	0	1	0
N/A.			

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped properties surrounding area.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely employees going to Marco Island or Everglades City.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	19	2.5	47.5
ADA compliant stop (+3), lighting (+2), 3 additional routes served (+4), serving isolated community Marco Island (+8), established express R121 (+2).			

CAT Park and Ride Site Evaluation Form

Comments:

Alternate locations to PL-10 are PL-9 and SL-13. If property owners are not amenable to lease agreements, County should pursue the lowest cost option for developing an undeveloped lot, identified on Pg. 6.

*If a new lot is developed, it could be designed to serve as transfer station for R121, R21, R24, R17, R18, and R24.

TDP Proposed Routes: The site will be along 17/18 redesigned, Collier Blvd, Government Center - Marco Island Express, R121, and R24.

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

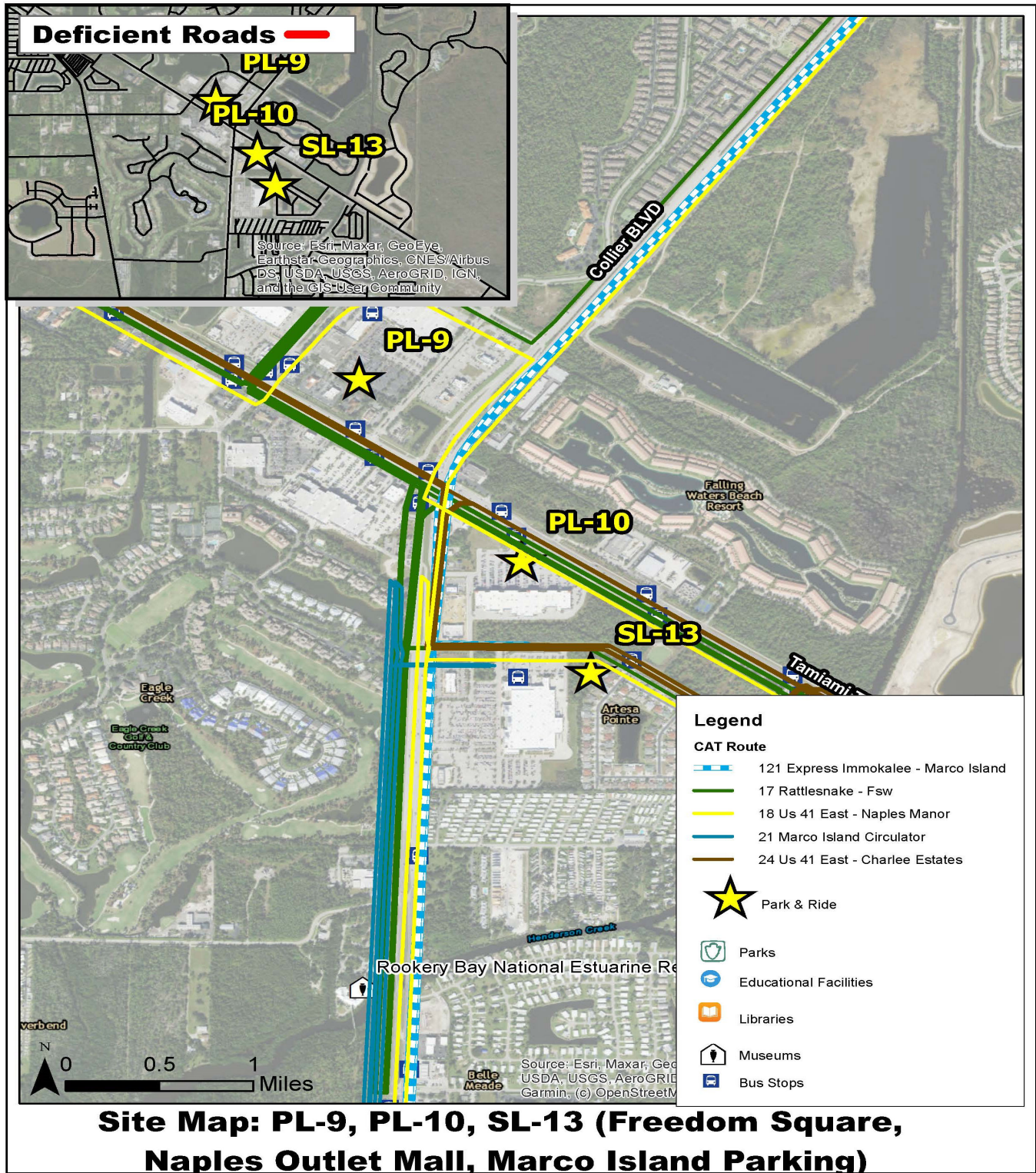


CAT Park and Ride Site Evaluation Form



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Ave Maria
 Address: 5050 Ave Maria Blvd
 City, State, Zip: Ave Maria, FL 34142

Location ID: PL-11

No. of Proposed Spaces: 5

Overall Score (%):
68.8

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

No, greater than 2 miles off Oil Well Rd.

Score Weight Total

0	3	0
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R28 (Golden Gate Estates - Ave Maria - Immokalee).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID's 648 and 649. Stop 648 average B&A per day 0 and yearly B&A at 0 and 4.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, ROW available for bench.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

No.

0	2	0
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approximately 4 miles from Immokalee.

8	1.5	12
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, undeveloped area within range. </div>	8	3	24
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, stop on either direction going to Immokalee or westbound. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within approximately 2 mile radius, serving the Ave Maria community. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, commercial areas within the university campus (walking distance). </div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Sidewalks and crosswalks connecting to commercial areas, no bike lanes. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> 5 - 10 spaces. </div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A, however the area has undeveloped property that can be acquired for the construction of a lot when needed. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped property available along existing transit route.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, Ave Maria residents travelling to work outside the community.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	10	2.5	25
Lighting (+2), isolated community - Ave Maria (+8).			

CAT Park and Ride Site Evaluation Form

Comments:

If property owners do not want to pursue a lease agreement, County should pursue the undeveloped lots as close as possible to the shopping plaza, in commercial zoning, along the transit route.

Refer to Page 18 of 29 on Development Order No 05-01, whereas the applicant "shall promote transit through the inclusion of bus stops of other appropriate transit access points in site design." The applicant will "promote independence from the private automobile and discourage external trip making."

TDP Proposed Routes: The site will be along the R19/28 realignment.

Photos of Proposed Location



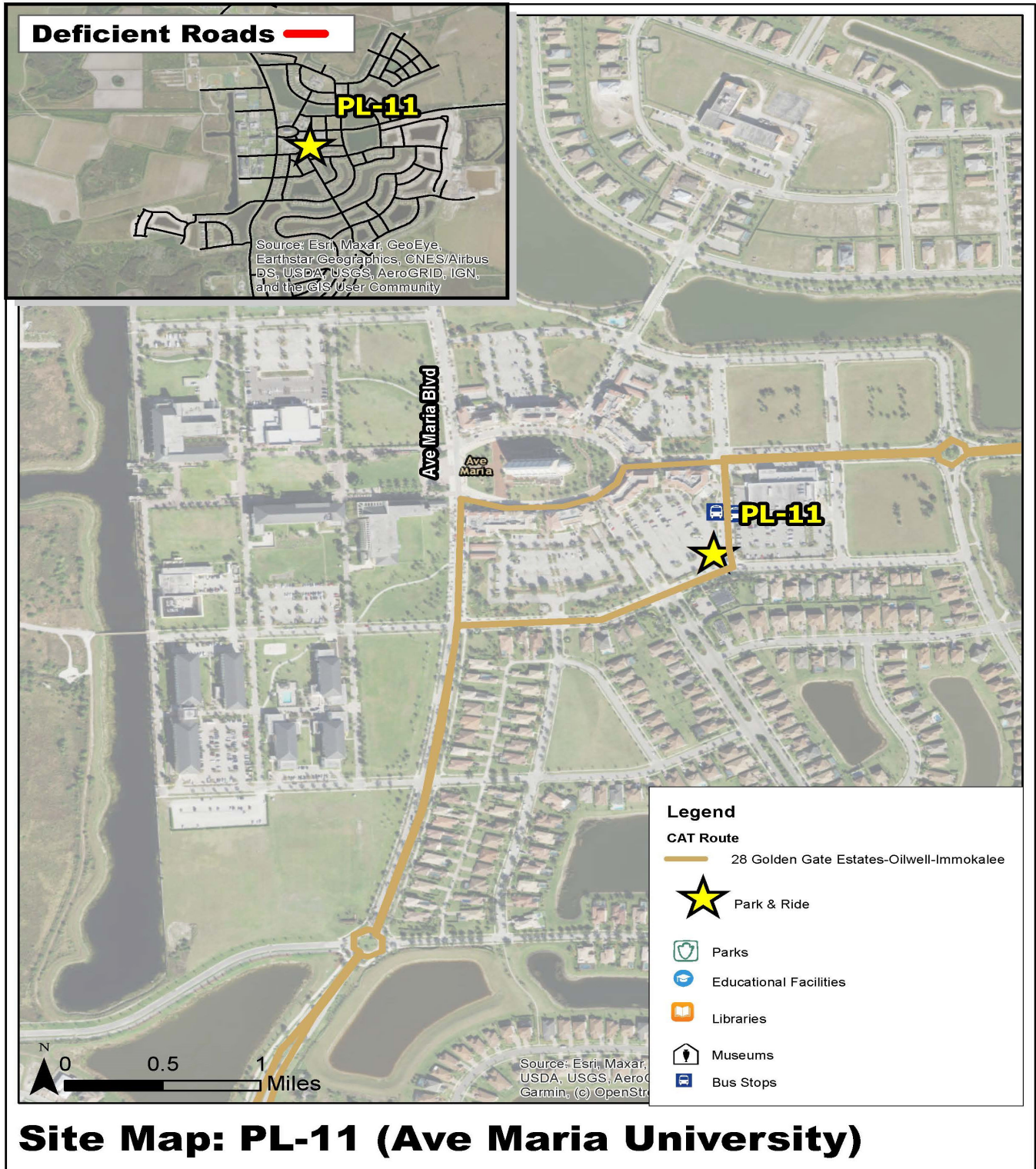
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Railhead (Old US 41)
 Address: Parcel No. 00143120009
 City, State, Zip: Naples, FL 34112

Location ID: SL-1

No. of Proposed Spaces: TBD

Overall Score (%):
85.4

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Within 0.33 miles of Old US 41 Rd.

Score Weight Total

6	3	18
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

No, closest transit is along Immokalee Rd. approx 2.5 miles from lot.

0	2	0
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No. Stop ID 66 (Creekside Connection w Linc) has average B&A per day at 138 and 125 and yearly B&A at 46,067 and 41,498.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

County owned property available if stop is created.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 0.5 miles of Old US 41. Veterans Memorial Blvd new roadway to relieve congestion to Old US 41. Site is upstream of Tamiami Trail East segment by approx 1 mile.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible, will be visible from access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 2 miles of Lee County boundary. Within approx. 4 miles of Bluebill Beach Access, within approx. 5.3 miles of Vanderbilt Beach and surrounding hotels. Within approx 3 miles from employment centers along Immokalee Road such as Arthrex.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent, existing Rail Head Blvd, Sun Centry Rd, Collier Center Way will provide excellent access. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, once Veterans Memorial Blvd is constructed (FY 2021 per AUIR), it will also be providing access to Livingston Rd. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, existing Seed to Table lot serves separate route. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 40px;"> Within 3 miles of Naples Park CDP, Lee County boundary and adjacent PUD's. Targeted ridership includes employees at adjacent hotels, beaches and employers along Vanderbilt Beach Rd and Immokalee Rd where informal park and ride already occurs and where parking is reaching capacity. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, within industrial business area. </div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Will be constructed at the site. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, undeveloped parcel. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> It is an 80.33 acre undeveloped parcel owned by the County, which would allow for a large lot size with room for expansion, depending on the County's plans for development. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Industrial. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped 80.33 acre lot.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Yes, encourage commuters from Lee County going to the County government center to use this lot for ridesharing or vanpool. Encourage employees at the Vanderbilt Beach Rd and Gulf Shore Drive hotels such as the Ritz-Carlton, or Arthrex on Immokalee Rd to rideshare to vanpool to accomodate overloaded parking demands.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	34	2.5	85
Connection to other service route - Lee County transit (+12), serving regional commuters (+10), proposed MOD service in TDP (+2), proposed transfer facility with LeeTran (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

This site would be a proposed transfer station with LeeTran and could serve as a P&R for the Southwest Florida International Airport.

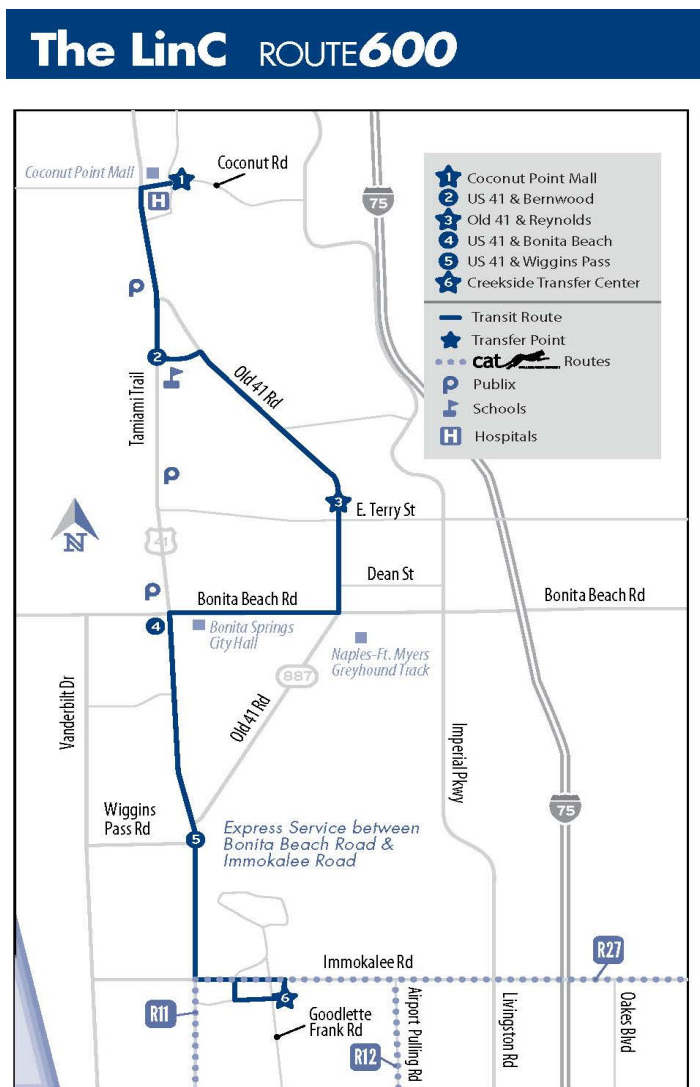
This is an excellent site for connecting to Lee County transit, as once Veterans Memorial Blvd is constructed, the connection to Livingston Rd will take congestion from Old US 41 and allow LeeTran Route 600 to pick up at this location while returning from the Creekside Transfer Center stop.

This site can be considered as a beach parking site with a shuttle provided, however ideally beach parking should be pursued closer to the service area.

Veterans Memorial Blvd is planned for construction in 2021 (Collier County 2019) and will serve this location providing access to Livingston Rd.

TDP Proposed Routes: This site is within the North Naples proposed 'mobility on demand' zone.

Photos of Proposed Location



LeeTran R600, intended to pickup at this proposed location.

Resource: Lee County, 2020.

<https://www.leegov.com/leetran/Documents/Route%20600%20June%202020%20web.pdf>

Accessed July 2020.

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	00143120009	Site Address *Disclaimer		Site City		Site Zone *Note	
Name / Address	COLLIER CNTY C/O REAL PROPERTY MANAGEMENT 3335 TAMIAMI TR E, STE 101						
City	NAPLES	State	FL	Zip	34112		
Map No.	Strap No.	Section	Township	Range	Acres	*Estimated	
3A10	000100 001 3A10	10	48	25	80.33		

Collier County Property Appraiser



Zoom In

Zoom Out

Identify

Pan

Measure

Full County View

Previous View

Zoom To Selected

Clear Map Graphics

Overview

Aerial Year:

2020

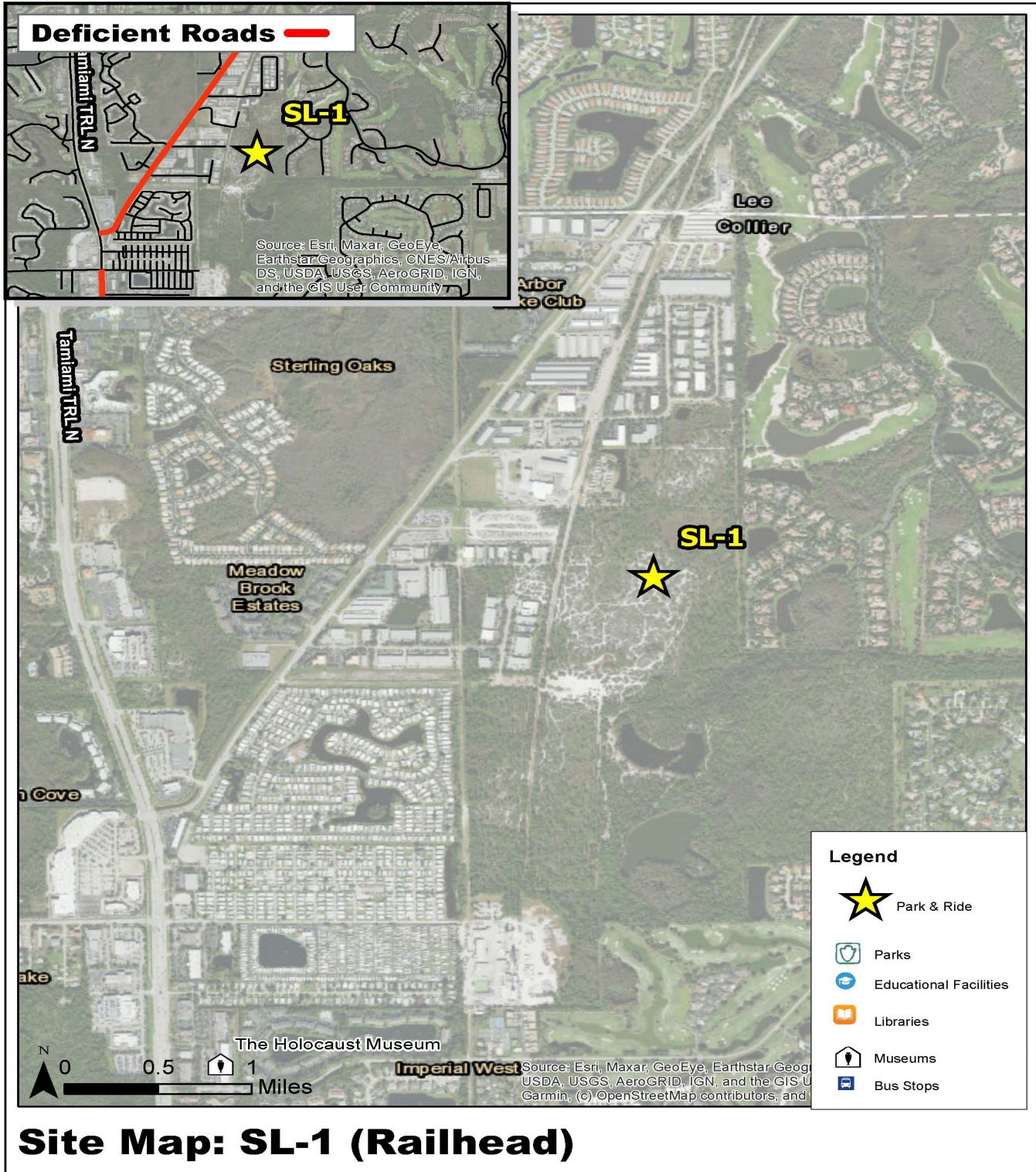
Sales Year:

OFF

Aerial Photography: January - 2020 Urban [6IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Naples Plaza Shopping Center
 Address: 1900-2075 Tamiami Trail N
 City, State, Zip: Naples, FL 34102

Location ID: SL-2

No. of Proposed Spaces: 5

Overall Score (%): 75.1

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, US 41.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R11 and R25.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No. Stop 14 (US 41 and GG Pkwy) within 500 ft using crosswalk.

6	1	6
---	---	---

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, however ROW is available. The swale is Collier County property.

6	1	6
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.5 miles of Golden Gate Parkway segment.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 1 mile of City of Naples area and Coastland Center mall.

10	1.5	15
----	-----	----

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, plaza has a signal and three access roads. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, travelling southbound to downtown Naples. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Anticipated ridership within 4 - 6 miles, including Naples Park CDP, zip codes 34104 and 34105. </div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, within a commercial area and adjacent to the Coastland Center Mall. </div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Pedestrian access connects plaza to US 41. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, 5 - 10 spaces. </div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	0	1	0
Poor capability, no empty parcels adjacent to plaza.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely for employees who work in downtown Naples.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	-1	2.5	-2.5
Lighting (+2), lack of available spaces (-3).			

CAT Park and Ride Site Evaluation Form

Comments:

There is no existing transit stop at this location. Infrastructure will be required. The proposed parking lot by the Publix is generally at capacity. It is suggested to locate the spaces to another area less congested within the same plaza. This location is an alternate to PL-7.

TDP Proposed Routes: The site will be along R11, Goodlette-Frank Rd, Golden Gate Pkwy route and the Naples MOD.

Photos of Proposed Location

Potential location for new transit stop - across from Publix.



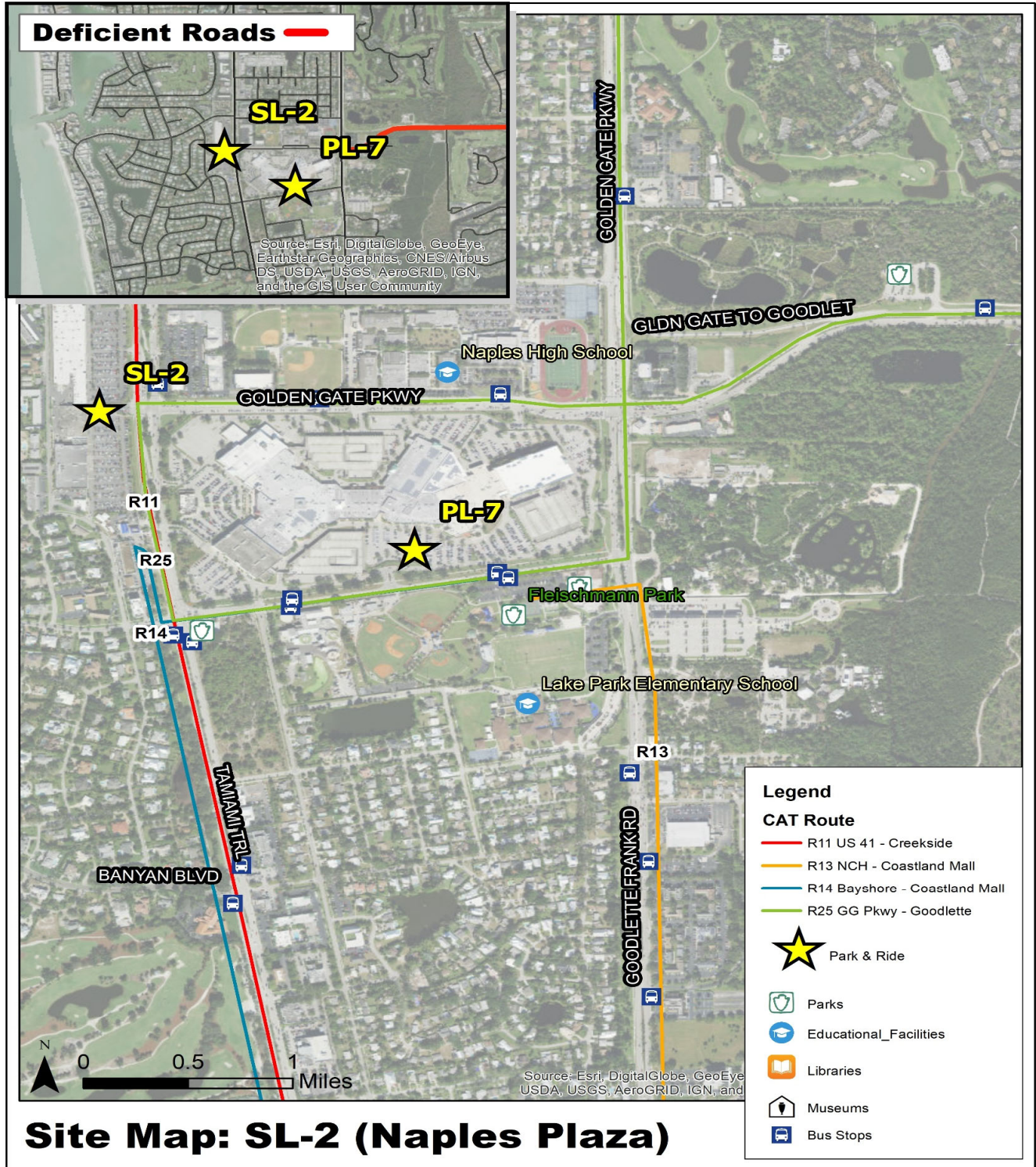
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Immokalee Health Department
 Address: 419 N 1st St
 City, State, Zip: Immokalee, FL 34142

Location ID: SL-3

No. of Proposed Spaces: Phase I: 5, Phase II: TBD

Overall Score (%):
86.9

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Within 0.5 miles of Immokalee Rd and E Main St.

Score Weight Total

6	3	18
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19, R22, R23, and R28.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 398 (Health Dept) serving all four routes. Average boarding and alighting per day at 100 and 102.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.5 miles of N 1st Street segment.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Yes, clearly visible.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Over 10 miles to activity centers in Naples. Within City of Immokalee, however it's proposed to serve Naples.

0	1.5	0
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, undeveloped area on County property.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, bringing City of Immokalee residents to Naples.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No, over 10 miles to Golden Gate Estates Library.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 1 - 3 miles, targeted ridership is City of Immokalee and Lee County residents.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No, over 1,000 ft to E Main St.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian facilities at the site.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, Phase I available 5 - 10 spaces either at health dept or library. Phase II anticipated to be included with transfer station improvements with > 10 space capacity.</div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Anticipated to be constructed in the County owned parcel.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">CU - 10-4-19 CU-PL20190000124 HEX 19-41. Conditional use for essential services.</div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped area on County property.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months for using existing spaces (Phase I). Over 9 months to construct transfer facility with lot (Phase II).			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	5	1	5
May encourage and can be used for vanpool from Immokalee to Naples or Marco Island. May include Lee County residents going south to Naples.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
Lightng (+2), transfer facility (+10), serving isolated community (+8)			

CAT Park and Ride Site Evaluation Form

Comments:

Refer to Page 7 for conceptual layout of transfer station proposed under the awarded Tiger Grant. The alternate to this site is SL-22. Connection to LeeTran should be explored with Lee County.

TDP Proposed Routes: The site will be along UF/IFAS and Lehigh Acres, R23, R19/28 and R22.

Photos of Proposed Location



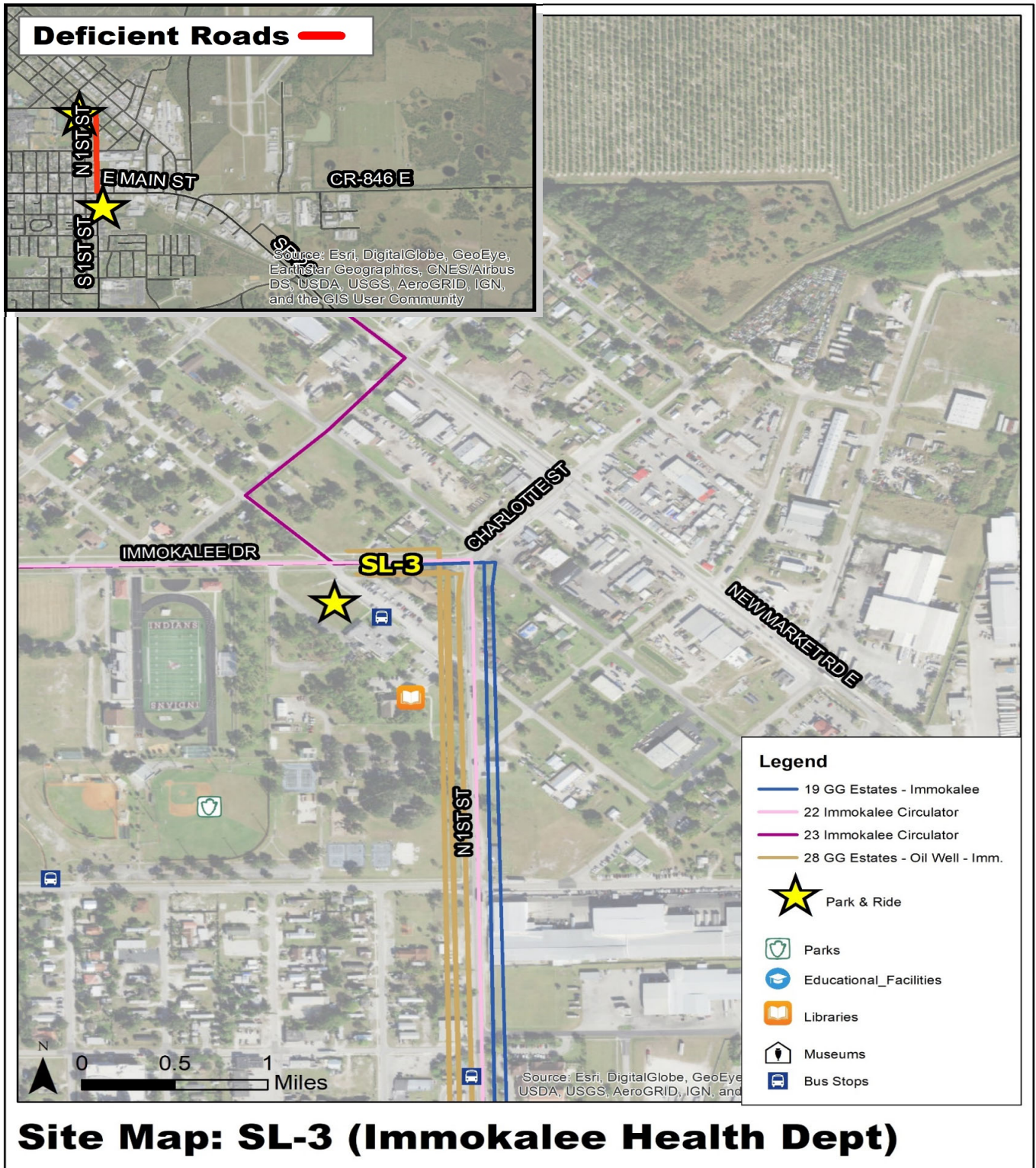
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



ZONING:
RESIDENTIAL SINGLE FAMILY - RSF-3;
ZONING EXCEPTION CONDITIONAL USE FOR
ESSENTIAL SERVICES

SETBACKS:

MIN. DISTANCE BETWEEN BUILDINGS: NONE

MIN. FRONT YARD: 30'

MIN. SIDE YARD / REAR YARD: 7.5'

MIN. REAR YARD: 25'

HEIGHT:

MAX BUILDING HEIGHT: 35'

OFF STREET PARKING (SEE NOTE #1 BELOW):

BUS STATION/DEPOT OR BUS TERMINAL:
1 SPACE PER 100 SF OF PASSENGER WAITING AREA
1 SPACE PER 1,000 SF OF DEDICATED TICKET SALES/HANDLING AREA

REQUIRED:
2,750+/- SF / 100 = 27.5 PARKING SPACES
800+/- SF / 1,000 = 0.80 PARKING SPACES
TOTAL: 28 PARKING SPACES

PROVIDED:
TOTAL: 28 PARKING SPACES (INCLUDES 2 ADA SPACES)

SITE DATA (SEE NOTE #2 BELOW):

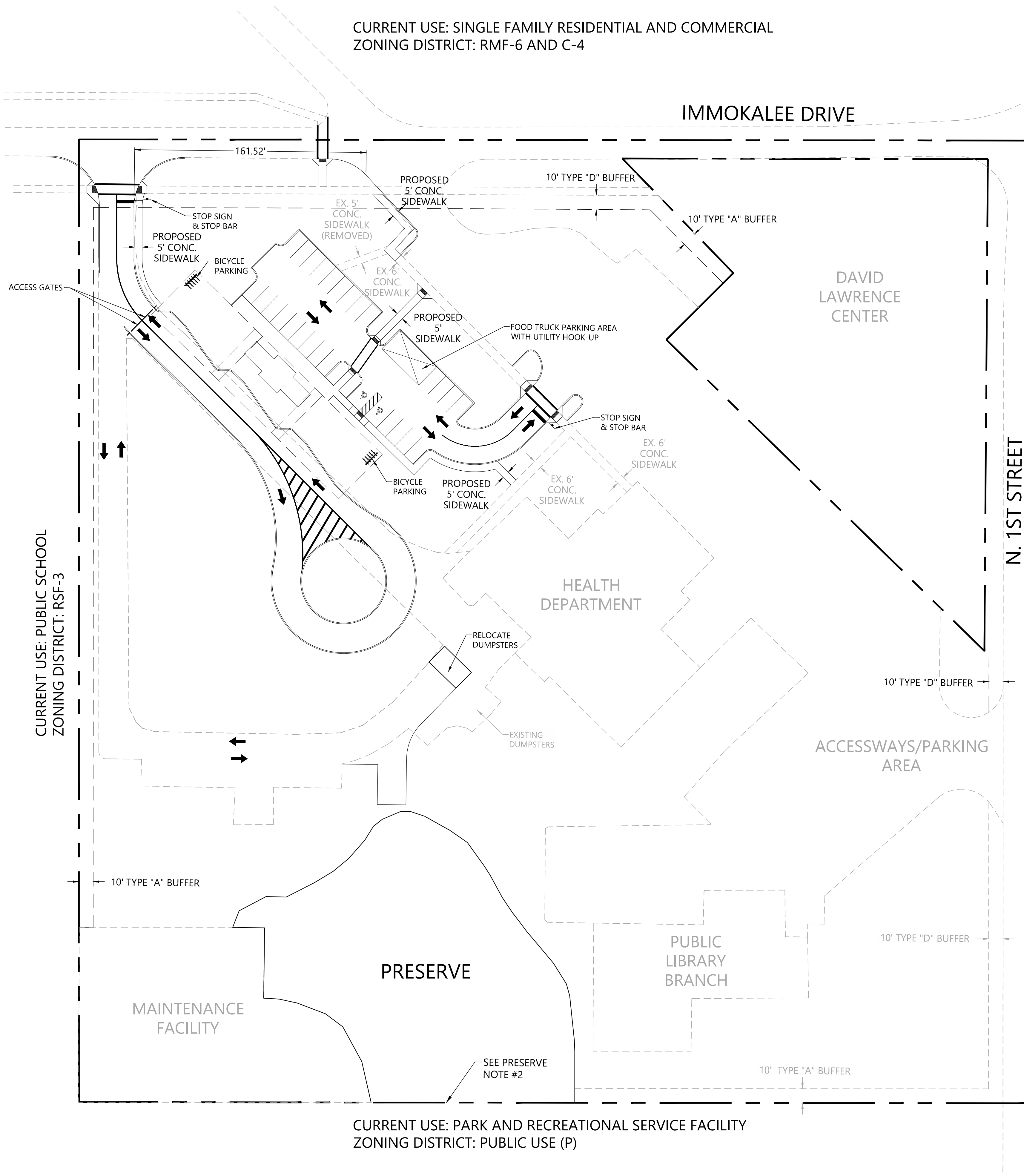
PROPOSED TRANSIT FACILITY: (IMPROVEMENTS)	43,259 SF	0.99 AC	11%
EXISTING FACILITIES:	49,714 SF	1.14 AC	13%
EXISTING ACCESSWAYS/ PARKING/SIDEWALKS AREA: (PAVEMENT)	92,465 SF	2.12 AC	24%
OPEN SPACE/BUFFERS/ WATER MANAGEMENT AREAS:	199,632.40 SF	4.58 AC	52%
TOTAL SITE	385,070.40± SF	8.84± AC	100%

PRESERVE NOTES:

1. REQUIRED PRESERVE: 0.20± AC; 15% OF 1.35± AC OF EXISTING NATIVE VEGETATION. PRESERVE PROVIDED: 0.54± AC.
2. PRESERVES MAY BE USED TO SATISFY THE LANDSCAPE BUFFER REQUIREMENTS AFTER EXOTIC VEGETATION REMOVAL IN ACCORDANCE WITH LDC SECTIONS 4.06.02 AND 45.06.05.E.1. SUPPLEMENTAL PLANTINGS WITH NATIVE PLANT MATERIALS SHALL BE IN ACCORDANCE WITH LDC SECTION 3.05.07.

NOTES:

1. THE PROPOSED BUS STATION/DEPOT/TERMINAL FACILITY USE IS NOT SPECIFICALLY REFERENCED UNDER LDC SECTION 4.05.04.G. PER LDC SECTION 4.05.04.F.4, THE OFF STREET PARKING CALCULATIONS WERE PROVIDED THROUGH EVIDENCE OF PARKING RATIOS APPLIED BY OTHER COUNTIES, FOR THIS CASE LEE COUNTY, FLORIDA, TO APPLY TO THE PROPOSED BUS STATION/DEPOT/TERMINAL USE.
2. THE TOTAL SITE AREA PROVIDED IS PER THE COLLIER COUNTY PROPERTY APPRAISER'S OFFICE PROPERTY DATA SUMMARY REPORT FOR CONCEPTUAL PLANNING PURPOSES. PRECISE SITE AREA DATA WILL BE DETERMINED THROUGH THE SURVEYING PROCESS DURING THE SDP/SDPA PHASE.



RWA
ENGINEERING

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www.consult-rwa.com

COLLIER COUNTY

CAT IMMOKALEE SUPER STOP &
TRANSFER STATION

CONCEPTUAL SITE PLAN

DATE: 05/2019		DESIGNED: xxx	
EC: 4	TWP: 47	RGE: 29	DRAWN: DRW
PROJECT NO: 130063.00.63			
SHEET NUMBER: 1 OF 1			

CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Publix at Randall and Immokalee
 Address: 13550 Immokalee Rd
 City, State, Zip: Naples, FL 34120

Location ID: SL-5

No. of Proposed Spaces: 5

Overall Score (%):
81.5

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes R19 (GG Estates - Immokalee), R22 (Immokalee Circulator), and R28 (Golden Gate Estates - Oil Well - Immokalee).

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 629 and Stop ID 288 across Immokalee Rd. Stop ID 288 average B&A per ay at 2 and 6, and yearly B&A at 753 and 1917. No data for Stop 629.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Immokalee Rd.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx 11 miles to Arthrex and Ave Maria.

0	1.5	0
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, near a light and several access/exit points.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes for Immokalee and Lehigh Acres northbound and eastbound .</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes >5 miles from Golden Gate Estates Library.</div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Approx 1-3 miles in Zip Code 34120.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes within Publix shopping plaza.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Bike lane and sidewalk available.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes 5-10 spaces.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Poor. </div>	0	1	0
<p>18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 9 months. </div>	8	1.5	12
<p>19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> May encourage for eastbound and northbound. </div>	5	1	5
<p>20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Lighting(+2), 2 additional routes (+4), ADA compliant stop (+3), lot seen full (-3), serving isolated community (+8). </div>	14	2.5	35

CAT Park and Ride Site Evaluation Form

Comments:

There is also a bus stop across the street that could serve the WB commute.

TDP Proposed Routes: The site will be along R19/28 redesigned and R22.

Photos of Proposed Location



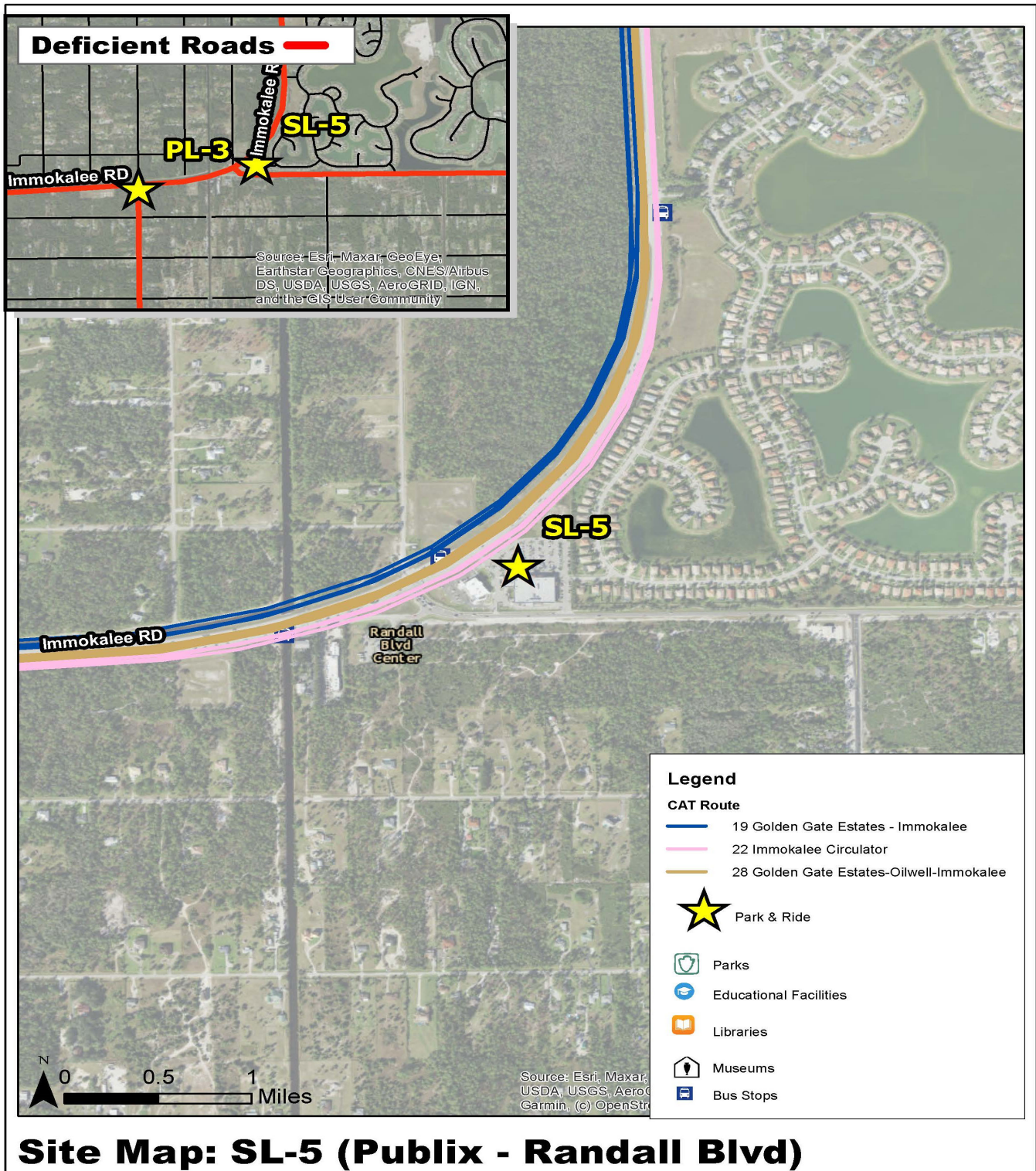
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: The Marketplace at Pelican Bay
 Address: 8833 Tamiami Trail N
 City, State, Zip: Naples, FL 34108

Location ID: SL-6

No. of Proposed Spaces: 5

Overall Score (%):
82.9

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, US 41 and Vanderbilt Beach Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R11.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 37 (US 41 and Vanderbilt Bch Rd) southbound. Average B&A per day at 6 and 3, and yearly B&A at 2,022 and 941.

10	1	10
----	---	----

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Shelter and bench were constructed shortly after site photos were taken.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.5 miles of Vanderbilt Beach Rd segment.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 1 - 3 miles of Mercato and Waterside shops.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, at a signal.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes for southbound travel (towards downtown).</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Targeted ridership Pelican Bay CDP, Naples Park CDP, and zip codes 34108, 34109, abd 34110. Yes, within 1 - 3 miles.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes within the shopping plaza.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Sidewalk and bike lane.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, 5 - 10 spaces with lease agreement.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	3	1	3
Fair, may be able to use additional in shopping center.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely for targeted ridership heading southbound or northbound to Lee County.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	5	2.5	12.5
Lighting (+2), ADA compliant stop (+3).			

CAT Park and Ride Site Evaluation Form

Comments:

The proposed location was at the Pavilion shopping center, however this site was selected as the Pavilion shopping center frequently is at parking capacity and the bus stop existings adjacent to this lot. This site could work in conjunction with the proposed SL-25 beach lot if constructed. The beach shuttle can pickup any commuters using these leased spaces with a new stop at the north end of this plaza along Vanderbilt Beach Rd.

TDP Proposed Routes: The site will remain along R11.

Photos of Proposed Location



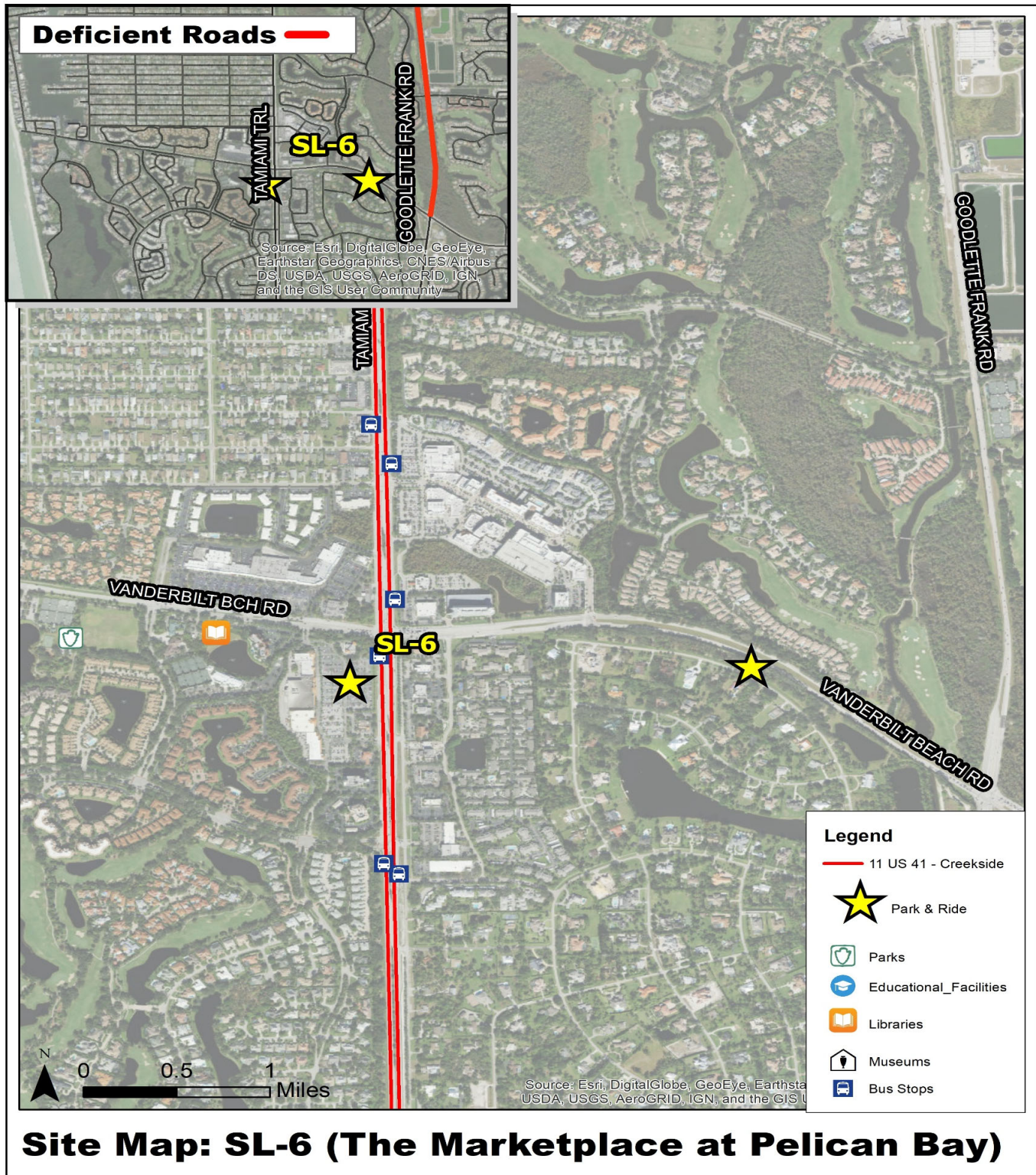
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Dick's Sporting Goods
 Address: 5955 Naples Blvd
 City, State, Zip: Naples, FL 34109

Location ID: SL-7

No. of Proposed Spaces: 5

Overall Score (%):
75.7

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Within 0.5 mi (Pine Ridge Rd).

Score Weight Total

6	3	18
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R26 (Clam Pass).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Within 500 ft (across street) Stop ID 544, within 500 ft Stop ID 547 on same side. Stop 557 average B&A per day at 0 and yearly B&A at 55 and 12. Stop 544 average B&A per day at 0 and yearly B&A at 1 and 71.

6	1	6
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No amenities, ROW can be obtained.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Pine Ridge Rd.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-Visible, visible from access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within commercial center. Targeted for City of Naples within 2 miles.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, two access points at light.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, stops serve both directions.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Approx 1-3 miles, targeted vineyards CDP, Island Walk CDP, Zip Code 34109, 34119, 34105, and 34116.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, within commercial area.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian access, no bike lane.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes 5 - 10 spaces with lease agreement.</div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	3	1	3
Yes, with different property owner along same route.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Yes for targeted ridership.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	2	2.5	5
Lighting (+2).			

CAT Park and Ride Site Evaluation Form

Comments:

Users must cross the street to make it to the westbound then transfer facility on Goodlette-Frank.

There is adequate sidewalk and crosswalk provided for pedestrians to cross.

TDP Proposed Routes: This site will be served by the proposed 20/26 realignment.

Photos of Proposed Location



Available parking spots in Dick's parking lot



CAT Park and Ride Site Evaluation Form

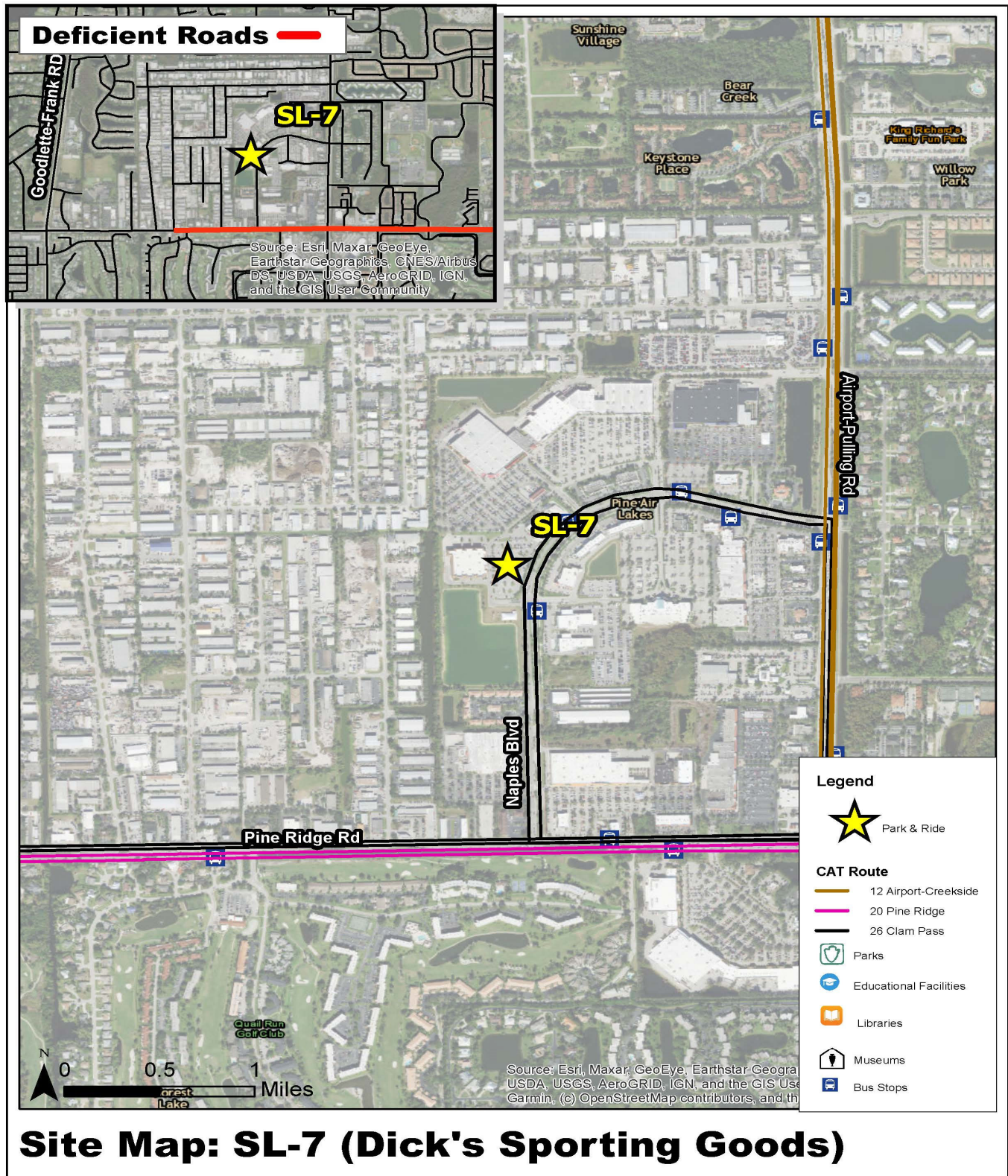
Photos of Proposed Location



Bus stop shown across the street

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Golf Course / VA Hospital Lot (Collier Blvd)
 Address: 4150 Golden Gate Pkwy
 City, State, Zip: Naples, FL 34116

Location ID: SL-8

No. of Proposed Spaces: TBD

Overall Score (%): 87.6

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Collier Blvd and Golden Gate Pkwy.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19 (GG Estates - Immokalee), R25 (Golden Gate Pkwy - Goodlette-Frank), R27 (951-Immokalee Rd), R28 (GG Estates - Everglades Blvd - Immokalee).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Stop ID 315 (Golden Gate Pkwy and 42nd St SW) on parcel but would add stop along Collier Blvd. Stop 315 average B&A per day at 3 and 2, and yearly B&A at 1146 and 727.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No bench or shelter. Property available within parcel.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Golden Gate Pkwy and Collier Boulevard.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Yes clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx 8 miles to Government Center and Horeshoe Gov. Center and industrial activity center, approx 9 mi from downtown Naples, within 1 mile of Golden Gate City (not targeted center).

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent, at light, will be developed accordingly. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes if travelling WB or SB. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> The Golden Gate Library is <5 miles, however that serves different direction and does not support R19 and R28. The Radio Road facility is within 5 miles but reaches capacity and excluded in the evaluation of this question. The Estates Library is over 5 miles from this location. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> 1 - 3 miles in Golden Gate CDP. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 250 feet from plaza to the north of Golden Gate Pkwy. </div>	8	2	16
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Sidewalk on Golden Gate Pkwy. </div>	8	2.5	20
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, infrastructure required. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, County owned and >10 spaces. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> GC - Commercial </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Yes, undeveloped lot.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, Golden Gate CDP and Estates Area.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	16	2.5	40
Stop ID 315 ADA compliant (however not targeted location), serves 3 additional routes (+6), serving regional commuters on I-75 (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

This is an undeveloped lot. Park and Ride spaces could be added with the development of a new VA hospital parking lot. This location should be reevaluated based on location of the new VA hospital within the property.

TDP Proposed Routes: This site will be along the realigned R19/28 and revised R27 N-S.

Photos of Proposed Location



View from Collier Blvd looking southbound.

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	36560040008	Site Address *Disclaimer	4150 GOLDEN GATE PKWY	Site City	NAPLES	Site Zone *Note	34116
Name / Address COLLIER COUNTY BOARD OF CNTY COMMISIONERS 3335 TAMIAMI TRAIL EAST							
City		NAPLES		State		FL	
Zip		34112					
Map No.	4827	Strap No.	325300 A 14B27	Section	27	Township	49
Range	26	Acres	165.08	*Estimated			

Collier County Property Appraiser



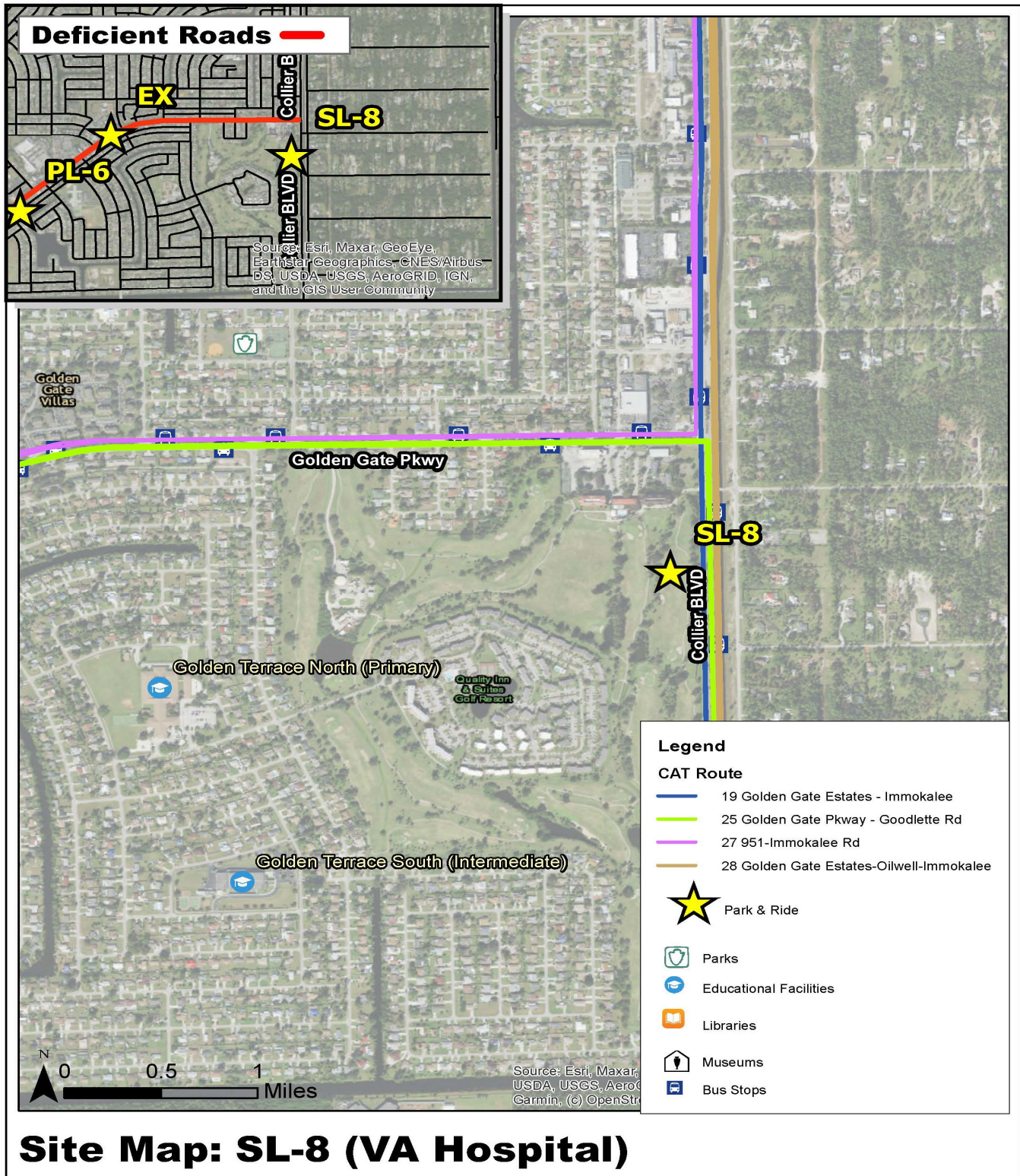
- Zoom In
- Zoom Out
- Identify
- Pan
- Measure
- Full County View
- Previous View
- Zoom To Selected
- Clear Map Graphics
- Overview

Aerial Year:
2020
Sales Year:
OFF

Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Sports Complex
 Address: 3868 City Gate Blvd N
 City, State, Zip: Naples, FL 34117

Location ID: SL-9

No. of Proposed Spaces: 5

Overall Score (%):
73.1

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Within 0.75 miles of Collier Blvd.

Score Weight Total

4	3	12
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Within 0.5 miles of R19, R25, and R28, however a route will be revised to pickup at the new site.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Stop ID 275 (951 and City Gate Blvd) for R19 over 1,000 feet, however a new stop will be installed with facility and route will be revised to accommodate. Stop 275 average B&A per day at 2 and 1, and yearly B&A at 820 and 491.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

The new stop will be constructed with a shelter and bench.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 2 miles of I-75 interchange and Golden Gate Pkwy segments.

4	2	8
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Anticipated to be semi-visible, as it will be visible from the access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approximately 4 miles from Physicians Regional, approx. 5 miles from industrial and 6 miles from City of Naples boundary; also targeted for commuters going northbound or to Immokalee.

8	1.5	12
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, U-turn available within 0.2 miles. </div>	8	3	24
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, for commuting northbound or to Immokalee, but not for commuters going to the Government Center. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 40px;"> The Radio Road facility is within 5 miles of R25 and 28, however parking reaches capacity and is therefore excluded in the evaluation of this question. The Golden Gate Library facility is within 5 miles of selected routes but this lot serves additional routes that are not currently served. The Estates library serves the remaining routes, however is approx. 8 miles away. </div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Targeted ridership Golden Gate CDP (<1 mile), Lely Resort CDP (4 miles), Lely CDP, Verona Walk CDP, and Naples Manor CDP. Can also accommodate I-75, Collier Blvd, and Marco Island. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Sidewalk proposed for the new road. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Assuming the County will accomodate 5 spaces closest to the transit stop. </div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> County to determine if site shows demand requiring additional spaces. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> General PUD. Exception DRI; ZVL(CUD). </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	8	1	8
Good, undeveloped property nearby.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months after site is developed.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, this is a great spot for Golden Gate CDP to carpool or vanpool to Marco Island.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	16	2.5	40
Lighting (+2), along two additional routes (+4), serving regional commuters (+10).			

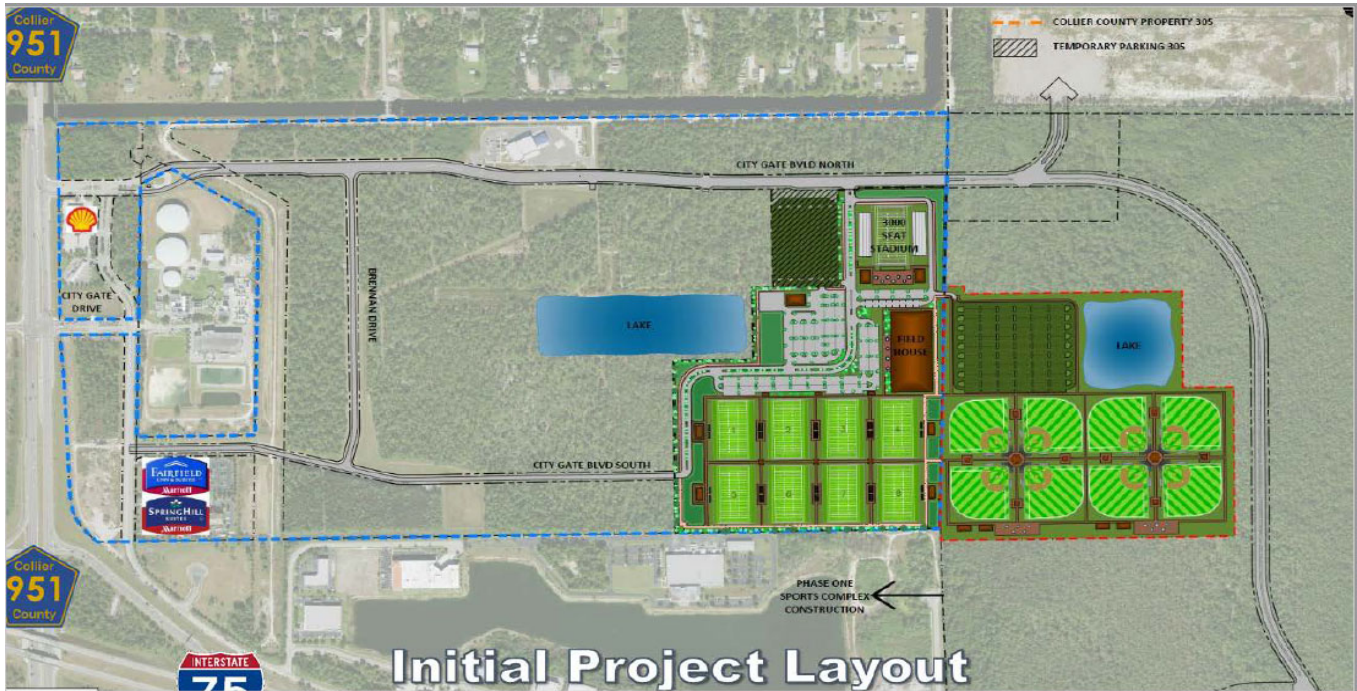
CAT Park and Ride Site Evaluation Form

Comments:

Site shall be revisited once development has progressed. Site conditions anticipated to change.

TDP Proposed Routes: No routes are proposed to pickup at this location, however it is likely that whichever route CAT revises to accommodate this new site will continue to serve this location.

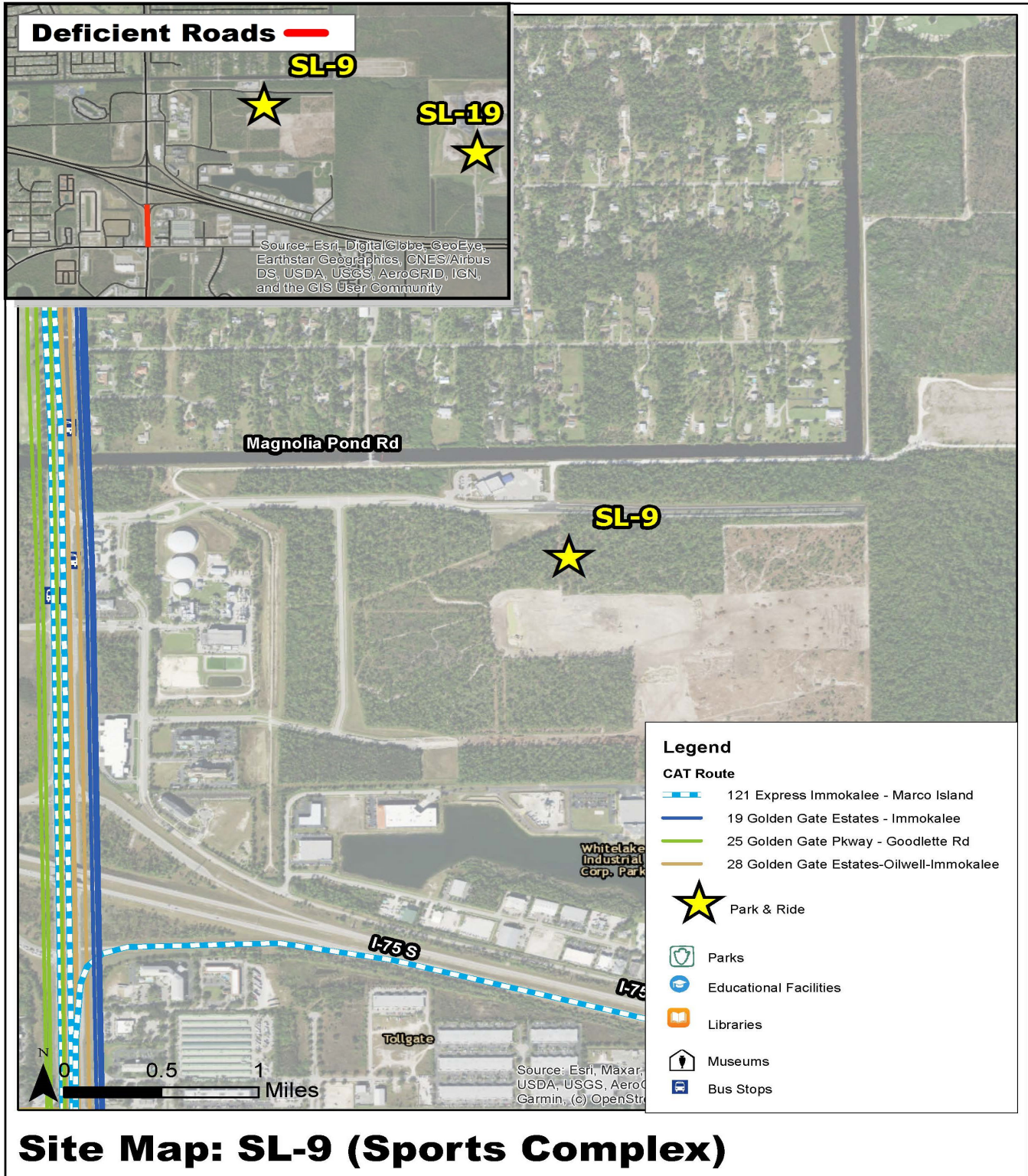
Photos of Proposed Location



Collier County, 2019. *Collier County Sports Complex & Events Center*. December 10.
<https://www.colliercountyfl.gov/home/showdocument?id=90757>. Accessed September 2020.

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Radio Road Transfer Station Lot
 Address: Parcel No. 00298120103
 City, State, Zip: Naples, FL

Location ID: SL-10

No. of Proposed Spaces: TBD

Overall Score (%):
83.1

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Radio Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R15 (GG City), R16 (GG City), R19 (GG Estates - Immokalee), R20 (Pine Ridge), R25 (GG Pkwy - Goodlette-Frank), R28 (GG Estates - Everglades Blvd - Immokalee).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 508 (Radio Lane) approximately 450 ft away. Stop 508 average B&A per day at 11 and 12, and yearly B&A at 3,612 and 3,841.

6	1	6
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Collier Blvd and I-75 within 1 mile.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx 4 miles to City of Naples Boundary, approx, 5 miles from Horseshoe government center and industrial area, approx 5.5 miles to County Government Campus.

8	1.5	12
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, u-turn available within 0.2 mile. </div>	8	3	24
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes westbound. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, the Radio Road transfer station is within 5 miles and the same direction, however parking reaches capacity and is therefore excluded in the evaluation of this question. The Golden Gate Library facility is within 5 miles of selected routes but this lot serves additional routes that are not currently served. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 2 miles of Golden Gate CDP. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, sidewalk and bike lane. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, undeveloped lot. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Property available, privately owned. </div>	5	2	10
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Zoned as C-2. Commercial level 2. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Yes, the lot is undeveloped.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, due to close proximity to CAT station and Golden Gate CDP, Lely CDP, Lely Resort CDP, Naples Manor CDP and Verona Walk CDP.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
Serves 5 additional routes (+10), serving areas that reach parking capacity (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

Pedestrian access improvements connecting to the Radio Road facility should be evaluated if developing this location.

This location can also serve employees to allow additional spaces designated for P&R at the transfer facility. Options such as an electric scooter stations can be established between this lot and the transfer facility/CAT Morande to serve County employees and commuters utilizing this lot.

Alternate Location: An alternate location was identified within the 'preserve' area at the parcel east of the existing transfer station. The property owner is amenable to selling this section of land. Further analysis should be performed to assess this area for development. If possible, this location is ideal as it is safer and doesn't require pedestrians to cross Radio Rd. This should be evaluated prior to proceeding with Parcel No. 00298120103.

TDP Proposed Routes: The site will be served by R15, R16, the revised R25 E-W, and R19/20 realignment.

Photos of Proposed Location




Bus stop at Stop ID 508

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	00399200003	Site Address *Disclaimer		Site City		Site Zone *Note	
Name / Address	MATHENEY TR, A GROVER						
	OWEN M WARD LAND TRUST						
	UTD 6/29/88						
	PMB PTY3977						
	PO BOX 25207						
City	MIAMI	State	FL	Zip	33102-5207		
Map No.	5B03	Strap No.	000100 004 15B03	Section	3	Township	50
				Range	26	Acres	3.51
						*Estimated	

Collier County Property Appraiser



Zoom In

Zoom Out

Identify

Pan

Measure

Full County View

Previous View

Zoom To Selected

Clear Map Graphics

Overview

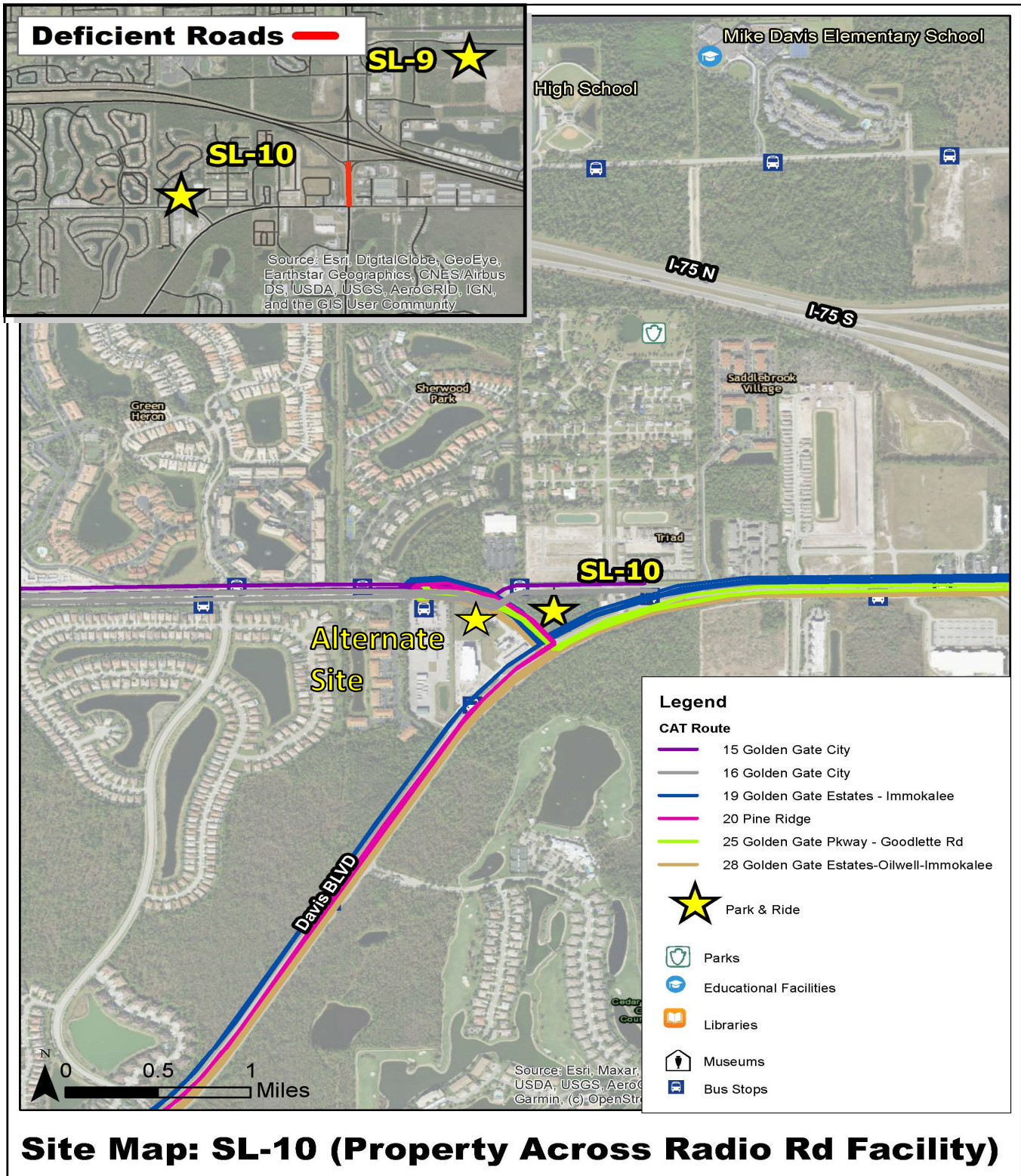
Aerial Year: 2020

Sales Year: OFF

Collier County Property Appraiser, Naples, FL
 Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Shoppes at Hammock Cove (Publix plaza on Thomasson Dr)
 Address: 4370 Thomasson Dr
 City, State, Zip: Naples, FL 34112

Location ID: SL-11

No. of Proposed Spaces: 5

Overall Score (%):
82.8

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Tamiami Trail.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R13, R14, R17, R18, and R24.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 248 (US 41 and Thomasson Dr) for R18 and R24. Stop ID 135 (Shops at Hammock Cove) for R13. Can cross Thomasson Dr to serve R14 at Stop ID 144

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Shelter and bench available.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.5 miles of US 41 segment.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Partially visible, some tree coverage.

8	1.5	12
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approximately 2 miles to government campus, within 3 miles of City of Naples boundary, approximately 4 miles to Physicians Regional.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, at a signal.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, travelling northbound to government campus, NCH and Coastland Center mall.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 3 miles of Lely CDP, Lely Resort CDP, and Naples Manor CDP. Targeted ridership includes zip codes 34113 and 34112.</div>		1	0
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, within Shoppes at Hammock Cove plaza.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian and bicycle facilities available.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, 5 - 10 spaces with lease agreement.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, undeveloped parcels nearby. </div>	8	1	8
<p>18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 9 months. </div>	8	1.5	12
<p>19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Likely from targeted ridership heading northbound. </div>	10	1	10
<p>20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> 4 additional routes served (+6), lighting (+2). </div>	8	2.5	20

CAT Park and Ride Site Evaluation Form

Comments:

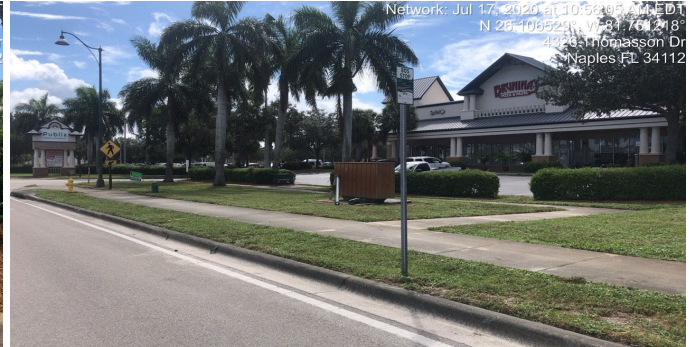
This location is an alternate to SL-20 (Government Center).

TDP Proposed Routes: The site will be served by the R13/14 realignment, R17/18 realignment and R24.

Photos of Proposed Location



Stop ID 248



Stop ID 135

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

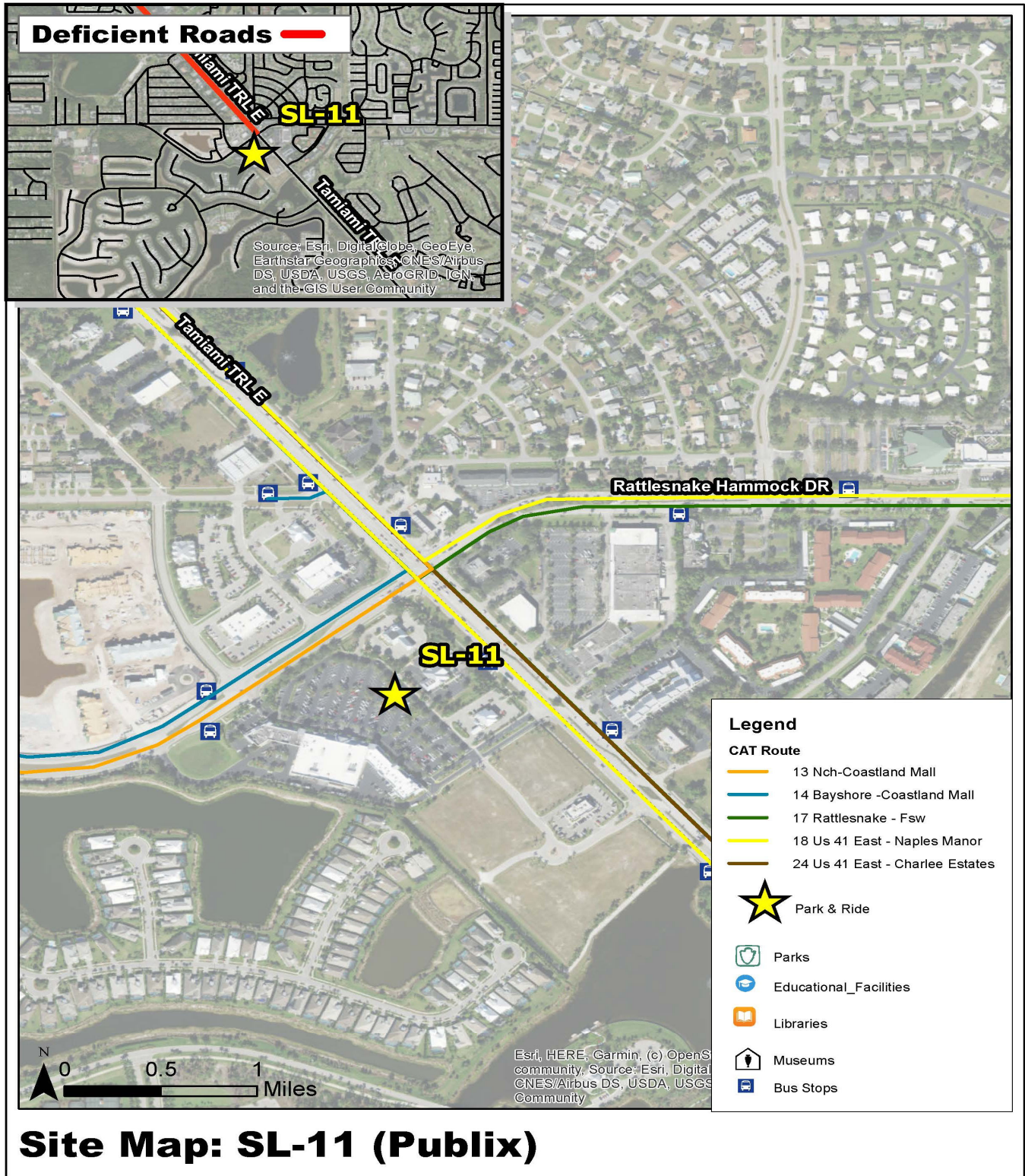


Stop ID 135



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Naples Airport
 Address: 160 Aviation Dr N
 City, State, Zip: Naples, FL 34104

Location ID: SL-12

No. of Proposed Spaces: 5

Overall Score (%):
66.1

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Airport Pulling Rd.

Score Weight Total

8	3	24
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

The proposed lot is within 0.6 miles of R12 (Airport - Creekside), R15 (Golden Gate City), and R16 (Golden Gate City). However if site is developed a route will pickup at this location.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Bus stops are over 1,000 ft away. Stop ID 115 (Airport Rd and North Rd DMV) and 114 (Airport Rd and Radio Rd). Stop 115 has average B&A per day at 1 and 3 and yearly B&A at 278 and 937.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

No.

0	2	0
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

The site will be semi-visible from the access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

<3 miles to downtown Naples <4 miles to beaches, already within City of Naples boundary.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Good, signal.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, if riders are heading south to downtown Naples.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Headquarters Library serving R12 along the same direction, however this location serves 2 additional routes.</div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Approx 5 mi radius zip codes and include Lely and Naples Manor CDP and Golden Gate CDP.</div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian and bike path.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Proposed lot is full; other options are farther away from bus stop.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	0	1	0
Poor.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	5	1	5
May encourage, commuters going north and south.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	12	2.5	30
Lighting (+2), serving regional commuters (+10).			

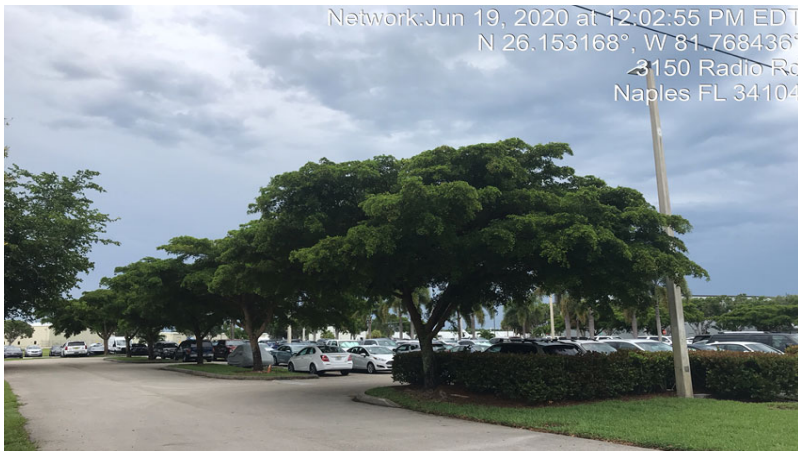
CAT Park and Ride Site Evaluation Form

Comments:

Three different lots were originally looked at. Option 1: the lot directly west of Radio Road, off Aviation Dr already reaches capacity. Option 2: the lot off Termian Drive. Option 3: the lot at the viewing lookout which includes a recreational area, bathrooms and cameras. Options 2 and 3 would require revising a bus route or electric scooter station to accommodate this location as they require over 0.25 miles walk to reach the nearest transit stop. This location could potentially be used for ridesharing to get to the beach.

TDP Proposed Routes: Whichever route is revised to accommodate this site will likely continue to serve this location, however no current or planned routes serve this site within a 0.25 mile walk.

Photos of Proposed Location



Option 1 lot (full)



Bus stop at the corner of N Rd and Airport-Pulling



Bus stop at the corner of N Rd and Airport-Pulling Rd

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



Option 2 lot

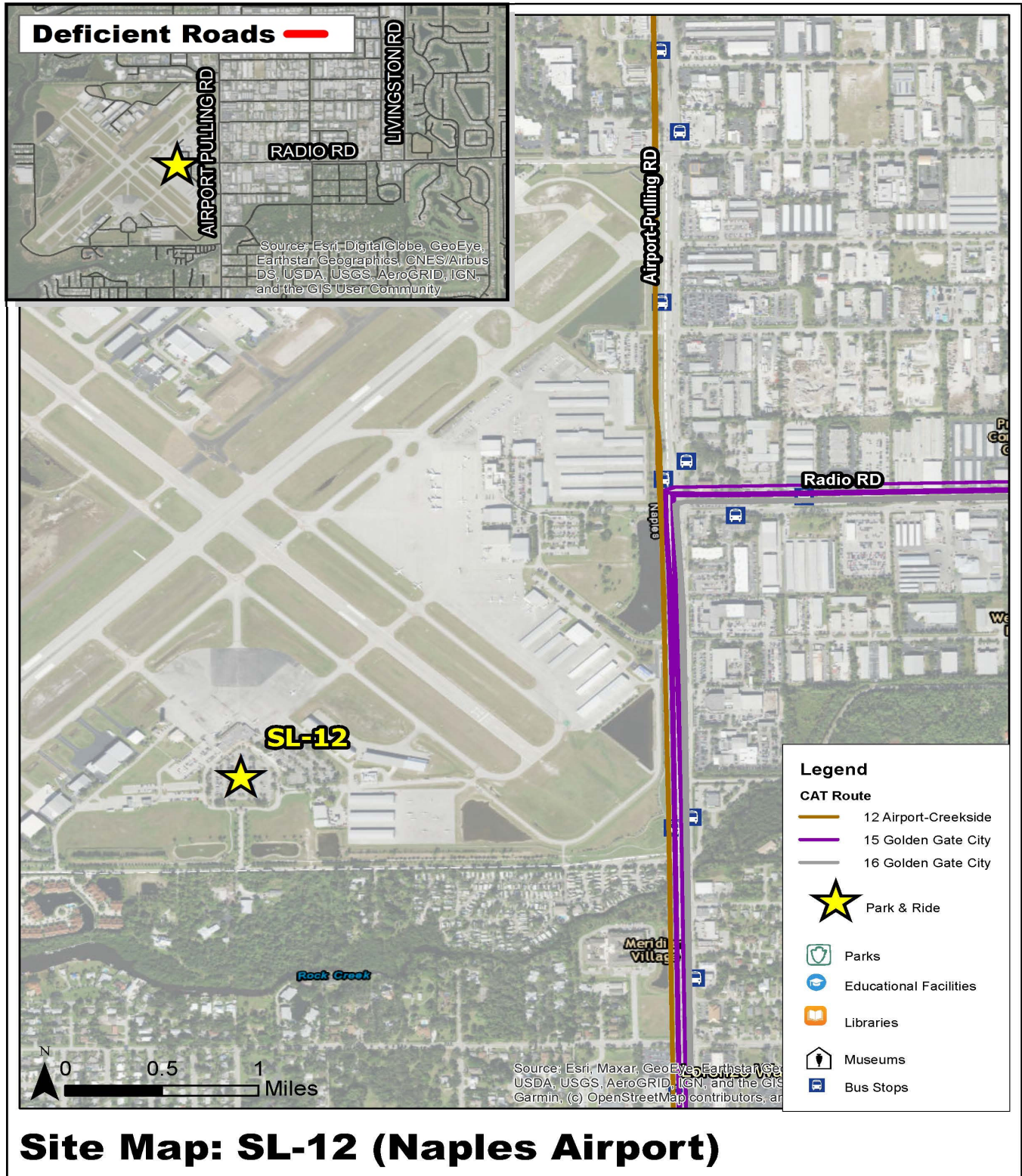


Option 3 lot at the lookout



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Walmart (serving Marco Island)
 Address: 6650 Collier Blvd
 City, State, Zip: Naples, FL 34114

Location ID: SL-13

No. of Proposed Spaces: 5

Overall Score (%):
87.9

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Collier Blvd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R121, R17, R18, R21, and R24.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Stop 253 Super Walmart serving R21 and R121. Stop 234 at Pasedo Dr and Kinonia Dr serving R 17, R18, and R24. Stop 234 has approximately 7 B&A per day and early B&A at 2,475 and 2,313.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Bench only.

7	1	7
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 1 mile of Collier Blvd segment.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible from access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 10 miles of Marco Island and 27 miles of Everglades City.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent along Collier Blvd and Tamiami Trail E at Trail Ridge Rd. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Approximately 9 miles from Marco Island Library P&R, but serving different direction. </div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 1-3 miles for Lely Resort CDP, Lely CDP, Naples Manor CDP, Verona Walk CDP, and zip codes 34113 and 34114. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes within Walmart property. </div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes pedestrian facilities. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes 5 - 10 spaces with lease agreement. </div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped properties surrounding area.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely employees going to Marco Island or Everglades City.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
4 additional routes (+8), serving underserved community of Marco Island and Everglades City (+8), express route (+2), lighting (+2).			

CAT Park and Ride Site Evaluation Form

Comments:

Alternate locations to SL-13 are PL-10 are PL-10. If property owners are not amenable to lease agreements, County should pursue the lowest cost option for developing an undeveloped lot, identified on Pg. 6.

*If a new lot is developed, it could be designed to serve as transfer station for R121, R21, R24, R17, R18, and R24.

The proposed location is the lot directly north of the store.

TDP Proposed Routes: The site will be along 17/18 redesigned, Collier Blvd, Government Center - Marco Island Express, R121, and R24.

Photos of Proposed Location



Bus stop in Walmart parking lot



Proposed lot directly north of the store

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



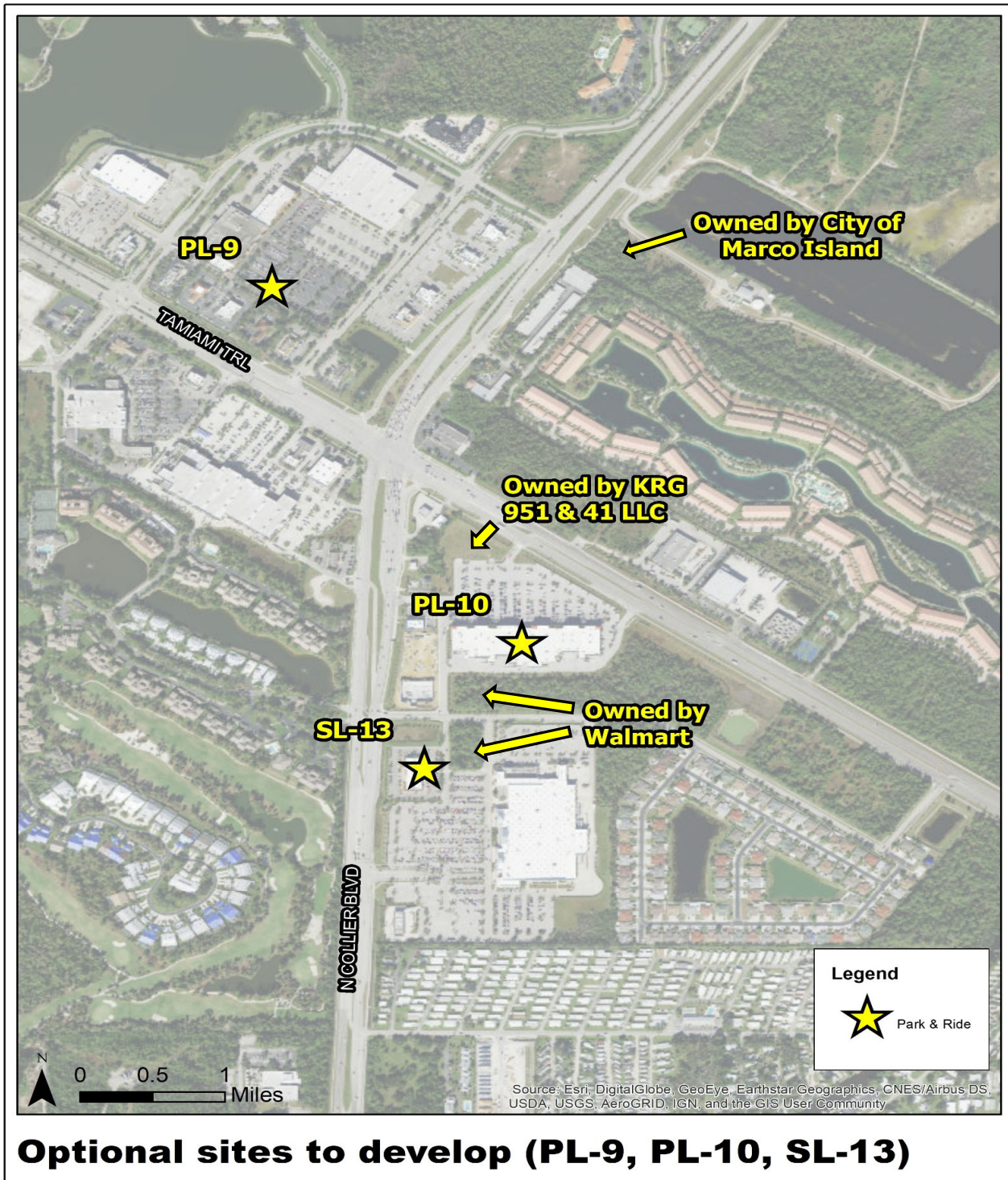
Proposed parking lot



Closest transit stop

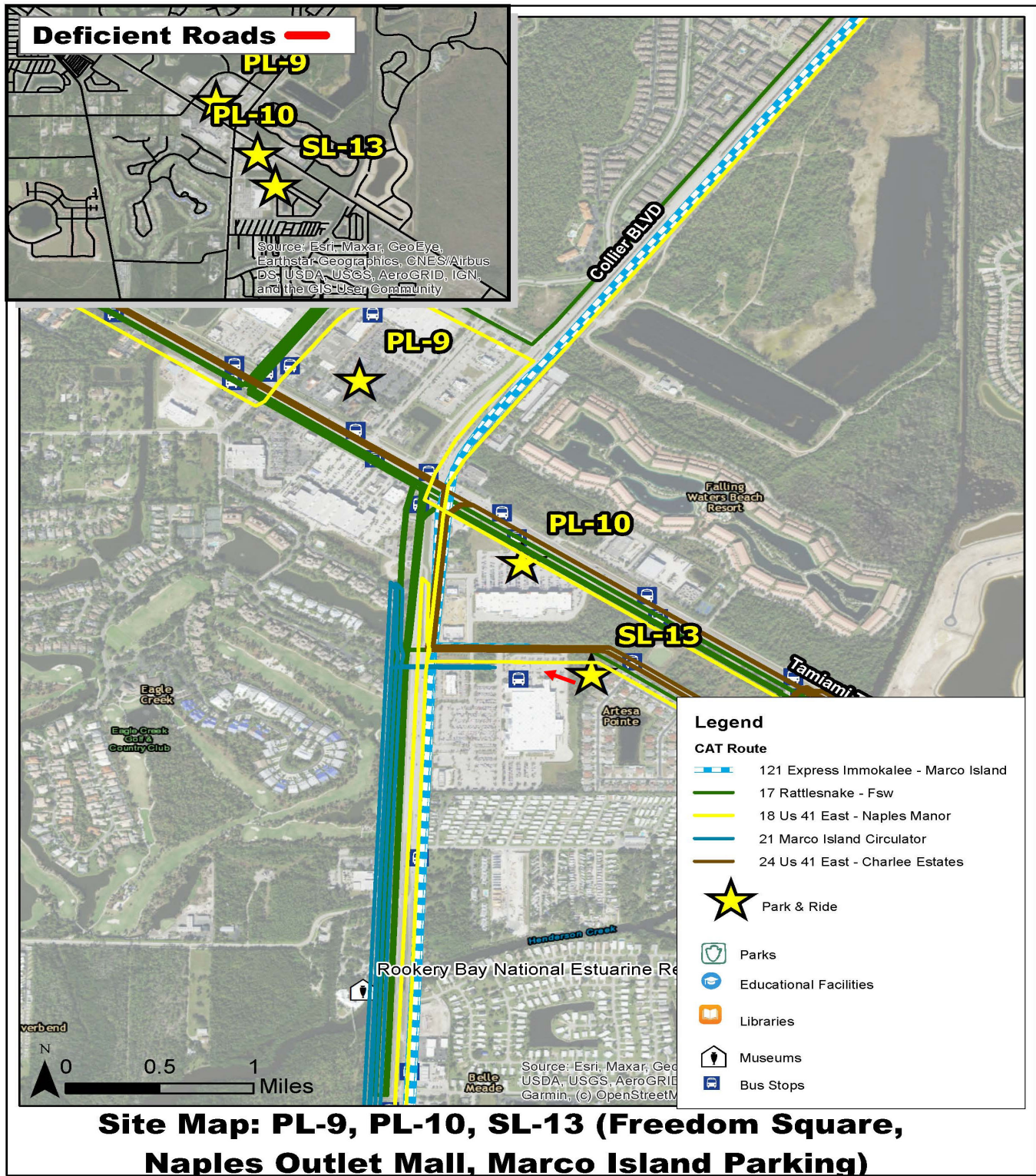


CAT Park and Ride Site Evaluation Form



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Golden Gate and 1st Street NW parcel
 Address: 85 Wilson Blvd N
 City, State, Zip: Naples, FL 34120

Location ID: SL-14

No. of Proposed Spaces: TBD

Overall Score (%):
71.7

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Golden Gate Blvd and Wilson Blvd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19 and R28.

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, ID 290 and 279 for R19 and R28. Stop 290 has average B&A per day at 3 and 7 and yearly B&A at 908 and 2,483.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, however Wilson is planned for expansion.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Wilson Blvd within 1 mile.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Would be developed with clear visibility.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Over 10 miles to government campus and Immokalee.

0	1.5	0
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Will be designed with excellent access. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes for commuters going to the government center. Crosswalk available for commuters going north to Arthrex, Ave Maria, or Immokalee. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, the Golden Gate Library is <5 miles but serves different direction. </div>	2	1.5	3
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Targeted ridership Golden Gate Estates, zip code 34120, a 3+ mile radius. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, within 500 feet of the Wilson plaza. </div>	6	2	12
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Sidewalk available on Golden Gate Blvd, sidewalk will be provided with Wilson Blvd expansion. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Owned by the County (pending property acquisition) with >10 spaces capacity. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Commercial - CPUD (PUDZ-2009-PL09-1017). </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped property.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely encourage Golden Gate Estates for work commute.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	2	2.5	5
Serves 1 additional route (+2).			

CAT Park and Ride Site Evaluation Form

Comments:

This location has potential for an express bus or vanpool service to the Government Campus. The survey results had several requests for a service from Golden Gate Estates to the Government Campus.

TDP Proposed Routes: The site will be along the R19/28 realignment and the Golden Gate Estates MOD.

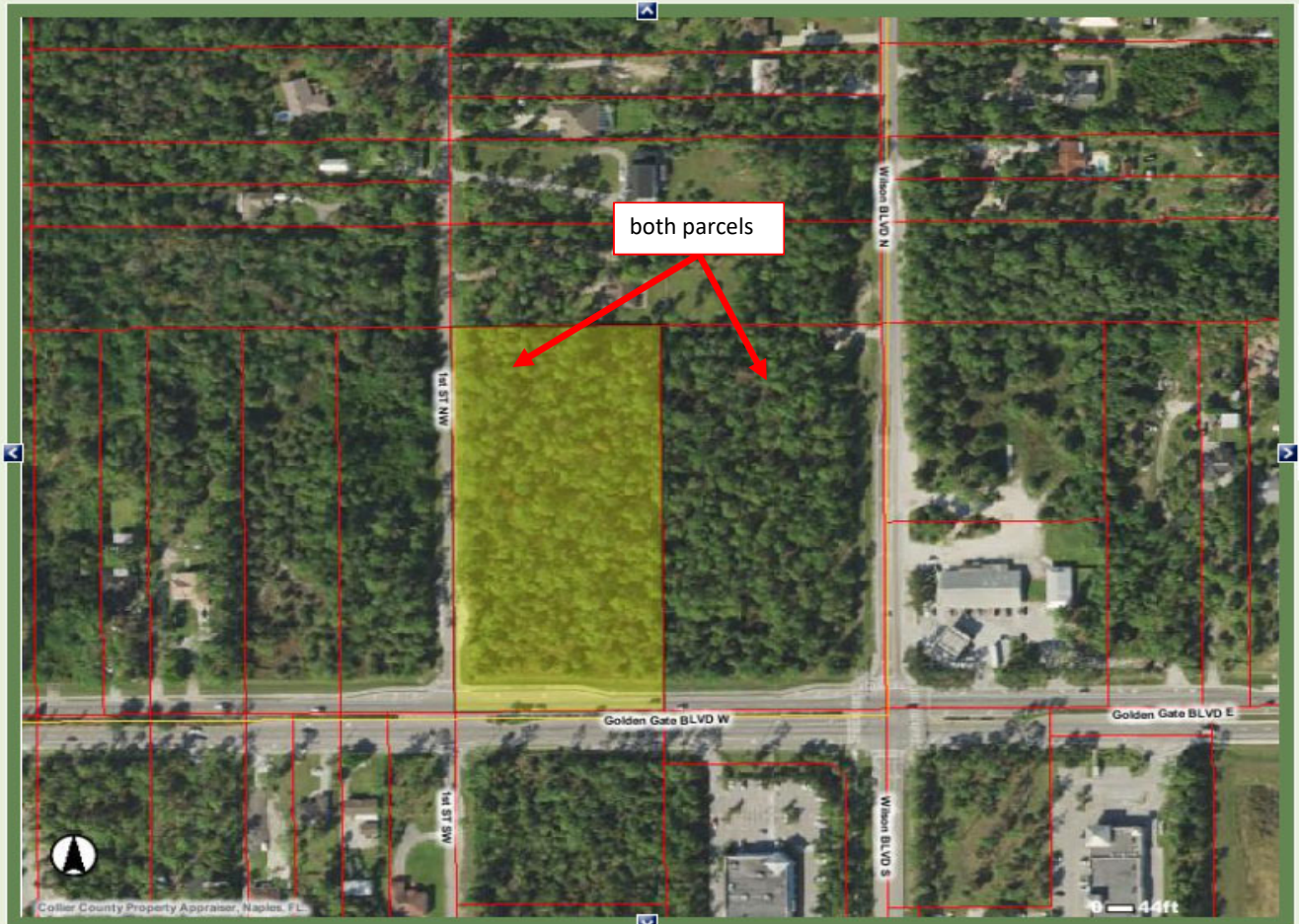
Photos of Proposed Location

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	37119840001	Site Address *Disclaimer	Site City	NAPLES	Site Zone *Note	34120	
Name / Address	850.018 LAND TRUST % CROWN MGMT SERVICES 207 CHERRY HILL DR						
City	PRESTO	State	PA	Zip	15142-1087		
Map No.	Strap No.	Section	Township	Range	Acres	*Estimated	
4C04	328600 143 04C04	4	49	27	5.15		
Legal	GOLDEN GATE EST UNIT 11 TR 143						
Millage Area	87		Millage Rates *Calculations				
Sub./Condo	328600 - GOLDEN GATE EST UNIT 11		School	Other	Total		
Use Code	10 - VACANT COMMERCIAL		5.016	6.2924	11.3084		

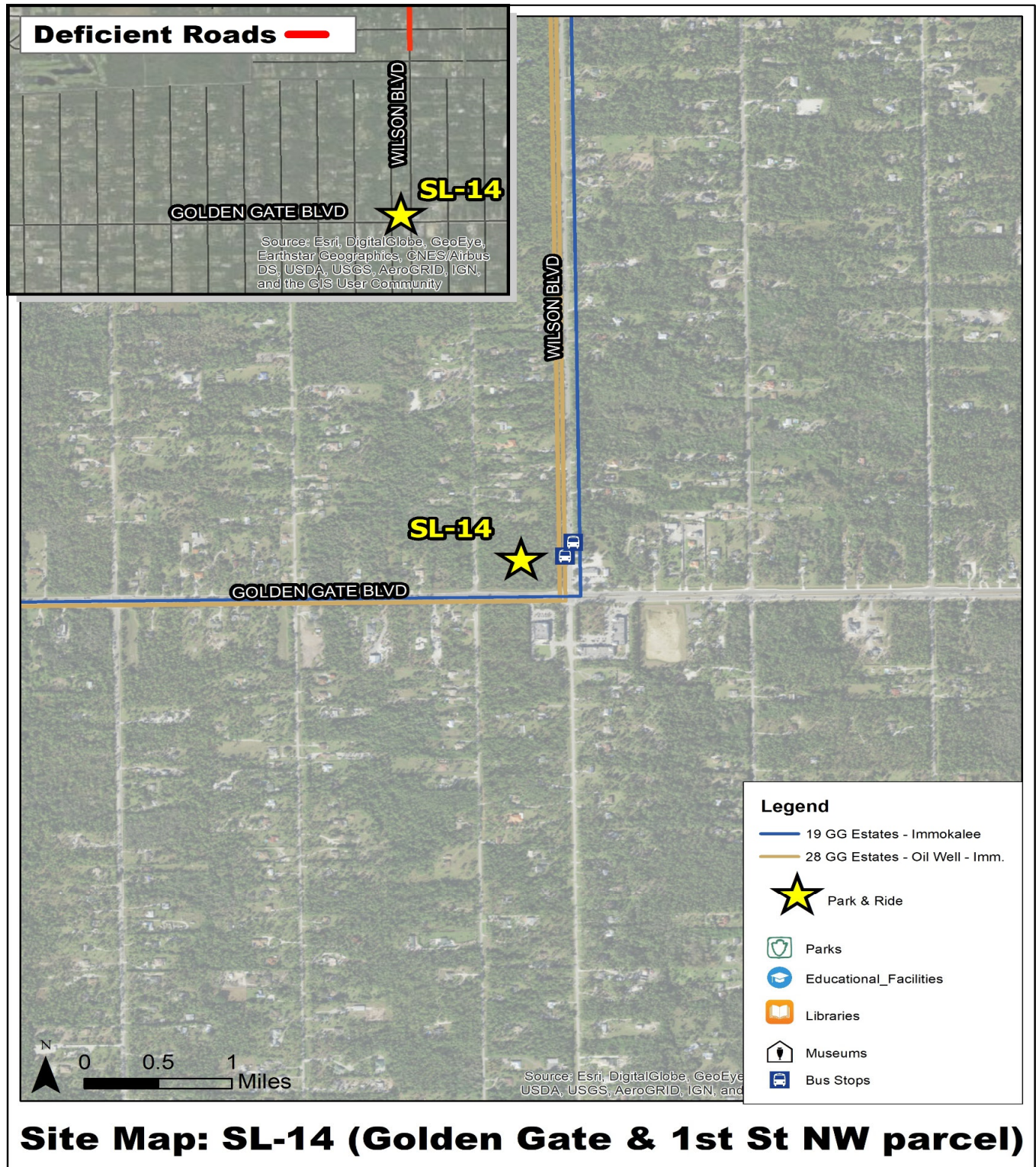
Collier County Property Appraiser



Aerial Photography: January - 2020 Urban [6IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Creekside Shopping Plaza / Dollar Tree lot
 Address: 10940 Tamiami Trail N
 City, State, Zip: Naples, FL 34108

Location ID: SL-15

No. of Proposed Spaces: TBD

Overall Score (%):
102.8

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, within 0.25 miles of R29A (beach bus), R11 (US 41 - Creekside), R 12 (Airport - Creekside), R27 (951-Immokalee), and Lee County connection.

8	2	16
---	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No, over 1,000 ft away. Stop ID 66 (Creekside Connection w Linc) has average B&A per day at 138 and 125 and yearly B&A at 46,067 and 41,498.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No but would be constructed within the lot, ROW available.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Immokalee Rd, US 41, Goodlette Frank.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible from Goodlette-Frank Rd.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

1-3 miles to Mercato, Waterside Shops, 4 miles to City of Naples boundary.

10	1.5	15
----	-----	----

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, can use different access roads to get to signals for desired directions. </div>	8	3	24
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, would be within the Creekside loop. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, Seed-to-Table lot does not serve same routes. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Targeted ridership Naples Park CDP, area codes 34118, 34119, 34110 and Bonita Springs. Within 4 miles. </div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, Creekside shopping plaza. </div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Pedestrian access but bus route would be revised to pickup at site. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, option 2 has spaces if lease agreement is pursued. </div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, undeveloped area available but privately owned. </div>	5	2	10
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> CPUD. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, acreage available on pond site lot.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, excellent location for commuters to and from Bonita and North Naples to north or south.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	32	2.5	80
Transfer station (+10), connection to LeeTran (+12), serving regional commuters (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

Option 1: Purchase and develop new parcel within upland area along Creekside Blvd.

Option 2: Utilize existing lots such as Coffee Bar/Dollar Tree lot in shopping plaza, Naples Daily News, or Keiser University lot.

Option 3: Marshalls area (pedestrian access not connected).

Since this location connects to LeeTran, developing a park and ride lot is recommended. However pursuing lease agreements with nearby property owners is recommended in the interim.

TDP Proposed Routes: This site will be along R11, R12, R25, and R27.

Photos of Proposed Location

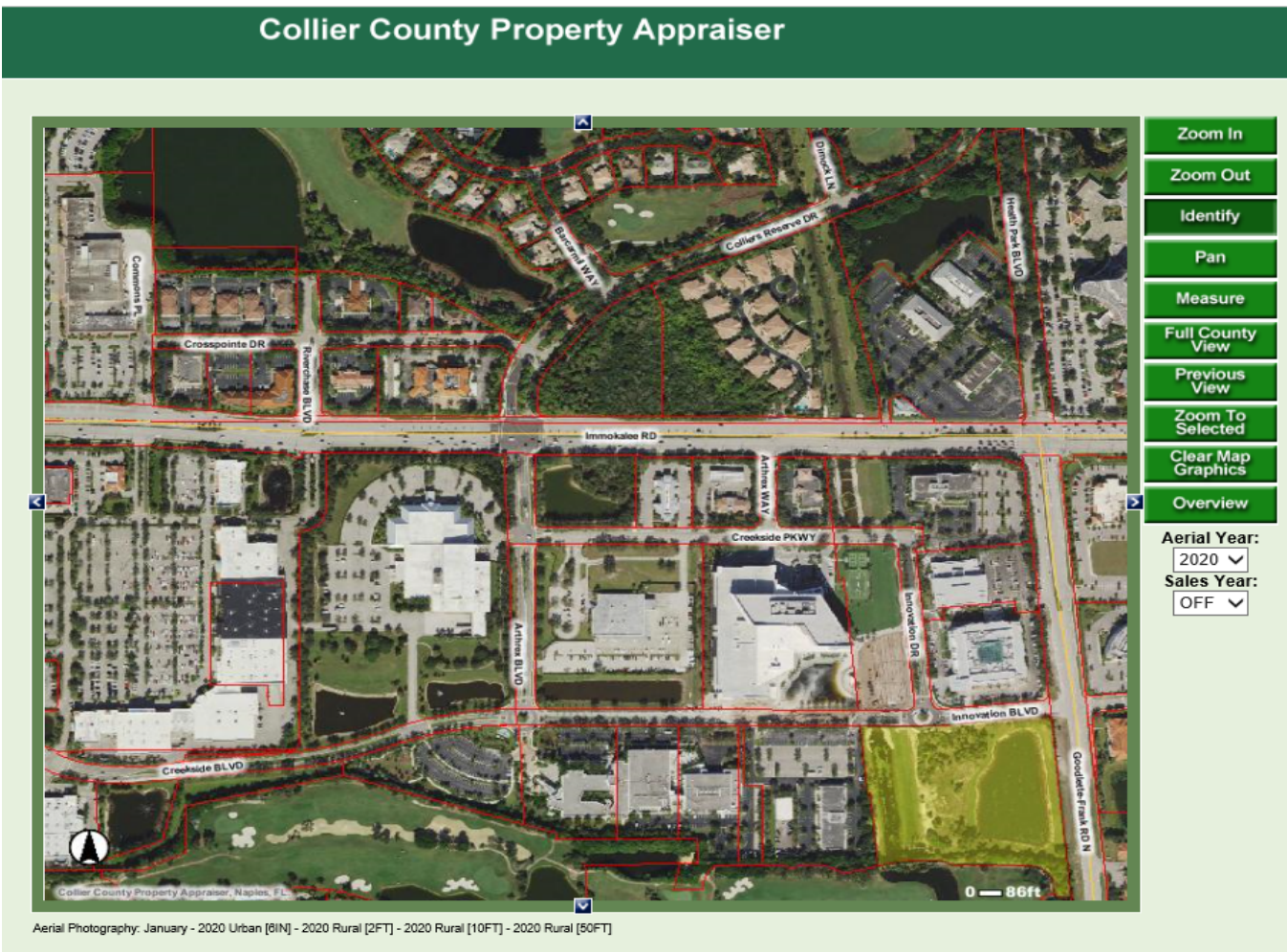
Option 2: Coffee Bar/Dollar Tree



CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	29331193065	Site Address *Disclaimer	Site City	NAPLES	Site Zone *Note	34108	
Name / Address	CREEKSIDE COMMERCE PARK PROPERTY OWNERS ASSOC INC 2600 GOLDEN GATE PKWY						
City	NAPLES	State	FL	Zip	34105-3227		
Map No.	Strap No.	Section	Township	Range	Acres	*Estimated	
3A27	253910 03 13A27	27	48	25	8.91		



Option 1: Proposed within upland area of parcel.

CAT Park and Ride Site Evaluation Form

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	00166680102	Site Address <small>*Disclaimer</small>	1880 VETERANS PARK DR	Site City	NAPLES	Site Zone <small>*Note</small>	34109
Name / Address	COLLIER CNTY C/O REAL PROPERTY MANAGEMENT 3335 TAMIAMI TR E, STE 101						
City	NAPLES	State	FL	Zip	34112		
Map No.	3A26	Strap No.	000100 005 13A26	Section	26	Township	48
				Range	25	Acres	3.64
Legal	26 48 25 THAT PORTION OF W1/2 OF NE1/4 OF NW1/4 LYING S & W OF SOUTHWINDS ESTS & E 8FT OF E1/2 OF E1/2 OF NW1/4 OF NW1/4 & W 40FT OF LOT 15 SOUTHWIND ESTS						
Millage Area	133	Millage Rates	<small>*Calculations</small>				
Sub./Condo	100 - ACREAGE HEADER	School		Other		Total	
Use Code	86 - COUNTIES INCLUDING NON-MUNICIPAL GOV.	5.016		5.7924		10.8084	
Latest Sales History <small>(Not all Sales are listed due to Confidentiality)</small>				2020 Preliminary Tax Roll <small>(Subject to Change)</small>			
Date	Book-Page	Amount	Land Value	\$ 546,000			

Collier County Property Appraiser

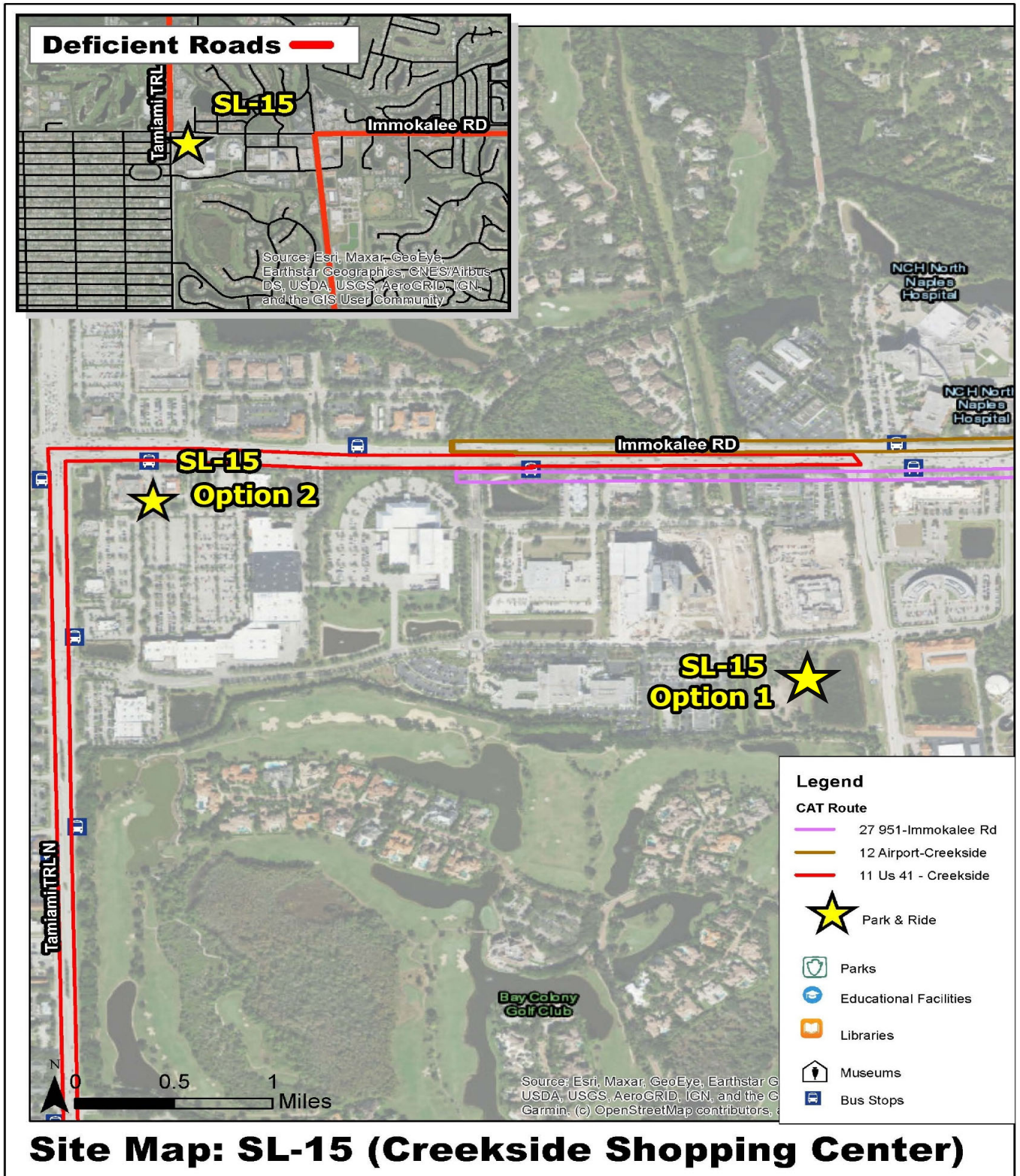


Aerial Photography: January - 2020 Urban [6IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

County owned parcel nearby and alternate locations.

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Target
 Address: 2415 Tarpon Bay Blvd
 City, State, Zip: Naples, FL 34119

Location ID: SL-16

No. of Proposed Spaces: 5

Overall Score (%):
75.0

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
----	---	----

2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R27 (951 - Immokalee Road).

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No.

0	1	0
---	---	---

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No ROW available due to guardrail behind sidewalk.

0	1	0
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Immokalee Rd. within 1 mile.

8	2	16
---	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible, visible from connector roads.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

8 mi to Golden Gate City, 30 miles to Immokalee, approx 18 miles go Government Campus.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, at a light.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, ridership anticipated to be going east or south. Anticipated to use transit to go down Collier Blvd south to Golden Gate and Government Center or Marco or Immokalee.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"><5 miles but serves different direction. Existing Seed to Table lot serves ridership going west.</div>	2	1.5	3
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Targeted ridership Bonita Springs approx 5 miles, north naples going south.</div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, Target Plaza.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian facilities.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">5 - 10 spaces with lease agreement.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Yes, Collier County parcel adjacent if needed to expand.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, commuters coming from the north or going west.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	12	2.5	30
Lighting (+2), serving regional commuters (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

There are several empty spaces in southwest parking area of Target commonly not utilized. If using this area, bus could come in and pickup at this location since there is no existing bus stop adjacent to this location.

Seed to table has an existing park and ride lot but it is not officially established on the same route. One bus has been going out of its way to pick up here. This site would require the bus to come into the parking lot to pickup.

Depending on demand, a vanpool service may be recommended for Lee County residents using this lot to go to the government center.

TDP Proposed Routes: The site will be along R27 E-W.

Photos of Proposed Location



Parking spot options in Target lot

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

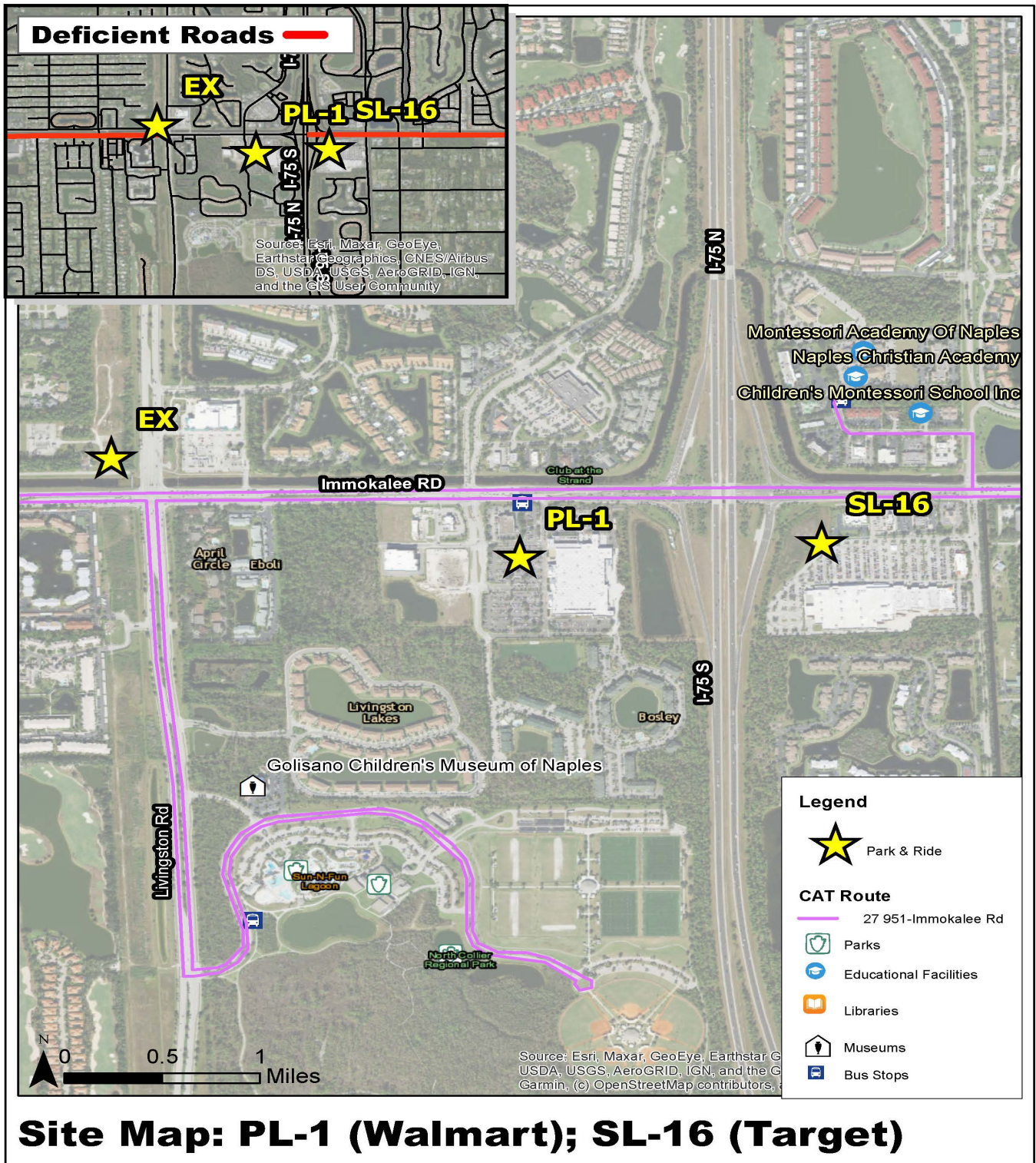


Adjacent Collier County parcel to develop



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Immokalee Rd Rural Village
 Address: 16000 Immokalee Rd
 City, State, Zip: Naples, FL 34120

Location ID: SL-17

No. of Proposed Spaces: TBD

Overall Score (%): 76.8

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
----	---	----

2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19, R22, and R28.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No, over 1,000 ft to closest stop. Stop ID 284 (Immokalee Rd and 39th Ave NE) has average B&A per day at 0 and yearly B&A at 18 and 50.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, but would relocate or create new stop at proposed lot.

6	1	6
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, approximately 2 miles north of the Immokalee Rd segment.

4	2	8
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx. 19 miles to City of Immokalee. > 10 miles going west on Immokalee Rd or south on Collier Blvd, serving commuters going to government center campus, new Resource Recover Park, City of Naples.

0	1.5	0
---	-----	---

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent, will be designed with access. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes for heading north on Immokalee Rd but not for southbound travellers in Golden Gate Estates. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Golden Gate Library serves R19 and R28 but is approx. 9 miles away. </div>	7	1.5	10.5
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, within 3 miles. Targeted ridership Orangetree CDP, Golden Gate Estates, and zip code 34120. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Will be next to Tract C, commercial. </div>	8	2	16
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Pedestrian facilities will be constructed. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> There is a 'Potential CC Bus Barn' tract designated within the Rural Village site development plan. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> E - Estate District. Exception conditional use for essential services. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, approximately 30 acres designated for the bus barn.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely encourage commuters travelling to work from Golden Gate Estates, Orangetree CBD, zip code 34120, or to Lee County.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	12	2.5	30
2 additional routes (+4), serving isolated community (+8).			

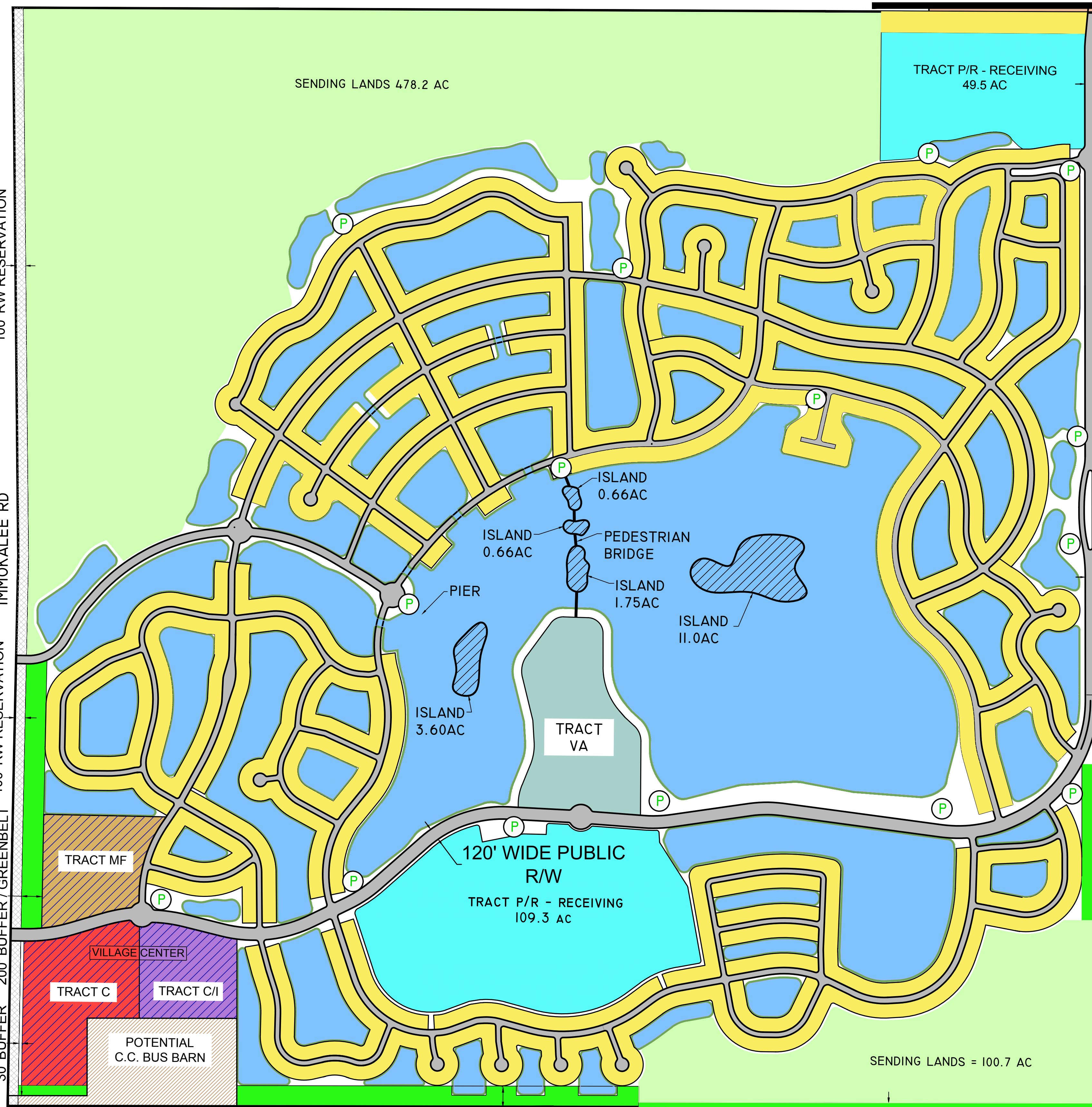
CAT Park and Ride Site Evaluation Form

Comments:

An alternate to this location is PL-4. The Immokalee Road Rural Village MPUD has 29.78 acres appropriated for a Collier County Road and Bridge and/or CAT Maintenance Facility and Collier County School Bus Barn Facility (refer to MPUD Exhibit A revision 6-5-2020).

TDP Proposed Routes: The site will not be along any transit routes proposed.

Photos of Proposed Location



∟ POTENTIAL
 AFFORDABLE
 HOUSING
 TRACT 19.6AC
 (Uplands 13.97Ac)

45' UTILITY EASEMENT

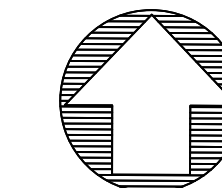
IMMOKALEE ROAD

POTENTIAL
PASSIVE PUBLIC
PARK
(Uplands 7.6Ac)

NEUTRAL LANDS
TRACT N
210.8 ACRES

60' WIDE
PUBLIC
R/W

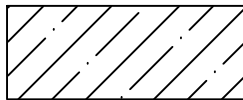





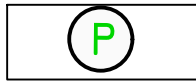

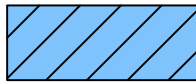




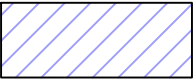




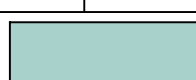
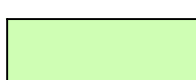
MATCHLINE THIS SHEET



Open Space Calculations			
Land Use	Acreage	Open Space (percentage)	Open Space (acres)
Lake	832.20	100	832.20
Village Amenity and Wellness Center	38.40	40	15.36
Lake Maintenance Easement/Open Space	212.30	100	212.30
Landscape Buffers	42.90	100	42.90
Tract R - Residential	558.70	34	191.08
Tract N – Developable Area	40.10	34	13.73
Internal ROW*	198.50	15	29.78
Village Center	102.50	30	30.75
Preserve/Restoration	158.80	100	158.80
Sending Lands	578.90	100	578.90
Total	2,763.30		2,105.78

*Excludes future right-of-way reservation (24 acres).

PROVIDED OPEN SPACE: 76% REQUIRED OPEN SPACE: 70%
--

DENSITY			
THIS OVERLAY CONTAINS A TOTAL OF 4,042 DWELLING UNITS			
LEGEND			
COLOR	LAND USE	AC	Total AC
TRACT N: NEUTRAL LANDS			
	RESIDENTIAL & OTHER USES PERMITTED IN NEUTRAL DESIGNATION		210.8
	LAKES / WATER MANAGEMENT (162.7 AC)	162.7	
	DEVELOPMENT AREA (33.6 ACRES)	40.1	
	RIGHT OF WAY (14.5 AC)	8.0	
RECEIVING LANDS - RURAL VILLAGE			1997.6
	TRACT G/B : GREENBELT / BUFFER	42.9	
	LAKE MAINTENANCE EASEMENTS	80.6	
	OPEN SPACE / NEIGHBORHOOD & LINEAR PARKS	114.0	
	LAKES / WATER MANAGEMENT	669.5	
	ISLANDS/PARKS WITHIN LAKE	17.7	
	TRACT R: SINGLE - FAMILY & TOWN HOMES	558.7	
	TRACT P/R : PRESERVE / RESTORATION	158.8	
	ROW RESERVATION	24.0	
	ROW	190.5	
	VILLAGE CENTER	102.5	
	TRACT C COMMERCIAL	31.1	
	TRACT C/I CIVIC / INSTITUTIONAL	18.8	
	TRACT MF MULTI - FAMILY	22.6	
	COLLIER COUNTY BUS BARN	30.0	
	TRACT VA : VILLAGE AMENITY / WELLNESS CENTER	38.4	
SENDING LANDS			578.9
	SENDING LANDS	578.9	
PROJECT BOUNDARY TOTAL =			2787.3

VILLAGE CENTER USE*	MAXIMUM SQUARE FOOTAGE
COMMERCIAL	375,000
CIVIC / INSTITUTIONAL	200,000**

* A RESEARCH & TECHNOLOGY AND/OR BUSINESS PARK MAY BE PERMITTED WITH MAXIMUM ALLOWABLE SIZE OF 40 ACRES, WHICH IS COUNTED TOWARDS THE MAXIMUM ALLOWABLE VILLAGE CENTER ACREAGE.

** EXCLUDES POTENTIAL COUNTY BUS BARN, ROAD & BRIDGE FACILITIES.

NOTE:
PARKS SHOWN ARE CONCEPTUAL. LOCATIONS TO
BE DETERMINED AT TIME OF SDP OR PLAT.

$\triangle D$		
$\triangle C$		
$\triangle B$		
$\triangle A$		
LETTER	REVISIONS	DATE

IMMOKALEE ROAD
RURAL VILLAGE OVERLAY

DESIGNED BY B.E.J.	DATE 8/2018
DRAWN BY M.N.K.	DATE 8/2018
CHECKED BY HMA	DATE 8/2018
VERTICAL SCALE	HORIZONTAL SCALE As Noted



950 Encore Way
Naples, FL. 34110
Phone: (239) 254-2000
Florida Certificate of
Authorization No.1772

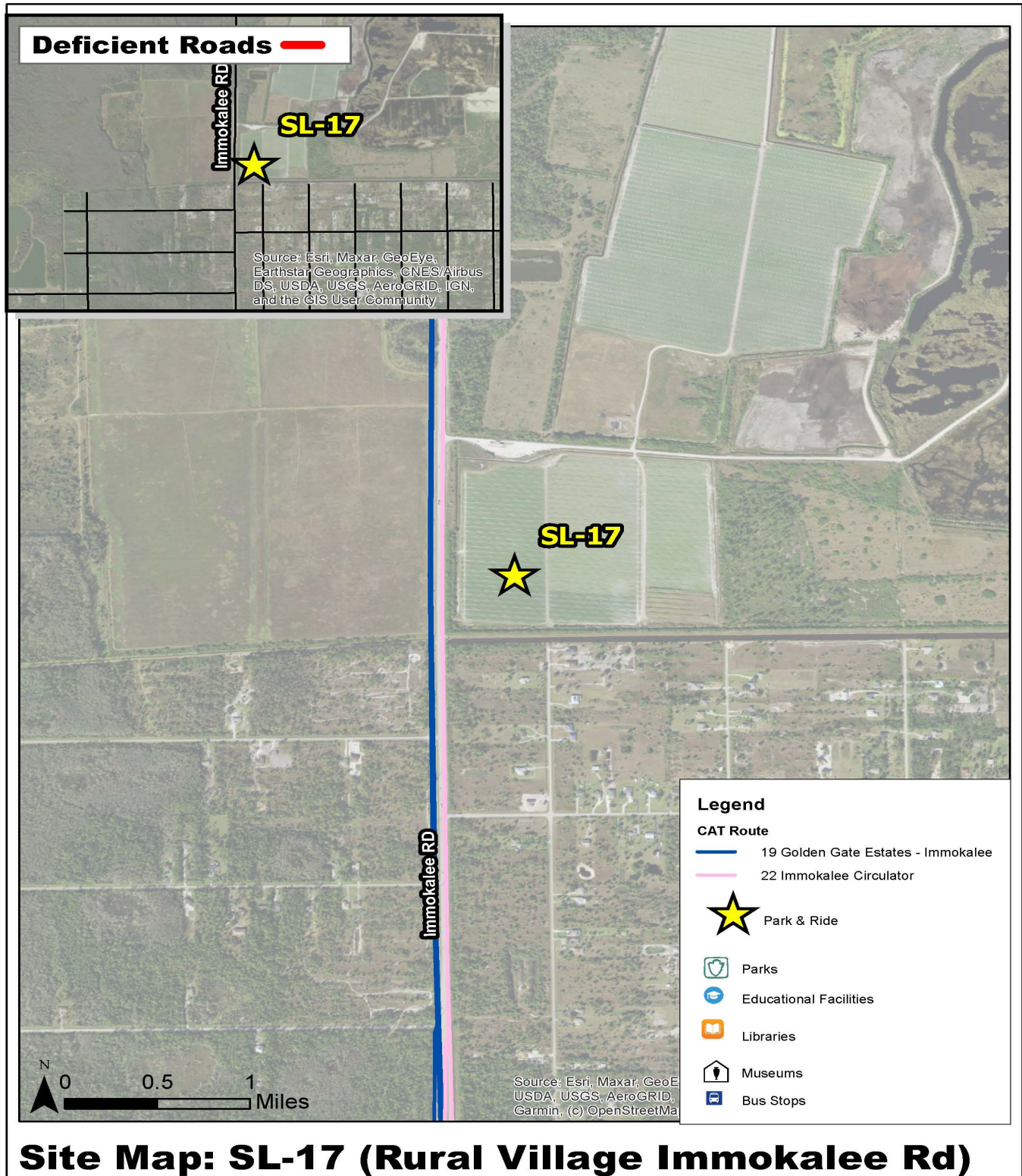
MASTER PLAN

<p>THESE DRAWINGS ARE NOT APPROVED FOR CONSTRUCTION UNLESS SIGNED BELOW:</p>	
<p>DATE</p>	

REFERENCE NO. 2018.044	DRAWING NO. --
PROJECT NO. 2018.044	SHEET NO. 1 OF 1

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Physicians Regional Hospital
 Address: 6101 Pine Ridge Rd
 City, State, Zip: Naples, FL 34119

Location ID: SL-18

No. of Proposed Spaces: 5

Overall Score (%):
91.3

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Pine Ridge Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R20 (Pine Ridge) and R26 (Clam Pass).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 317 (Phys. Reg on Pine Ridge Rd). Average B&A at 2 per day and yearly B&A at 624 and 666.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Bench only, ADA accessible.

7	1	7
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Pine Ridge Rd.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible from connector road.

5	1.5	7.5
---	-----	-----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 3 miles of CPUD on Pine Ridge/Airport, Approx 5 mi to Waterside Shops/Mercato and City of Naples boundary, 4.4 miles to Moorings Park Retirement, 10 mi from downtown Naples.

10	1.5	15
----	-----	----

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, signal for access road. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes if travelling WB (anticipated direction). </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Approx 4-6 mi. </div>	8	1	8
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Crossroads Shopping Plaza within 250 ft. </div>	8	2	16
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Pedestrian access only. No shoulder available to restripe bike lane. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes (>10) assuming owner agreement. </div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> N/A. </div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Good, may be able to add grass parking, shopping plaza to east. </div>	8	1	8
<p>18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 9 months. </div>	8	1.5	12
<p>19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Likely, Vineyards CDP, Golden Gate CDP and Estates travelling westbound for work. </div>	10	1	10
<p>20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Lighting (+3), ADA bus stop (+3), serving an addiitonal route (+2), serving regional commuters (+10). </div>	18	2.5	45

CAT Park and Ride Site Evaluation Form

Comments:

TDP Proposed Routes: The site will be served by R20/26 realignment.

Photos of Proposed Location



Walkway to transit stop (ADA accessible pedestrian facility)

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

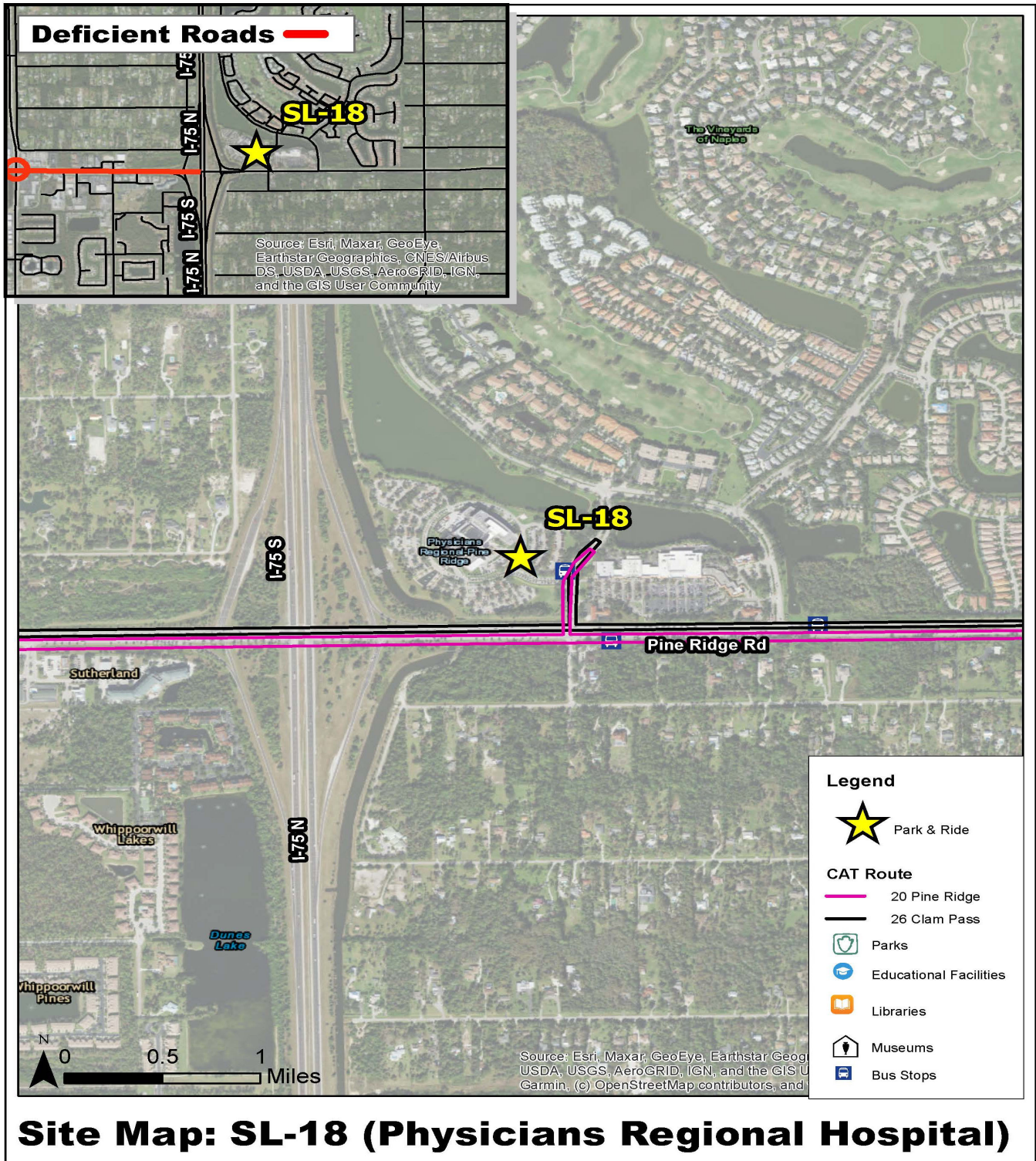


Bench and ADA approved sidewalk connection to road



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Resource Recovery Park
 Address: 3750 White Lake Blvd
 City, State, Zip: Naples, FL 34117

Location ID: SL-19

No. of Proposed Spaces: TBD

Overall Score (%): 50.6

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

No, approximately 2 miles of Collier Blvd.

Score Weight Total

0	3	0
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

No, over 0.5 mile to transit.

0	2	0
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No, over 1,000 ft.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, ROW available on the property.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, approximately 3 miles from the interchange.

0	2	0
---	---	---

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Semi-visible, would be visible from access road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Site is employment center. Approximately 8-10 miles to government center campus and Horeshoe campus.

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent from access road. Signal at City Gate Drive. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, but bus would go inside to the property and turn around at the light. Not the correct side of the road to catch R121 express. </div>	0	2	0
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Planned to serve Golden Gate CDP, zip code 34117 and east side of 34116, 34104, and 34112. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, >1,000 ft. </div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Will have pedestrian facilities. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Owned by County with capacity > 10 spaces. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> PU"b" 10/23/90 PU-90-17 90-514 </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped area.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely, for employee ridesharing for targeted ridership travelling south, west or north.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	10	2.5	25
Serving regional commuters (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

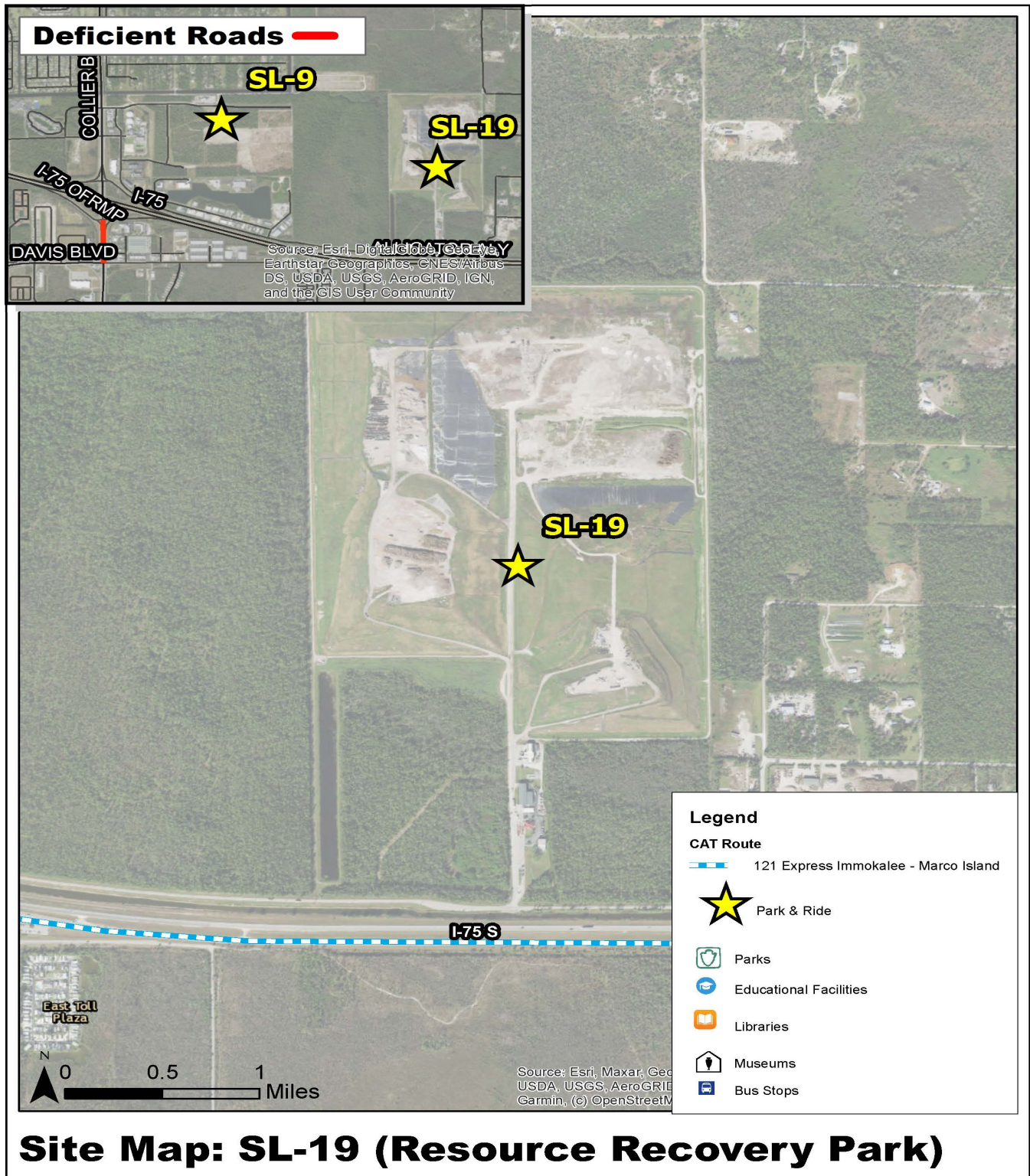
Site shall be revisited once City Gate development has progressed. Site conditions anticipated to change.

TDP Proposed Routes: This site is not along any proposed routes.

Photos of Proposed Location

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Collier County Government Campus
 Address: 3301 Tamiami Trail E
 City, State, Zip: Naples, FL 34112

Location ID: SL-20

No. of Proposed Spaces: 5 - 10

Overall Score (%):
101.0

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, US 41 and Airport Pulling Rd S.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, at a CAT transfer station serving Route 11, 12, 13, 14, 15, 16, 17, 18, 19, 24, 28.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes - Stop ID 1 (CAT transfer station) and Stop ID 68 (Airport Rd). Stop 1 has average B&A per day at 594 and 504 and yearly B&A at 197,746 and 167,728.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, Shelter and Bench at both locations.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, Tamiami Trl projected deficient in 2027.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Visible from connector road.

5	1.5	7.5
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Is within an Employment Area, less than 2 miles to City of Naples, less than 3 miles to Horeshoe County Government Center and industrial activity center across the street.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, signal.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, at transfer station.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 2 miles, Lely Reort CDP, Naples Manor CDP, Lely CDP, and Verona Walk CDP.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, next to Walmart.</div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Pedestrian and Bicycle on US 41, Pedestrian only on Airport Pulling Rd.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, museum lot, tax collection lot, parking garage.</div>	10	3	30
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	6	1	6
Small expansion from 5 spaces, parking garage spaces.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely to City of Naples, to Marco Island, to north naples.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	28	2.5	70
Lighting (2), campus security (+5), cameras (+3), transfer station (+10), restrooms (+5), ADA compliant stop (+3).			

CAT Park and Ride Site Evaluation Form

Comments:

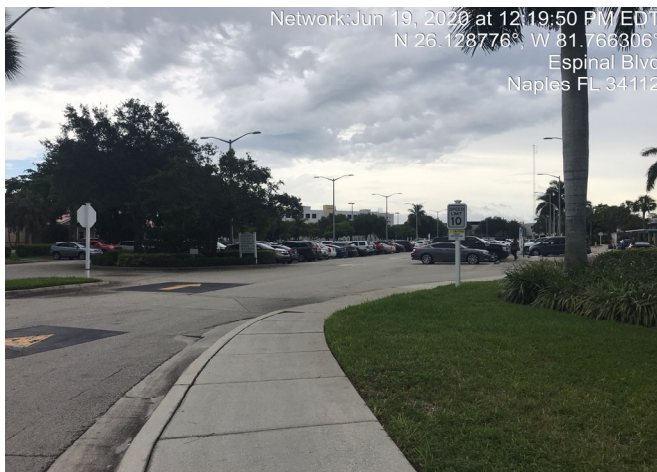
There were several options for where to place park and ride spot, top choice would be near Museum parking lot.

TDP Proposed Routes: The site will be along R13 realignment, R14, R17/18 realignment, R19/28 realignment and the new government center - Marco Island express.

Photos of Proposed Location



Government center lot



Entrance into government center from Airport Pulling Rd



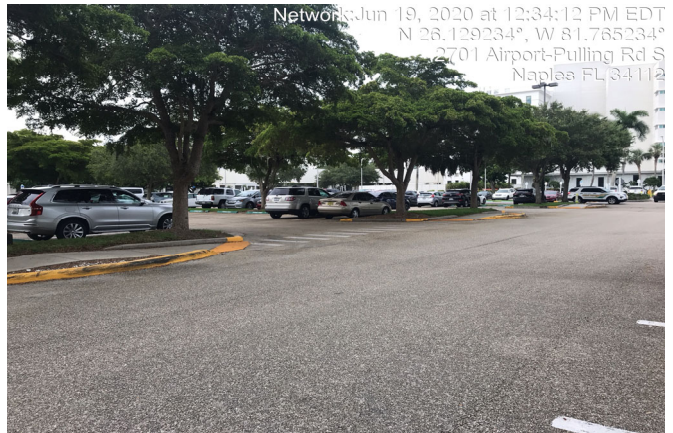
Transit stop along Airport Pulling Rd

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location



Transfer facility



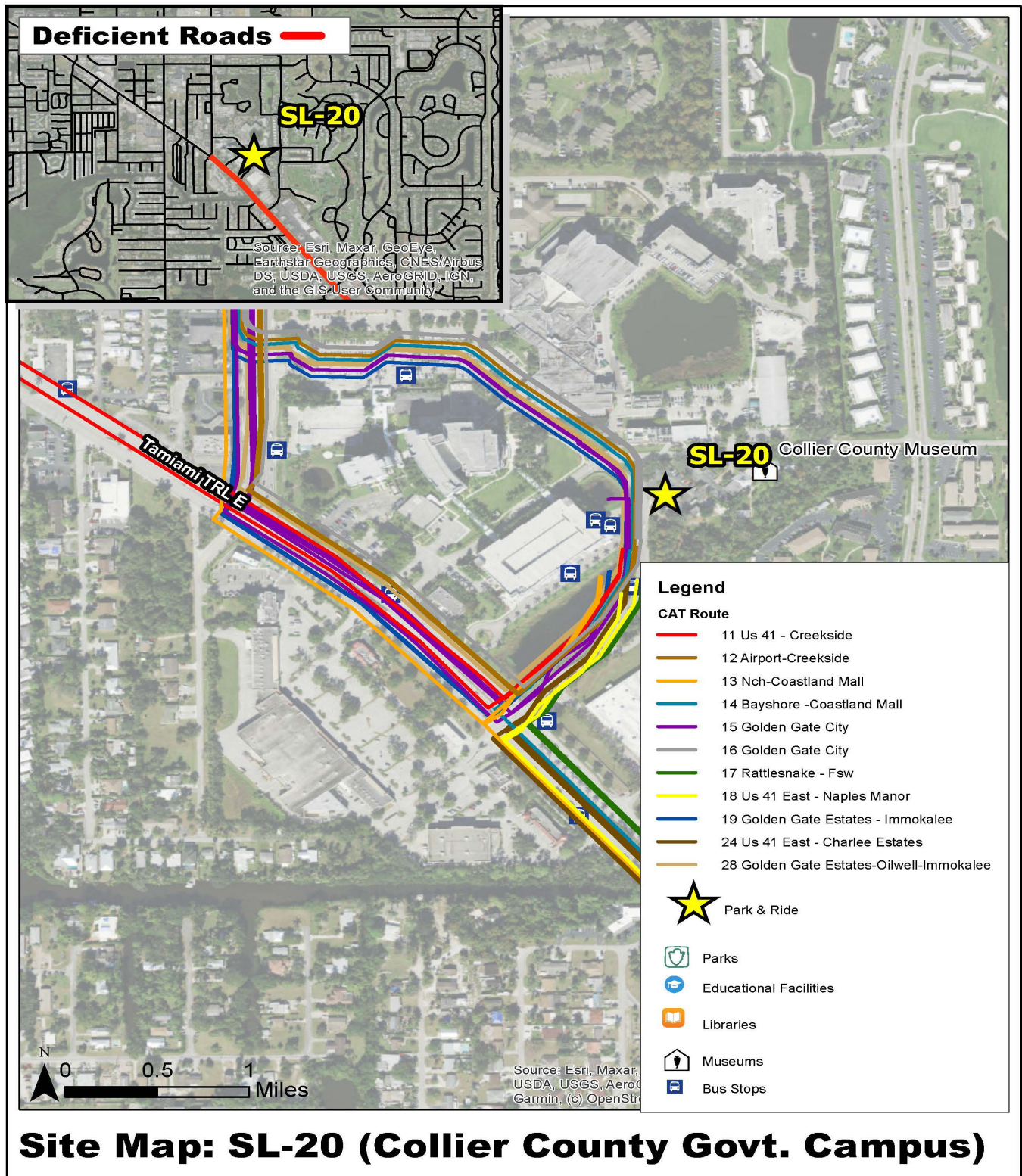
Additional parking by Airport Pulling Rd entrance



Proposed location - Muesum parking

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Physicians Regional Hospital (Collier Blvd)
 Address: 8300 Collier Blvd
 City, State, Zip: Naples, FL 34114

Location ID: SL-21

No. of Proposed Spaces: 5

Overall Score (%):
75.1

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Collier Blvd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R121 (Express Immokalee - Marco Island), R17 (Rattlesnake - Edison College), and R18 (US 41 East - Naples Manor).

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 231 (Phys. Regional on 951). Stop 231 has average B&A per day at 5 and 4 and yearly B&A at 1,555 and 1,309.

10	1	10
----	---	----

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

Yes, shelter and bench inside hospital, serving Route 17 and 18.

10	1	10
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 3.3 miles of Collier Blvd, between Davis and I-75.

0	2	0
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within an activity center, approx. 6 miles to Government Center, approx. 7 miles mi to City of Naples .

5	1.5	7.5
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, if northbound (anticipated direction).</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 1-3 miles -Targeted ridership within Lely Resport CDP, Lely CDP, Verona Walk CDP.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, pedestrian and bike access.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, assuming 5 - 10 spaces with lease agreement.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Yes, Undeveloped property adjacent. Per Property Appraiser owner is Hacienda Lakes of Naples. Property above that (rattlesnake) is Wilton Land Company.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely. Employee ride sharing could be up north, to Naples City, or down to Marco			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	10	2.5	25
Lighting (+2), lot can get full (-3), additional routes (+4), ADA Compliant stop (+3), serves 2 additional routes (+4).			

CAT Park and Ride Site Evaluation Form

Comments:

Bus Stop is next to building. Bus loop and infrastructure included.

Another bus stop is location across Collier Blvd - serves opposite direction of travel on Immokalee - Marco Island.

Express, Pedestrian cross walk at Collier Blvd and Lely Cultural Pkwy and stop within 0.14 mile walk.

TDP Proposed Routes: The site will be along the R17/18 realignment, R27 N-S, and R121.

Photos of Proposed Location



Pedestrian access - sidewalk to bus stop
Potential park and ride spots



Crosswalk for safe pedestrian access



Potential park and ride spots



CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

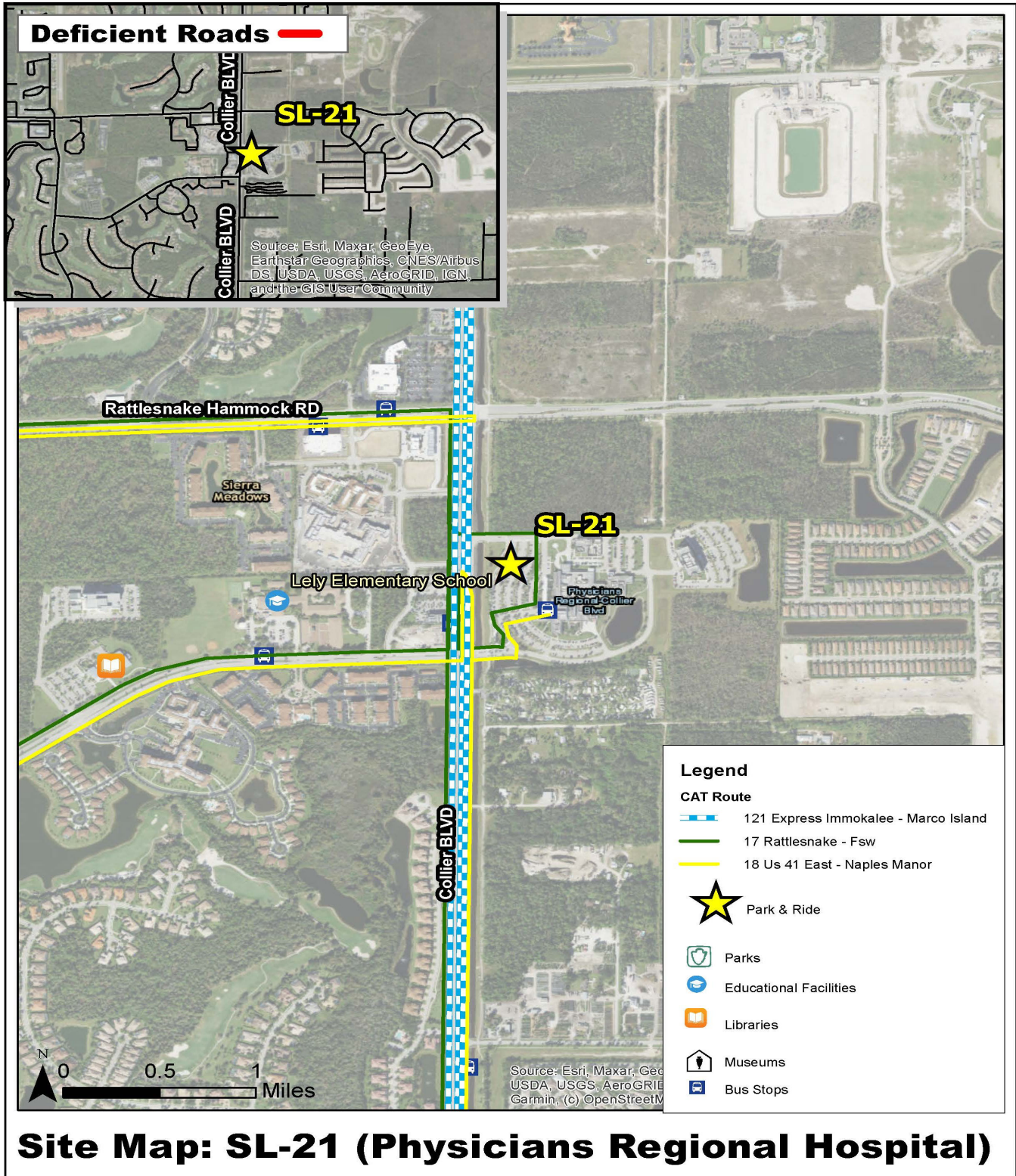


Pedestrian access from main road



CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Immokalee Government Center
 Address: 112 S 1st St
 City, State, Zip: Immokalee, FL 34142

Location ID: SL-22

No. of Proposed Spaces: 34

Overall Score (%):
89.3

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Immokalee Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R19 (Golden Gate Estates - Immokalee), R22 (Immokalee Circulator), R28 (Golden Gate Estates - Oil Well - Immokalee), and R121 (Express Immokalee - Marco Island).

10	2	20
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 364 (Immokalee Government Center). Stop 364 has average B&A per day at 26 and 35 and yearly B&A at 8,667 and 11,711.

10	1	10
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No shelter or bench. ROW available if relocate the stop below CCSO location.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.5 miles of N 1st Street segment.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible, however delineated spaces will likely be behind the building.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within Immokalee and > 10 miles to targeted Activity Centers.

0	1.5	0
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CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, for Immokalee - Marco Island, for GG Estates turns around within 0.5 mile.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">1-3 miles anticipated to serve Immokalee area.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Within 500 ft of strip plazas containing restaurants, shops, etc.</div>	6	2	12
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Sidewalk available (no bike lane).</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, 5 - 10.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, undeveloped property on County parcel.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	10	1.5	15
Within 6 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely for any commute outside of Immokalee.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	21	2.5	52.5
Property adjacent to sheriff's office (+5), 3 additional routes (+6), established express route (+2), isolated community (+8).			

CAT Park and Ride Site Evaluation Form

Comments:

Site has capability for a separate lot. Need to talk with County if specific plans for that lot.

This site is the alternate to SL-3.

TDP Proposed Routes: The site will be along R19/28 realignment, R22 realignment, and R121.

Photos of Proposed Location



Bus stop on Immokalee Rd



Bus stop on Immokalee Rd



West parking lot



Government Center access road to east parking lot

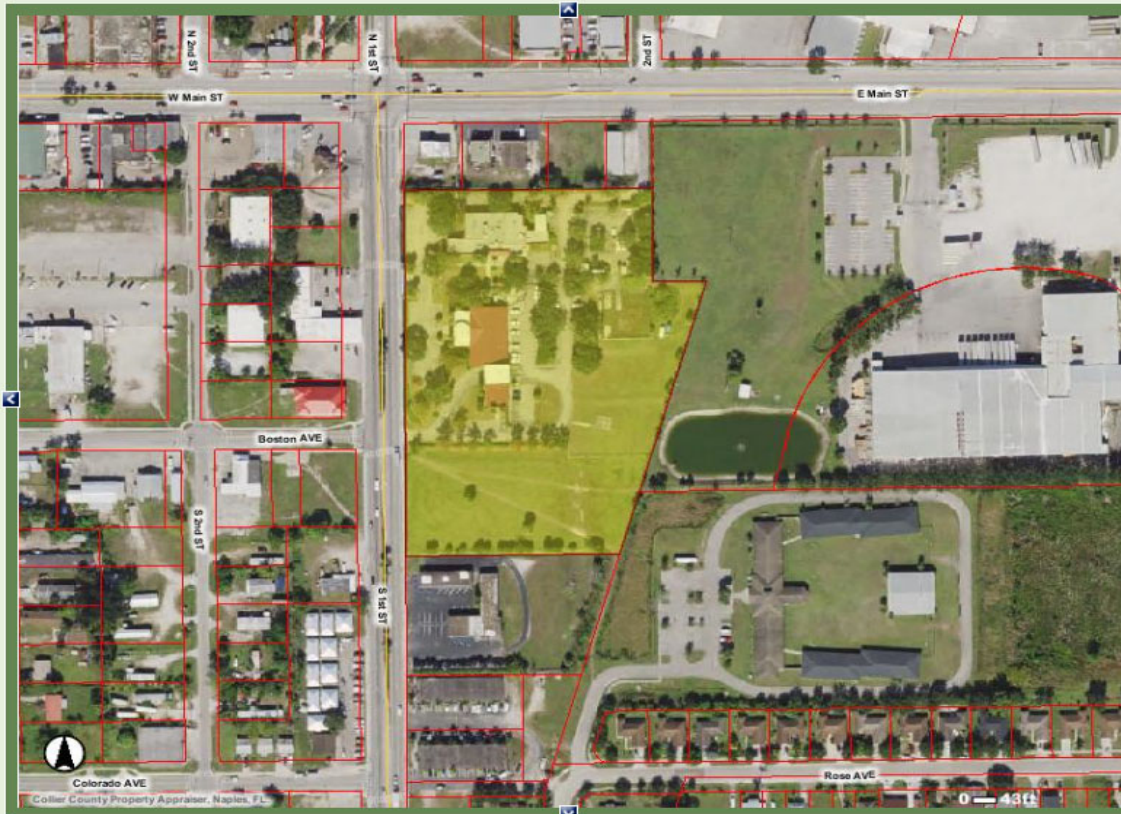
CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Additional property undeveloped on County lot

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	00116760001	Site Address <i>*Disclaimer</i>	112 S 1ST ST	Site City	IMMOKALEE	Site Zone <i>*Note</i>	34142
Name / Address	COLLIER CNTY C/O REAL PROPERTY MANAGEMENT 3335 TAMIAMI TR E, STE 101						
City	NAPLES	State	FL	Zip	34112		
Map No.	Strap No.	Section	Township	Range	Acres <i>*Estimated</i>		
2E03	000100 014 2E03	3	47	29	7.42		

Collier County Property Appraiser



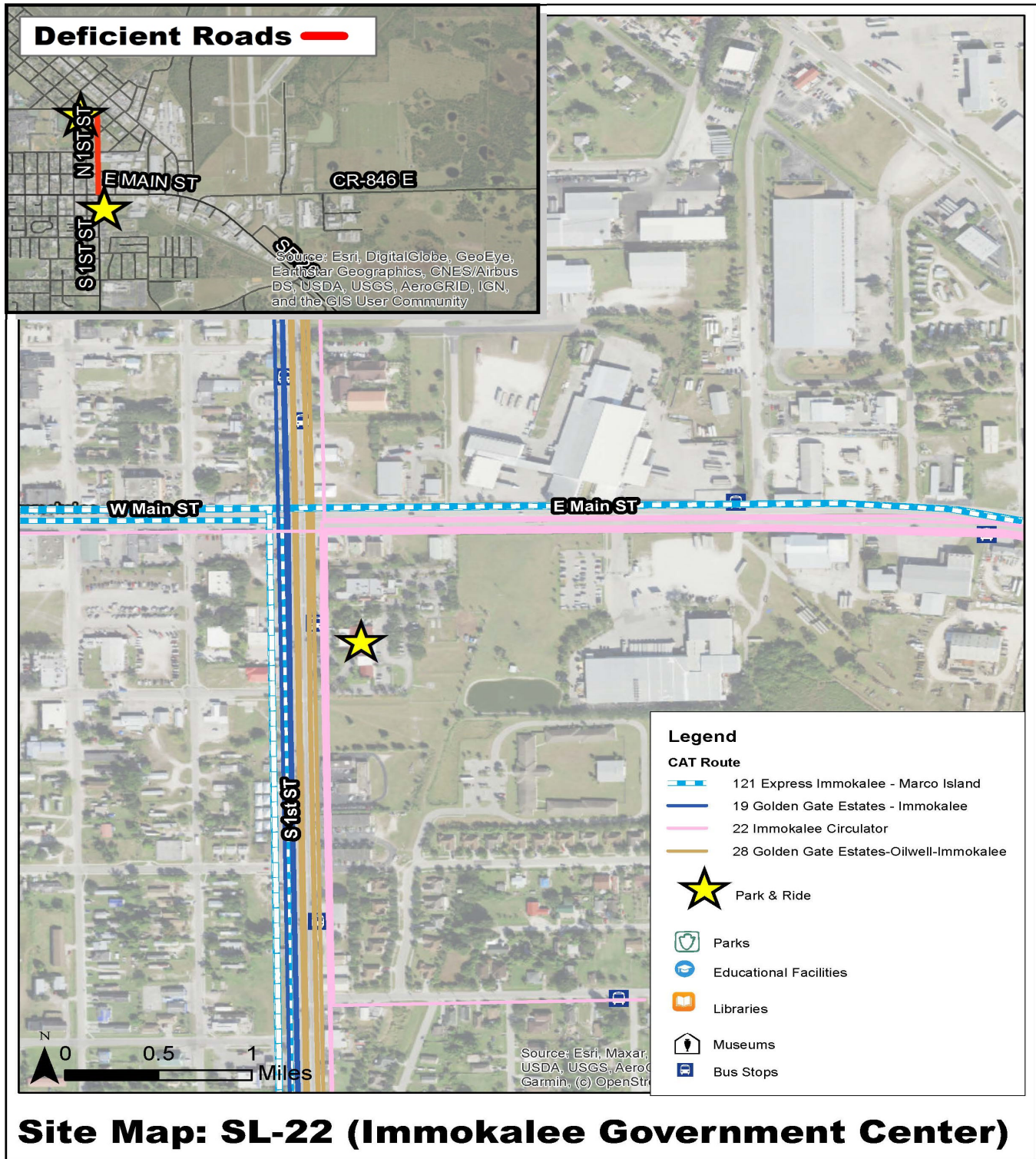
- Zoom In
- Zoom Out
- Identify
- Pan
- Measure
- Full County View
- Previous View
- Zoom To Selected
- Clear Map Graphics
- Overview

Aerial Year:
2020
Sales Year:
OFF

Aerial Photography: January - 2020 Urban [9IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Old Everglades Chamber of Commerce Lot
 Address: 32016 Tamiami Trl E
 City, State, Zip: Everglades City, FL 34139

Location ID: SL-23

No. of Proposed Spaces: TBD

Overall Score (%):
73.3

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Tamiami Trail.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

No.

0	2	0
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No existing bus stop, ROW available.

6	1	6
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5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

No, however existing deficiency on Tamiami Trail East south of Collier. Assume 10 pts because it is Everglades City major access road to City of Naples and surrounding area.

10	2	20
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 3 miles of Everglades City. > 10 miles to Government Campus and any other activity center.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, right in/out and left in/out.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, on the way west from Everglades City.</div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Approx 3 miles serving Everglades City.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No sidewalk/bike lane available. Adding infrastructure is possible.</div>	0	2.5	0
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">5-10 spaces.</div>	7	3	21
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	2	0
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">N/A.</div>	0	1	0

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, empty lots surrounding site.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	8	1.5	12
Within 9 months. Vanpool currently in progress.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely ride sharing between Everglades City residents heading north.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
Established vanpool (+12), serving isolated community (+8).			

CAT Park and Ride Site Evaluation Form

Comments:

Site would need infrastructure added: transit stop/route, sidewalk, striping for parking lot. Sign on building indicates the visitor center has been moved to Everglades City. The property is no longer the Everglades Chamber of Commerce site.

TDP Proposed Routes: A vanpool services is proposed to serve the City of Everglades.

Photos of Proposed Location



CAT Park and Ride Site Evaluation Form

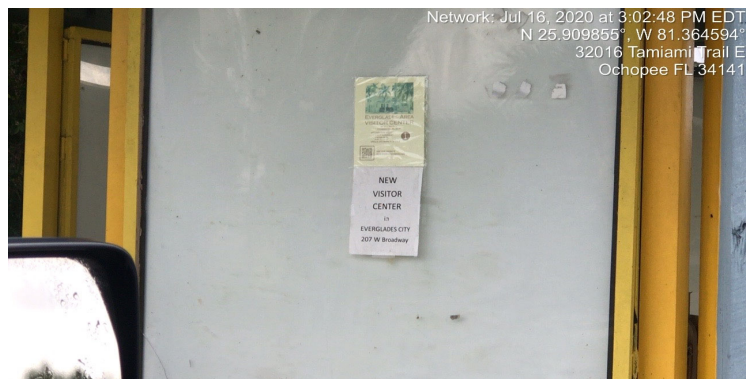
Photos of Proposed Location



Signal at SR 29 and Tamiami Trail E



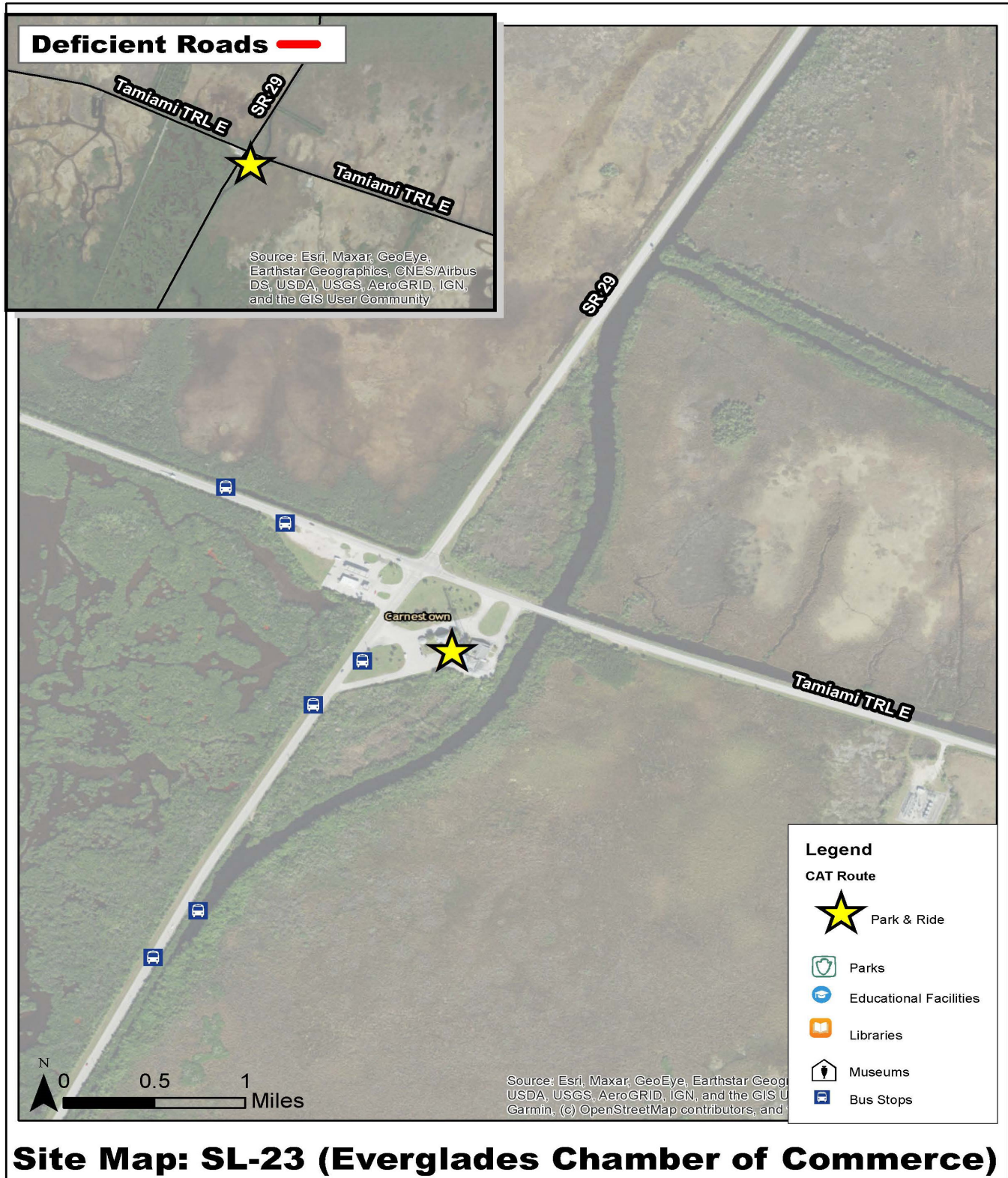
Adjacent buliiding



Sign posted identifying Welcome Center is relocated

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Beach lot - Goodlette-Frank Rd
 Address: 5990 Goodlette-Frank Rd
 City, State, Zip: Naples, FL 34109

Location ID: SL-24

No. of Proposed Spaces: 600

Overall Score (%):
77.2

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Goodlette-Frank Rd.

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

No, but within 0.25 miles of R20, R25, and R26

8	2	16
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3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Stop ID 471 - Premier Way and Panther Ln, serving R20, R25, and R26 is over 1,000 feet from proposed location. Stop 471 has average B&A per day at 11 and 12 and yearly B&A at 3,657 and 3,904.

0	1	0
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4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, but can be installed when developing parcel.

10	1	10
----	---	----

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Within 1 mile of Pine Ridge segment.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible.

10	1.5	15
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7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Less than 1.5 miles to Clam Pass Beach Park.

10	1.5	15
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CAT Park and Ride Site Evaluation Form

	Score Weight Total		
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Excellent, signal and access roads.</div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Not but access road can make a left out.</div>	0	2	0
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Targeted ridership Collier County area commuting to the beach.</div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No.</div>	0	2	0
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Existing sidewalk.</div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">No, undeveloped lot.</div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">Yes, undeveloped property available currently privately owned.</div>	5	2	10
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;">MPUD PUDZ-2008-AR-13375; ORD. 10-27. Site shall be investigated for plans of future development.</div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, large parcel if County can acquire a section of it.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Yes, for north Naples travelling south to City of Naples boundary.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
Would likely establish express route to serve this location. Serving beach demand for local and regional (+10). Other - serving areas that reach parking capacity and informal P&R naturally occurs (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

Site is an undeveloped 13+ acre property owned by the N Naples United Med Church Inc. If property owner is not interested, the County should pursue the purchase of any parcels nearby the beach to the east of US 41. Site was purchased in 2003 with an estimated PUD buildout in 2015.

This site is proposed for a beach park and ride with an express shuttle to Clam Pass Beach Park and North Gulfshore Beach Access.

TDP Proposed Routes: The new site will be along R25.

Photos of Proposed Location

CAT Park and Ride Site Evaluation Form

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	00240280907	Site Address *Disclaimer	5990 GOODLETTE -FRANK RD N	Site City	NAPLES	Site Zone *Note	34109
Name / Address		N NAPLES UNITED MED CHURCH INC					
		6000 GOODLETTE RD N					
City		NAPLES		State		FL	
				Zip		34109-7206	
Map No.	Strap No.	Section	Township	Range	Acres *Estimated		
4A10	000100 024 4A10	10	49	25	13.24		

Collier County Property Appraiser



- [Zoom In](#)
- [Zoom Out](#)
- [Identify](#)
- [Pan](#)
- [Measure](#)
- [Full County View](#)
- [Previous View](#)
- [Zoom To Selected](#)
- [Clear Map Graphics](#)
- [Overview](#)

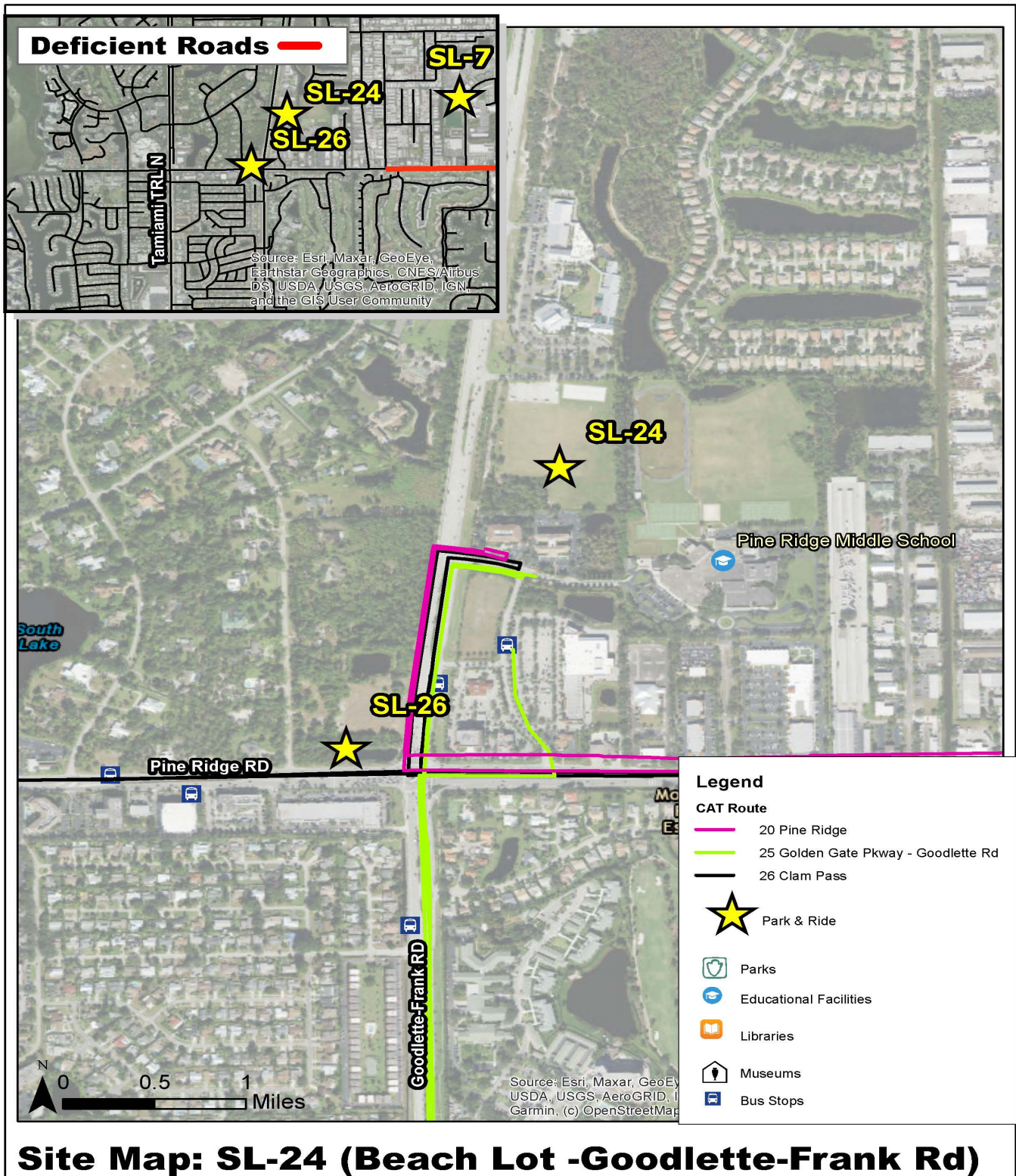
Aerial Year:

Sales Year:

Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Beach lot (Vanderbilt Beach Rd)
 Address: Parcel No. 66679400606
 City, State, Zip: Naples, FL 34112

Location ID: SL-25

No. of Proposed Spaces: 316

Overall Score (%):
85.6

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Vanderbilt Beach Rd.

Score Weight Total

10	3	30
----	---	----

2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

No, but within 0.25 miles of R11, US 41 and Creekside. This site will require a new beach shuttle.

8	2	16
---	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

No, Stop ID 37 (US 41 and Vanderbilt Beach Rd) approx 1,330 ft away. Stop 37 has average B&A per day at 6 and 3 and yearly B&A at 2,022 and 941.

0	1	0
---	---	---

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No, but available ROW when stop is developed.

6	1	6
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 0.25 miles of Goodlette-Frank Rd segment between Immokalee Rd and Vanderbilt Beach Rd.

10	2	20
----	---	----

6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Yes, parking would be clearly visible from the main arterial.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Within 1.6 miles of Vanderbilt Beach and within 3.7 miles of Clam Pass Beach.

10	1.5	15
----	-----	----

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, access would be provided for westbound movements at the signal at Strada Place. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No transit will be heading westbound to the beach, but U-turn available within 200 feet of parcel. </div>	0	2	0
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, although targeted ridership serves all of Collier County, regional commuters and tourism travelling to the beach. Within 3 miles of zip codes 34108 and 34109, Pelican Bay CDP, Pine Ridge CDP, and Naples Park CDP. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Within 250 feet of the Mercado shopping center. </div>	10	2	20
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, pedestrian and bicycle facilities at the parcel. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Site is undeveloped 4.95 acre parcel owned by Collier County. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Property located within Pelican Marsh PUD. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, 4.95 acres of undeveloped area.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Yes, would encourage employees at Vanderbilt Beach Rd and Gulf Shore Dr hotels such as the Ritz-Carlton, and shopping plaza employees to park here.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	20	2.5	50
Would likely establish express route to serve this location directly to the beach. Serving beach demand for local and regional (+10). Other - serving areas that reach parking capacity and informal P&R naturally occurs (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

The area is currently serving as a vegetation buffer for the RSF-1 (Residential Single-Family) area to the south from Vanderbilt Beach Rd. This site is proposed to serve the beach parking demand, where informal park and ride already occurs. It is recommended to establish a new express beach bus during season to serve this location. County to investigate if there are any plans for this undeveloped area.

TDP Proposed Routes: This site will not be along any proposed routes and will require a separate beach shuttle.

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	66679400606	Site Address *Disclaimer	Site City	NAPLES	Site Zone *Note	34108	
Name / Address	COLLIER COUNTY 3301 TAMiami Trl E STE 800						
City	NAPLES	State	FL	Zip	34112		
Map No.	3A34	Strap No.	551200 B 13A34	Section	34	Township	48
		Range	25	Acres	*Estimated 4.95		
Legal	PELICAN MARSH UNIT FIVE TRACT B, LESS VANDERBILT BEACH RD AS DESC IN OR 2248 PG 1382						
Millage Area	133		Millage Rates *Calculations				
Sub./Condo	551200 - PELICAN MARSH UNIT 5		School	Other	Total		
Use Code	86 - COUNTIES INCLUDING NON-MUNICIPAL GOV.		5.016	5.7924	10.8084		

Collier County Property Appraiser



Zoom In

Zoom Out

Identify

Pan

Measure

Full County View

Previous View

Zoom To Selected

Clear Map Graphics

Overview

Aerial Year:

2020

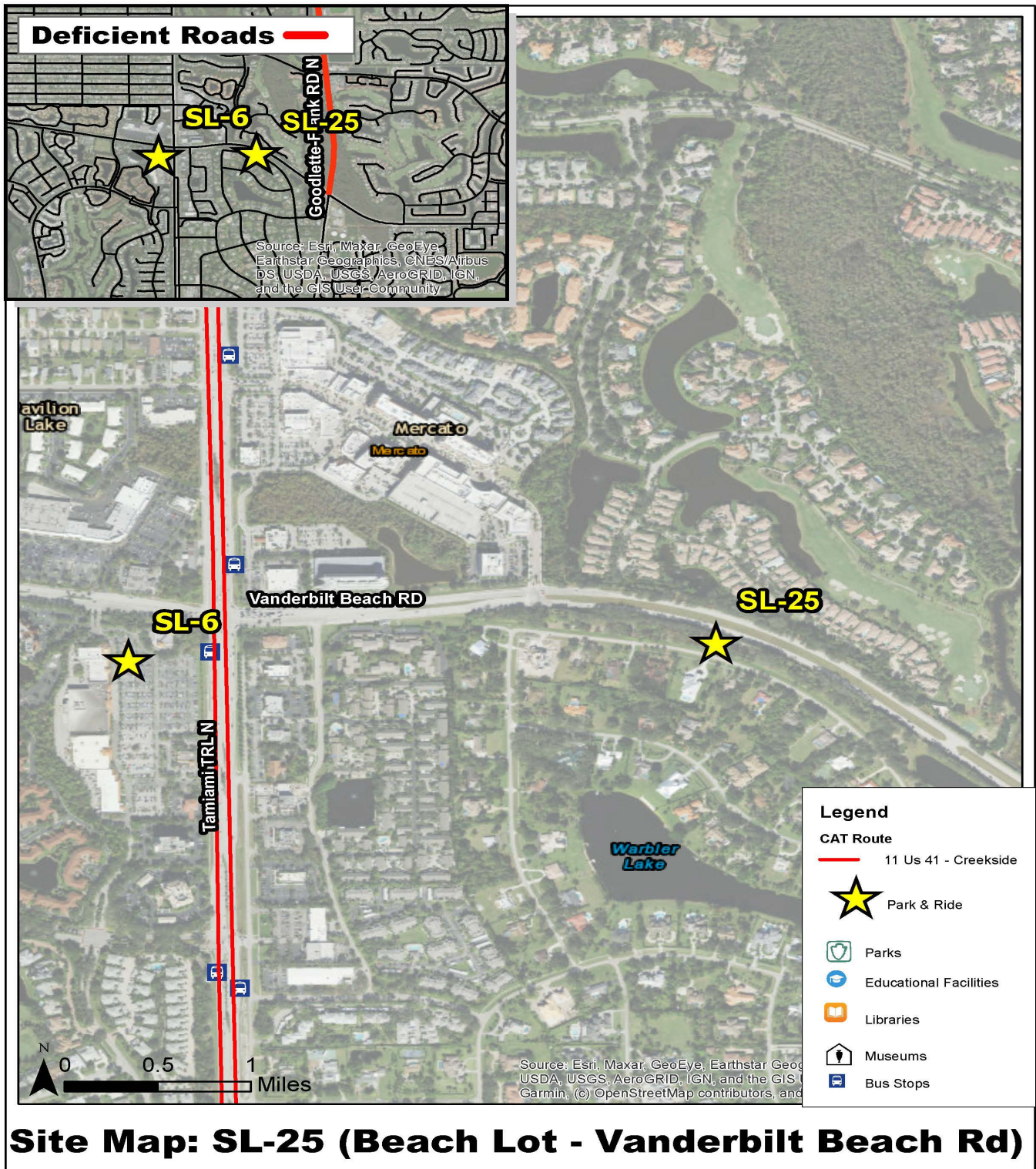
Sales Year:

OFF

Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



CAT Park and Ride Site Evaluation Form

Proposed Location

Name: Beach Lot (Pine Ridge Rd)
 Address: Parcel No 67184360007
 City, State, Zip: Naples, FL 34112

Location ID: SL-26

No. of Proposed Spaces: 600

Overall Score (%):
85.6

Evaluation Criteria

1. Is the Site on a major arterial?

(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)

Yes, Pine Ridge Rd and Goodlette-Frank Rd

Score Weight Total

10	3	30
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2. Is the Site located on an existing transit line? If so, indicate which route.

(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)

Yes, R25 and R26.

10	2	20
----	---	----

3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID.

Is it a well-used stop?

(Yes: 10 pts, Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)

Yes, Stop ID 553 (Pine Ridge Rd and Pine Ridge Ct) across the street is within 750 feet. Stop 553 has average B&A per day at 0 and yearly B&A at 56 and 5.

10	1	10
----	---	----

4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site?

(Shelter & bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)

No.

0	1	0
---	---	---

5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM? Note what applies and anticipate future growth.

(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)

Yes, within 1 mile of the Pine Ridge Rd segment.

8	2	16
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6. Does the site have good visibility (from arterial)?

(Clearly visible: 10 pts; Partially visible: 8 pts; Semi-visible: 5 pts)

Clearly visible from Pine Ridge Rd.

10	1.5	15
----	-----	----

7. How far is the Site from the CBD or Activity Center?

(1-3 miles: 10 pts; Within 5 miles: 8 pts; Within 10 miles: 5 pts; <1 or >10 miles: 0 pts)

Approx 1 miles to Clam Pass Beach Park and 1.7 miles to North Gulf Shore Beach Access.

10	1.5	15
----	-----	----

CAT Park and Ride Site Evaluation Form

	Score	Weight	Total
<p>8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Excellent, eastbound traffic on Pine Ridge can turn north onto East Ave to access. </div>	10	3	30
<p>9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, travelling westbound to the beach. </div>	10	2	20
<p>10. Is the Site in close proximity to an existing Park and Ride facility serving the same route? <i>(>10 mi: 10 pts; 5-10 mi: 7 pts; <5 mi different direction: 2 pts; <5 miles same direction: -40 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No existing facilities serving the two routes. </div>	10	1.5	15
<p>11. Is the anticipated commuter driving distance minimal (from home to the Site) for the majority of targeted ridership? Identify targeted ridership. <i>(1-3 mi: 10 pts; 4-6 mi: 8 pts; 7-10 mi: 6 pts; >10 mi: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, although targeted ridership serves all of Collier County, regional commuters and tourism travelling to the beach. Within 3 miles of zip codes 34108, 34109, and 34103, Pelican Bay CDP and City of Naples. </div>	10	1	10
<p>12. Is the Site within or adjacent to a commercial area? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, within 250 ft of Goodlette Corners shopping plaza. </div>	8	2	16
<p>13. Are there pedestrian and/or bicycle facilities adjacent to the Site that connect to the transit stop? Is adding infrastructure feasible? <i>(At site: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, pedestrian facilities. </div>	10	2.5	25
<p>14. Does the Site have existing parking facilities that can be utilized? <i>(>10 spaces: 10 pts; 5-10 spaces: 7 pts; <5 spaces: 2 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> No, undeveloped lot. </div>	0	3	0
<p>15. If the answer to Question 14 was no, is there available ROW at the Site for a minimum of 5 spaces? 10 spaces? More than 10 spaces? Is it owned by the County? <i>(ROW available & County owned: 10 pts; ROW available & Privately owned: 5 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Yes, owned by the County and property available west of the pond. </div>	10	2	20
<p>16. If the answer to Question 14 was no, what is the location zoned as? <i>(Commercial or Industrial: 10 pts; Residential: 0 pts)</i></p> <div style="border: 1px solid black; padding: 5px; min-height: 20px;"> Zoning A (Agricultural) LDC-91. </div>	10	1	10

CAT Park and Ride Site Evaluation Form

	Score Weight Total		
17. Does the Site have capability for expansion? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 3 pts; Poor: 0 pts)</i>	10	1	10
Excellent, property is 1.59 acres and half is undeveloped, in addition the property directly north is undeveloped and owned by a trust.			
18. How much time is anticipated to acquire and develop the Site as a Park and Ride? <i>(Within 6 months: 10 pts; Within 9 months: 8 pts; Over 9 months: 4 pts)</i>	4	1.5	6
Over 9 months.			
19. Would the Site encourage employee ride sharing? <i>(Likely: 10 pts; May encourage: 5 pts; Not likely: 0 pts)</i>	10	1	10
Likely encourage nearby hotels, Moorings Park employees, and those travelling to the City of Naples.			
20. Include any additional Site benefits and/or negative features associated with this location. <i>(Lighting: 2 pts; Cameras: 2 pts; Increased security: 5 pts; ADA compliant bus stop: 3 pts; Transfer facility: 10 pts or every additional route served: 2 pts NTE 10; Connection to other service route: 12 pts; Public restrooms: 5 pts; Established express or carpool: 2 pts; Serving underserved or isolated communities: 8 pts; Serving regional commuters: 10 pts; Lack of available spaces: -3pts)</i>	12	2.5	30
Serving beach demand for local and regional (+10), serving 1 additional bus route (+2), other - serving areas that reach parking capacity and informal P&R naturally occurs (+10).			

CAT Park and Ride Site Evaluation Form

Comments:

This area is proposed to serve the beach parking that reaches capacity at Clam Pass Beach Park and North Gulf Shore Beach Access. Beach parking is a demand where informal park and ride already occurs within Collier County. County to determine if any departments have plans for the remainder of this parcel.

***Note:** This lot is not large enough to serve the anticipated demand. It is recommended to purchase the remaining area required from the parcel directly north. Site shall be designed with access from Goodlette-Frank Rd, Pine Ridge Rd, and 22 East Ave. A beach express bus is recommended to serve this lot during peak season only.

TDP Proposed Routes: The site will be along the R20/26 realignment and R25 N-S.

Photos of Proposed Location

Property Summary		Property Detail		Sketches		Trim Notices	
Parcel No	67184360007	Site Address <small>*Disclaimer</small>	Site City	NAPLES	Site Zone <small>*Note</small>	34108	
Name / Address	COLLIER CNTY C/O REAL PROPERTY MANAGEMENT 3335 TAMiami TR E, STE 101						
City	NAPLES	State	FL	Zip	34112		
Map No.	Strap No.	Section	Township	Range	Acres	<small>*Estimated</small>	
4A10	560800 1 14A10	10	49	25	1.59		

Collier County Property Appraiser



Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Property Summary		Property Detail	Sketches	Trim Notices	
Parcel No	67184400006	Site Address <u>*Disclaimer</u> 22 EAST AVE	Site City	NAPLES	Site Zone <u>*Note</u> 34108
Name / Address	EDITH GOFF STREET TRUST				
	PO BOX 459				
City	ABINGDON	State	VA	Zip	24212
Map No.	Strap No.	Section	Township	Range	Acres <u>*Estimated</u>
4A10	560800 I 24A10	10	49	25	4.73

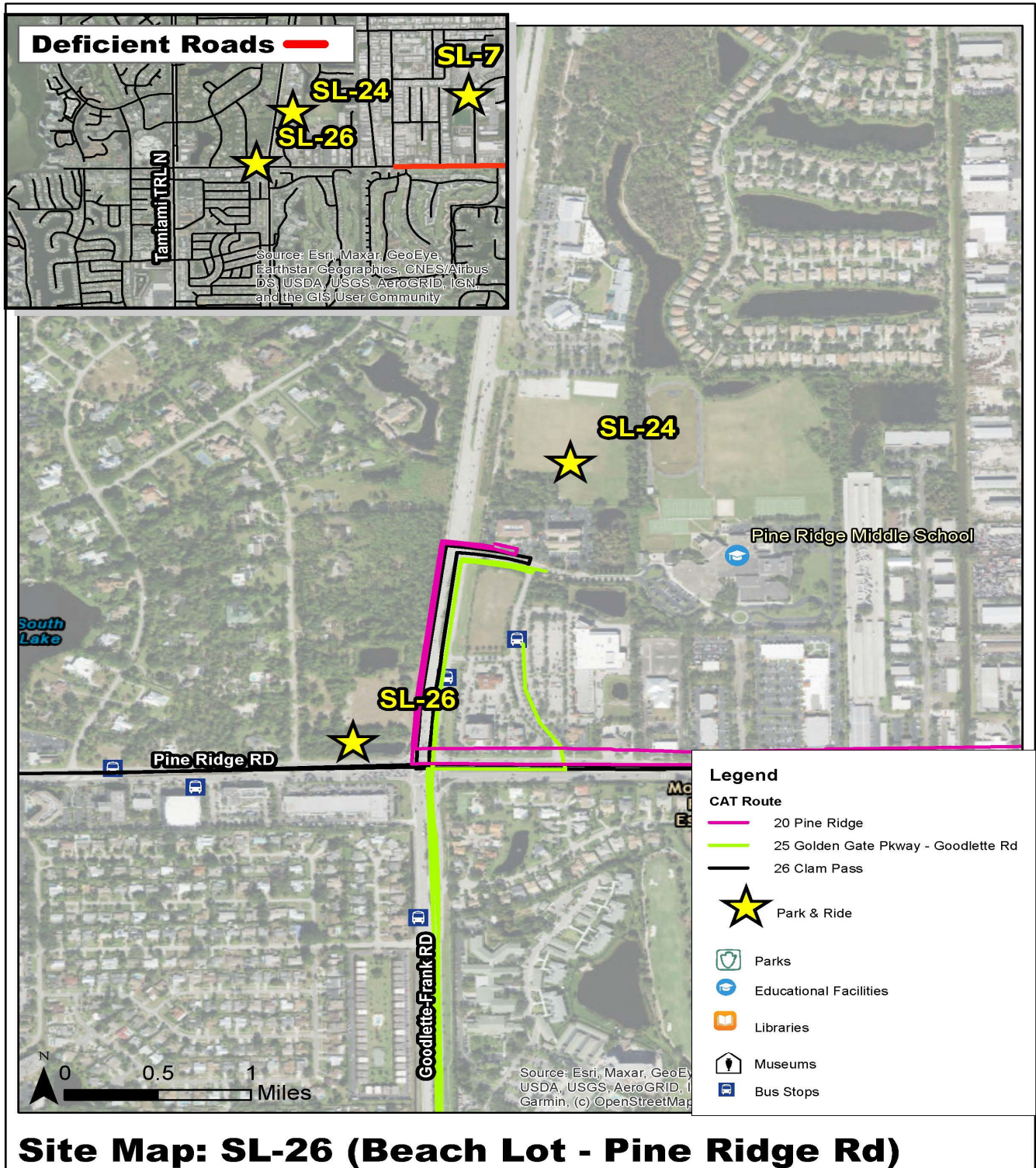
Collier County Property Appraiser



Aerial Photography: January - 2020 Urban [8IN] - 2020 Rural [2FT] - 2020 Rural [10FT] - 2020 Rural [50FT]

CAT Park and Ride Site Evaluation Form

Site Map of Proposed Location



Appendix E

Site Design and Cost Estimates

Appendix E. Site Design

E.1 Lot Size Requirements

E.1.1 SL-3 (Immokalee Health Department)

The two alternates were evaluated in the City of Immokalee. The lot is not designed for a specific parking deficiency or destination but is designed to support the residents travelling outside the city limits for work. Therefore, the lot size estimation process in the FDOT *State Park-and-Ride Guide* (FDOT 2012) could not be used, however the same concepts were followed. The number of spaces required was estimated as follows:

Step 1: Determine Targeted Ridership

According to 2017 U.S. Census data, 5,663 of the 7,748 residents (73 percent) living in Immokalee are employed outside city limits. Approximately 47 percent already use public transit, bicycles or walk to get to work (Collier County 2016). Therefore, 53 percent were estimated to use vehicles to get to work.

$$53\% \times 5,663 = 3,001 \text{ residents}$$

Step 2: Estimate Parking Demand

Using Table 4-4 and Table 4-5 from the FDOT *State Park-and-Ride Guide* (FDOT 2012), 1 percent of home-based work trips will use transit for small urban areas and the statewide average vehicle occupancy rate is 1.17. This estimates of how many trips would be willing to take transit, reduced by the vehicle occupancy rate.

$$3,001 \text{ residents} \times 1\% \div 1.17 = 26 \text{ vehicles}$$

Step 3: Determine Future Growth

At a 2-percent population growth rate for a design year of 2045, the quantity of spaces needed is:

$$26 \times 1.02^{25} = \underline{\underline{43 \text{ spaces}}}$$

Step 4: Estimate Surface Lot Size

The surface lot size in acres needed for a design year of 2045 with one bus bay, a waiting area with shelter, U-turn bus access, sidewalks, plus 2 driveways is:

$$[(300 \text{ ft}^2 \text{ per space} \times 43 \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 2) + 6,400 \text{ ft}^2 \text{ U-Turn area} + 512 \text{ ft}^2 \text{ waiting area} + 132 \text{ ft}^2 \text{ sidewalks}] \div 43,560 \text{ ft}^2 \text{ per acre} = \underline{\underline{0.58 \text{ acres}}}$$

Adding an additional 35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space, and preserve area (55 percent total), the total estimated minimum site size required is:

$$0.58 \text{ acres} \times 1.55 = \underline{\underline{0.91 \text{ acres}}}$$

The conceptual site plan for the Immokalee Health Department transfer facility designed by RWA Engineering includes 28 parking spaces, a bus bay with U-turn, food truck parking area, and 2,750 ft² passenger waiting area within a 0.99-acre section of the parcel. This site design is expected to require additional parking spaces to support 2045 needs.

E.1.2 SL-26 (Beach Lots by Pine Ridge Road)

These two locations are designed to serve the parking deficiency that exists at Clam Pass Beach Park and North Gulf Shore Beach Access. This site design may also be applied to SL-24.

Step 1: Determine Parking Demand and Deficiency

(Demand - Supply = Deficiency)

Clam Pass Beach Park currently has 198 parking spaces and North Gulf Shore Access has 38 spaces (supply). The data provided by the County Parks & Recreation Division and indicated in Section 3.3 already included parking deficiency calculations. As a result, no calculations were required to determine supply and demand. The average transit boarding and alighting (B&A) per day at the beach stop ID 551 is 0, with 77 yearly alighting (Karto 2020). One additional space can be used to account for the transit user.

Quarterly turnaround counts were provided for Clam Pass beach access for FY 17 through FY 19 (refer to Tables 3-5 and 3-6). For missing data, an average of the other 2 years for the same quarter was used. Using the turnaround counts for each quarter and the tabulated days that reached capacity each quarter, an average number of turnarounds per day at capacity was calculated and is presented in Table E-1.

Since FY 19 tourism was severely impacted by red tide, the lower counts do not reflect a busy tourist season. Therefore, an average of the highest deficiency per quarter (255 vehicles) of the 3 years was used in the calculation. Adding the additional space to account for transit, the quantity of 256 vehicles is used as the current deficiency.

Table E-1. Average Turnaround Per Day at Capacity per Quarter

Fiscal Year	Quarter			
	Q1	Q2	Q3	Q4
2017	158	142	226	132
2018	217 ^a	358	315	353
2019	365	118	223	176 ^a
Average	247	206	255	220
Max	365	358	315	353

^a Value includes average to account for missing data.

Step 2: Determine Future Growth

At a 2-percent population growth rate to a design year of 2045, the quantity of spaces needed is:

$$256 \times 1.02^{25} = \underline{\underline{420 \text{ spaces}}}$$

Step 3: Estimate Lot Size

The surface lot size in acres needed for a design year of 2045 with one bus bay, a waiting area with shelter and sidewalks. A total of 3 driveway accesses were included from Goodlette-Frank Road, Pine Ridge Road, and East Avenue.

$$[(300 \text{ ft}^2 \text{ per space} \times 420 \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 3) + 512 \text{ ft}^2 \text{ waiting area} + 1,100 \text{ ft}^2 \text{ sidewalks}] \div 43,560 \text{ ft}^2 \text{ per acre} = \underline{\underline{3.10 \text{ acres}}}$$

Adding an additional 35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space, and preserve area (55 percent total), the total estimated minimum site size required is:

$$3.10 \text{ acres} \times 1.55 = \underline{\underline{4.81 \text{ acres}}}$$

Step 4: Estimate Usage and Capacity of the Beach

Beach capacity was estimated using approximately 2.4 visitors per vehicle (Olson 2018) and 200 ft² per visitor (FDEP 2009), the current beach area at capacity uses approximately:

$$2.4 \text{ visitors/vehicle} \times 198 \text{ vehicle spaces} \times 200 \text{ ft}^2/\text{visitor} = 95,040 \text{ ft}^2 \text{ beach usage}$$

For the additional 420 spaces by 2045, the total beach usage estimated with the additional visitors is:

$$2.4 \text{ visitors/vehicle} \times (198+420 \text{ spaces}) \times 200 \text{ ft}^2/\text{visitor} = 296,640 \text{ ft}^2 \text{ beach usage}$$

With an estimated beach area of approximately 1,524,000 ft² (Olson 2018), Clam Pass can handle the additional capacity. It is recommended to have a beach shuttle to service this lot during peak season, also delivering visitors to North Gulf Shore Beach Access.

In comparison, a parking garage at Clam Pass was conceptually designed to help support the parking deficiency. The parking garage maximized within the available space of the lot could provide 353 spaces for a two-story garage (155 additional) or 469 spaces for a three-story garage (271 additional) (Olson 2018).

The proposed location along Pine Ridge Road (SL-26) is an approximate 1.6-acre lot (per Collier County Property Appraiser) with approximately half already used for stormwater treatment (0.8 acres available). The proposed lot is not large enough to support the demand required; therefore, the remaining 3.97 acres required should be purchased from the undeveloped parcel directly north.

It is recommended to consider a restroom facility at this location, as well as digital 'real-time' tracking signs indicating the quantity of available spaces posted along the major arterials (refer to section 7.2).

E.1.3 SL-25 (Vanderbilt Beach Road Lot)

Step 1: Determine Parking Demand and Deficiency

The total supply of parking spaces at the Vanderbilt Beach parking garage is 335. Conner park provides an additional 158 spaces. The average B&A per day at Conner Park is 1 (Karto pers. comm. 2020). Conner Park turnarounds were not provided. Quarterly turnaround counts were provided for FY 17 through FY 19 (refer to Tables 3-5 and 3-6). For missing data, an average of the other 2 years for the same quarter was used. Using the turnaround counts for each quarter and the tabulated days that reached capacity each quarter, an average number of turnarounds per day at capacity was calculated and is presented in Table E-2.

Table 3-5 summarizes the total days at capacity, where Quarter 4 only reported 1 day at capacity, appearing as an outlier (too low). As a result, the average turnaround per day in Table E-2 at 646 is an outlier. Recalculating turnaround counts in Quarter 4 to 2 days at capacity, the average turnaround per day in Table E-2 is revised to 323. This results in the highest average at 226, instead of 334 for quarter 4. Using the highest average turnaround per quarter at 226 and adding 1 additional space for the transit user, the current deficiency is estimated at 227 spaces.

Table E-2. Average Turnaround per Day at Capacity per Quarter

Fiscal Year	Quarter			
	Q1	Q2	Q3	Q4
2017	191	17	30	125
2018	163	42	97	646
2019	131	15	46	229 ^a
Average	161	25	58	334
Max	191	42	97	646

^a Value includes average to account for missing data.

Step 2: Determine Future Growth

At a 2-percent growth rate to a design year of 2045, the quantity of spaces needed is:

$$227 \text{ spaces} \times 1.02^{25} = \underline{373 \text{ spaces}}$$

Step 3: Estimate Lot Size

The surface lot size in acres needed for a design year of 2045 with one bus bay and a waiting area with shelter, sidewalks, plus 2 driveway accesses each is:

$$[(300 \text{ ft}^2 \text{ per space} \times 373 \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 2) + 512 \text{ ft}^2 \text{ waiting area} + 516 \text{ ft}^2 \text{ sidewalks}] \div 43,560 \text{ ft}^2 \text{ per acre} = \underline{2.72 \text{ acres}}$$

Adding an additional 35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space and preserve area (55 percent total), the total estimated minimum site size required is:

$$2.72 \text{ acres} \times 1.55 = \underline{4.21 \text{ acres}}$$

The County Property Appraiser estimates the proposed lot size at 4.95 acres. Due to setbacks and site layout, the proposed parcel is not anticipated to handle the entire quantity of parking spaces proposed for 2045, however it is recommended to develop this lot providing the maximum quantity of parking spaces feasible.

Step 4: Estimate Usage and Capacity of the Beach

Estimating 2.4 visitors per vehicle and the current County Parks & Recreation estimate of 100 ft² per visitor at Vanderbilt Beach (Olson 2018), the current beach area at capacity uses approximately:

$$2.4 \text{ visitors/vehicle} \times 335 \text{ vehicle spaces} \times 100 \text{ ft}^2/\text{visitor} = 80,400 \text{ ft}^2 \text{ beach usage}$$

The additional 373 spaces by 2045 at the 100 ft² per visitor spacing has an estimated total beach usage at:

$$2.4 \text{ visitors/vehicle} \times (335 + 373 \text{ vehicle spaces}) \times 100 \text{ ft}^2 \text{ per visitor} = 169,920 \text{ ft}^2 \text{ beach usage}$$

The Vanderbilt Beach Road lot is anticipated to support Vanderbilt Beach, as well as Bluebill Beach, Delnor-Wiggins Pass State Park, and the additional County beach access boardwalk at the southern boundary of 10691 Gulf Shore Drive (refer to Figure E-1), which includes four public beach access drop-offs. With an estimated beach area of approximately 217,800 ft² (Olson 2018), Vanderbilt Beach has the additional capacity available.



Figure E-1. Beach Access along Gulf Shore Drive

Source: Google Earth

It is recommended to consider a restroom facility at this location, as well as digital 'real-time' tracking signs indicating the quantity of available spaces posted along the major arterials (refer to section 7.2).

E.1.4 SL-1 and SL-15 (Lee County)

The two alternate locations were evaluated to primarily support the commuters between Collier and Lee County and the connection between the two transit lines.

Step 1: Determine Targeted Ridership

Fort Myers and Cape Coral commuters are anticipated to primarily use I-75 for intercounty commute and were excluded from this analysis; only the Bonita Springs commuters were assumed to use this proposed park-and-ride. According to 2017 U.S. Census data, Lee County has 868 residents in the City of Bonita Springs commuting to City of Naples for work, and Collier County has 3,699 residents commuting to the City of Bonita Springs.

Since the park-and-ride lot should be located less than 50 percent of the commuter's total travel time, the zip codes and cities with a driving distance too far from the lot were removed (Renaissance Planning Group 2013). Using the 3,699 County residents commuting to the City of Bonita Springs (where this park-and-ride would be located) the removed locations included:

- 154 commuters going to Bonita Springs from the City of Immokalee
- 137 from Marco Island
- 244 from zip code 34120
- 157 from zip code 34113
- 232 from zip code 34104
- 222 from zip code 34112

The 868 residents in the City of Bonita Springs who commute to the City of Naples were added as they are also targeted ridership to reduce trips in Collier County. The total targeted commuters resulting in:

$$3,699 - 154 - 137 - 244 - 157 - 232 - 222 + 868 = 3,421 \text{ commuters}$$

Step 2: Estimate Parking Demand

Using Table 4-6 from the FDOT *State Park-and-Ride Guide*, the statewide average of home-based work trip auto occupancies is 1.171. Using Table 4-4 from the FDOT *State Park-and-Ride Guide* (FDOT 2012) (large urban areas without rail), approximately 4 percent of trips are anticipated to use transit:

$$3,421 \text{ commuters} \div 1.17 \times 4\% = 117 \text{ vehicles}$$

Steps 5 - 7: Determine Maximum Parking Capture, Determine Future Growth, and Estimate Lot Size

The maximum parking capture was estimated differently between SL-1 and SL-15. Since the new Veterans Memorial Boulevard is expected to begin construction in 2021, SL-1 was estimated to capture trips from Old U.S. 41 and Livingston Road/Imperial Parkway. SL-15 was estimated to capture trips from U.S. 41 and Old US 41. The targeted population would use US 41, Old US 41, Livingston Road, or I-75 NB. Using County average annual daily traffic volumes, a percent capture of 40 percent for SL-15 and 48 percent for SL-1 was used.

E.1.5 SL-15: Creekside

For SL-15, a maximum parking capture of 40 percent was used:

$$117 \text{ vehicles} \times 40\% = 47 \text{ spaces}$$

At a 2-percent growth rate to a design year of 2045, the quantity of spaces needed is:

$$47 \times 1.02^{25} = \underline{\mathbf{78 \text{ spaces}}}$$

The surface lot size in acres needed for a design year of 2045 with one bus bay, a waiting area with shelter, U-turn bus access, sidewalks, plus 2 driveways is:

$$[(300 \text{ ft}^2 \text{ per space} \times 78 \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 2) + 6,400 \text{ ft}^2 \text{ U-Turn area} + 512 \text{ ft}^2 \text{ waiting area} + 125 \text{ ft}^2 \text{ sidewalks}] \div 43,560 \text{ ft}^2 \text{ per acre} = \underline{\mathbf{0.83 \text{ acres}}}$$

Adding an additional 35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space and preserve area (55 percent total), the total estimated minimum site size required is:

$$0.83 \text{ acres} \times 1.55 = \underline{\mathbf{1.28 \text{ acres}}}$$

E.1.6 For SL-1: Railhead

For SL-1 a maximum parking capture of 48 percent was used:

$$117 \times 48\% = 57 \text{ spaces}$$

At a 2-percent growth rate to a design year of 2045, the quantity of spaces needed is:

$$57 \times 1.02^{25} = \underline{\mathbf{94 \text{ spaces}}}$$

The surface lot size in acres needed for a design year of 2045 with one bus bay, a waiting area with shelter, U-turn bus access, sidewalks, plus 2 driveways is:

$$[(300 \text{ ft}^2 \text{ per space} \times 94 \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 2) + 6,400 \text{ ft}^2 \text{ U-Turn area} + 512 \text{ ft}^2 \text{ waiting area} + 285 \text{ ft}^2 \text{ sidewalks}] \div 43,560 \text{ ft}^2 \text{ per acre} = \underline{\mathbf{0.94 \text{ acres}}}$$

Adding an additional 35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space and preserve area (55 percent total), the total estimated minimum site size required is:

$$0.94 \text{ acres} \times 1.55 = \underline{\mathbf{1.46 \text{ acres}}}$$

It is recommended to consider a restroom facility at this location.

E.1.7 For SL-10: Radio Road Transfer Station lot

Two lots were proposed to serve the Radio Road Transfer Station, to serve the current parking reaching capacity. The capability of the smaller of the two lots (approximately 0.88 acres) was evaluated. The site size (quantity of spaces) was estimated based on the maximum number of parking spaces the smaller lot (0.88 acres) could provide. The number of spaces possible was estimated as follows:

Step 1: Capacity available

The quantity of spaces can be estimated by calculating back from the surface lot size. The design year of 2045 was used with one bus bay, a waiting area with shelter, sidewalks, plus 2 driveways. An additional

35-percent for stormwater treatment, 10 percent for setbacks, and 10 percent for landscaping, unusable space, and preserve area (55 percent total). The total estimated maximum spaces for 2045 is:

$$[(300 \text{ ft}^2 \text{ per space} \times \# \text{ spaces}) + (1,440 \text{ ft}^2 \text{ bus bay}) + (2,040 \text{ ft}^2 \text{ per driveway} \times 2) + 512 \text{ ft}^2 \text{ waiting area} + 200 \text{ ft}^2 \text{ sidewalks}] = (0.88 \text{ acres} \div 1.55) \times 43,560 \text{ ft}^2 \text{ per acre}$$

Solving for the number of spaces provides an estimated maximum size for 2045. This is the capacity of the lot in build out.

$$\# \text{ spaces} = \underline{\mathbf{60 \text{ spaces}}}$$

Step 2: Determine current parking deficiency

The current parking deficiency at the transfer station will need to be evaluated to determine the minimum site size required to support current demand. The lot size constructed should then be evaluated based on future growth and a 75 percent occupancy rate. The 0.88-acre lot is listed as a potential option in the SL-10 Site Evaluation (refer to Appendix D). The lot should be reviewed to assess capability and impacts of improving the preserve area.

E.2 Cost Estimates

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-15 Creekside Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST	COST
	LAND ACQUISITION	1	LS	\$64,683.90	\$ 64,683.90
	DEMOLITION				
110-1-1	CLEARING/GRUBBING	1.28	AC	\$ 15,000.00	\$ 19,191.92
	PARKING AREA				
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	320.1	TN	\$ 100.00	\$ 32,008.75
285-709	OPTIONAL BASE, BASE GROUP 9	2404	SY	\$ 20.00	\$ 48,074.07
425-1352	INLETS, CURB, TYPE P-5 <10'	4	EA	\$ 5,000.00	\$ 20,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	40	LF	\$ 36.00	\$ 1,440.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	834.3	LF	\$ 25.00	\$ 20,858.56
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	13.9	SY	\$ 50.00	\$ 694.44
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$ 90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	1404	LF	\$ 5.79	\$ 8,129.16
542-70	BUMPER GUARDS, CONCRETE	78	EA	\$ 65.00	\$ 5,070.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	9	EA	\$ 5,500.00	\$ 49,500.00
	MISCELLANEOUS				
104-15	SOIL TRACKING DEVICE	1	EA	\$ 3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	2000	CY	\$ 7.00	\$ 14,000.00
120-6	FILL	3000	CY	\$ 20.00	\$ 60,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	984.3	LF	\$ 2.00	\$ 1,968.63
104-18	INLET PROTECTION SYSTEM	2	EA	\$ 120.00	\$ 240.00
570-1-2	PERFORMANCE TURF, SOD	2197.4	SY	\$ 3.15	\$ 6,921.72
700-1-11	SIGNAGE	4	AS	\$ 300.00	\$ 1,200.00
550-10-220	FENCING, TYPE B, 6', STANDARD	944	LF	\$ 21.33	\$ 20,142.27
550-60-234	FENCE GATE, TYPE B, DOUBLE SLIDING/CANTILEVER 20'	1	EA	\$ 4,119.15	\$ 4,119.15
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$ 8,700.00	\$ 8,700.00
SUBTOTAL					\$ 395,062.59
	LANDSCAPING (3%)				\$ 11,851.88
	MOBILIZATION (5%)				\$ 19,753.13
	CONTINGENCIES (15%)				\$ 59,259.39
	PRELIMINARY ENGINEERING (20%)				\$ 79,012.52
TOTAL					\$ 564,939.50

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-1 Railhead Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST		COST
	LAND ACQUISITION	N/A	LS		\$	-
	DEMOLITION					
110-1-1	CLEARING/GRUBBING	1.46	AC	\$	15,000.00	\$ 21,839.31
	PARKING AREA					
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	363.6	TN	\$	100.00	\$ 36,358.75
285-709	OPTIONAL BASE, BASE GROUP 9	2670	SY	\$	20.00	\$ 53,407.41
425-1352	INLETS, CURB, TYPE P-5 <10'	5	EA	\$	5,000.00	\$ 25,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	50	LF	\$	36.00	\$ 1,800.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	890.0	LF	\$	25.00	\$ 22,250.75
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	31.7	SY	\$	50.00	\$ 1,583.33
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$	90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	1692	LF	\$	5.79	\$ 9,796.68
542-70	BUMPER GUARDS, CONCRETE	94	EA	\$	65.00	\$ 6,110.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	11	EA	\$	5,500.00	\$ 60,500.00
	MISCELLANEOUS					
104-15	SOIL TRACKING DEVICE	1	EA	\$	3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	2000	CY	\$	7.00	\$ 14,000.00
120-6	FILL	3000	CY	\$	20.00	\$ 60,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	1047.3	LF	\$	2.00	\$ 2,094.69
104-18	INLET PROTECTION SYSTEM	2	EA	\$	120.00	\$ 240.00
570-1-2	PERFORMANCE TURF, SOD	2500.5	SY	\$	3.15	\$ 7,876.52
700-1-11	SIGNAGE	4	AS	\$	300.00	\$ 1,200.00
550-10-220	FENCING, TYPE B, 6', STANDARD	1007	LF	\$	21.33	\$ 21,486.64
550-60-234	FENCE GATE, TYPE B, DOUBLE SLIDING/CANTILEVER 20'	1	EA		4119.15	\$ 4,119.15
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$	8,700.00	\$ 8,700.00
SUBTOTAL						\$ 366,483.23
	LANDSCAPING (3%)					\$ 10,994.50
	MOBILIZATION (5%)					\$ 18,324.16
	CONTINGENCIES (15%)					\$ 54,972.48
	PRELIMINARY ENGINEERING (20%)					\$ 73,296.65
TOTAL COST						\$ 524,071.02

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-3 Immokalee Health Department Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST	COST
	LAND ACQUISITION	N/A	EA		\$ -
	DEMOLITION				
110-1-1	CLEARING/GRUBBING	0.91	AC	\$ 15,000.00	\$ 13,591.59
	PARKING AREA				
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	224.9	TN	\$ 100.00	\$ 22,493.13
285-709	OPTIONAL BASE, BASE GROUP 9	1820	SY	\$ 20.00	\$ 36,407.41
425-1352	INLETS, CURB, TYPE P-5 <10'	3	EA	\$ 5,000.00	\$ 15,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	30	LF	\$ 36.00	\$ 1,080.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	702.1	LF	\$ 25.00	\$ 17,553.36
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	14.7	SY	\$ 50.00	\$ 736.11
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$ 90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	774	LF	\$ 5.79	\$ 4,481.46
542-70	BUMPER GUARDS, CONCRETE	43	EA	\$ 65.00	\$ 2,795.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	6	EA	\$ 5,500.00	\$ 33,000.00
	MISCELLANEOUS				
104-15	SOIL TRACKING DEVICE	1	EA	\$ 3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	2000	CY	\$ 7.00	\$ 14,000.00
120-6	FILL	3000	CY	\$ 20.00	\$ 60,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	834.7	LF	\$ 2.00	\$ 1,669.36
104-18	INLET PROTECTION SYSTEM	5	EA	\$ 120.00	\$ 600.00
570-1-2	PERFORMANCE TURF, SOD	1556.2	SY	\$ 3.15	\$ 4,901.92
700-1-11	SIGNAGE	4	AS	\$ 300.00	\$ 1,200.00
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$ 8,700.00	\$ 8,700.00
SUBTOTAL					\$ 246,329.33
	LANDSCAPING (3%)				\$ 7,389.88
	MOBILIZATION (5%)				\$ 12,316.47
	CONTINGENCIES (15%)				\$ 36,949.40
	PRELIMINARY ENGINEERING (20%)				\$ 49,265.87
TOTAL					\$ 352,250.95

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-26 Beach Lot Pine Ridge Rd Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST	COST
	LAND ACQUISITION	1	LS	\$ 799,053.30	\$ 799,053.30
	DEMOLITION				
110-1-1	CLEARING/GRUBBING	4.81	AC	\$ 15,000.00	\$ 72,147.59
	PARKING AREA				
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1210.4	TN	\$ 100.00	\$ 121,038.75
285-709	OPTIONAL BASE, BASE GROUP 9	7700	SY	\$ 20.00	\$ 154,000.00
425-1352	INLETS, CURB, TYPE P-5 <10'	21	EA	\$ 5,000.00	\$ 105,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	210	LF	\$ 36.00	\$ 7,560.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	1617.7	LF	\$ 25.00	\$ 40,442.32
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	122.2	SY	\$ 50.00	\$ 6,111.11
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$ 90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	7560	LF	\$ 5.79	\$ 43,772.40
542-70	BUMPER GUARDS, CONCRETE	420	EA	\$ 65.00	\$ 27,300.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	43	EA	\$ 5,500.00	\$ 236,500.00
	MISCELLANEOUS				
104-15	SOIL TRACKING DEVICE	1	EA	\$ 3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	4000	CY	\$ 7.00	\$ 28,000.00
120-6	FILL	6000	CY	\$ 20.00	\$ 120,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	1870.9	LF	\$ 2.00	\$ 3,741.84
104-18	INLET PROTECTION SYSTEM	5	EA	\$ 120.00	\$ 600.00
570-1-2	PERFORMANCE TURF, SOD	8260.5	SY	\$ 3.15	\$ 26,020.61
700-1-11	SIGNAGE	4	AS	\$ 300.00	\$ 1,200.00
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$ 8,700.00	\$ 8,700.00
SUBTOTAL					\$1,809,307.92
	LANDSCAPING (3%)				\$ 54,279.24
	MOBILIZATION (5%)				\$ 90,465.40
	CONTINGENCIES (15%)				\$ 271,396.19
	PRELIMINARY ENGINEERING (20%)				\$ 361,861.58
PROJECT TOTAL					\$2,587,310.33

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-25 Beach Lot Vanderbilt Beach Rd Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST	COST
	LAND ACQUISITION	N/A	LS		\$ -
	DEMOLITION				
110-1-1	CLEARING/GRUBBING	4.2	AC	\$ 15,000.00	\$ 63,221.35
	PARKING AREA				
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	1064.1	TN	\$ 100.00	\$ 106,411.88
285-709	OPTIONAL BASE, BASE GROUP 9	6728	SY	\$ 20.00	\$ 134,555.56
425-1352	INLETS, CURB, TYPE P-5 <10'	19	EA	\$ 5,000.00	\$ 95,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	190	LF	\$ 36.00	\$ 6,840.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	1514.3	LF	\$ 25.00	\$ 37,857.94
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	114.3	SY	\$ 50.00	\$ 5,712.50
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$ 90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	6714	LF	\$ 5.79	\$ 38,874.06
542-70	BUMPER GUARDS, CONCRETE	373	EA	\$ 65.00	\$ 24,245.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	39	EA	\$ 5,500.00	\$ 214,500.00
	MISCELLANEOUS				
104-15	SOIL TRACKING DEVICE	1	EA	\$ 3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	4000	CY	\$ 7.00	\$ 28,000.00
120-6	FILL	6000	CY	\$ 20.00	\$ 120,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	10239.7	LF	\$ 2.00	\$ 20,479.42
104-18	INLET PROTECTION SYSTEM	5	EA	\$ 120.00	\$ 600.00
570-1-2	PERFORMANCE TURF, SOD	7238.5	SY	\$ 3.15	\$ 22,801.29
700-1-11	SIGNAGE	4	AS	\$ 300.00	\$ 1,200.00
521-8-11	CONCRETE BARRIER, 8' NOISE WALL	1800	LF	\$ 380.00	\$ 684,000.00
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$ 8,700.00	\$ 8,700.00
SUBTOTAL					\$1,621,118.99
	LANDSCAPING (3%)				\$ 48,633.57
	MOBILIZATION (5%)				\$ 81,055.95
	CONTINGENCIES (15%)				\$ 243,167.85
	PRELIMINARY ENGINEERING (20%)				\$ 324,223.80
TOTAL					\$2,318,200.15

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.

Date: 23-Sep-20
Project Title: CAT and Collier MPO Park & Ride Study
Prepared by: Jacobs Engineering, Inc

Site SL-10 Radio Road Transfer Station Lot Cost Estimate

PAY ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT COST	COST
	LAND ACQUISITION	0.88	AC	\$ 181,069.28	\$ 159,340.96
	DEMOLITION				
110-1-1	CLEARING/GRUBBING	0.88	AC	\$ 15,000.00	\$ 13,200.00
	PARKING AREA				
0334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	213.2	TN	\$ 100.00	\$ 21,315.00
285-709	OPTIONAL BASE, BASE GROUP 9	1511	SY	\$ 20.00	\$ 30,222.22
425-1352	INLETS, CURB, TYPE P-5 <10'	3	EA	\$ 5,000.00	\$ 15,000.00
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	30	LF	\$ 36.00	\$ 1,080.00
520-1-10	CONCRETE CURB AND GUTTER TYPE F	684.9	LF	\$ 25.00	\$ 17,123.29
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	22.2	SY	\$ 50.00	\$ 1,111.11
522-3, 522-4	BUS BOARDING & SHELTER PAD- CONCRETE	56.9	SY	\$ 90.00	\$ 5,120.00
0710-11421	PARKING SPACE PAINTING	1080	LF	\$ 5.79	\$ 6,253.20
542-70	BUMPER GUARDS, CONCRETE	60	EA	\$ 65.00	\$ 3,900.00
715-4-11	LIGHT POLE COMPELTE, F&I STANDARD 30'	7	EA	\$ 5,500.00	\$ 38,500.00
	MISCELLANEOUS				
104-15	SOIL TRACKING DEVICE	1	EA	\$ 3,000.00	\$ 3,000.00
120-1	REGULAR EXCAVATION	4000	CY	\$ 7.00	\$ 28,000.00
120-6	FILL	6000	CY	\$ 20.00	\$ 120,000.00
0104-10-3	SEDIMENT BARRIER (SILT FENCE)	815.2	LF	\$ 2.00	\$ 1,630.42
104-18	INLET PROTECTION SYSTEM	5	EA	\$ 120.00	\$ 600.00
570-1-2	PERFORMANCE TURF, SOD	1480.8	SY	\$ 3.15	\$ 4,664.66
700-1-11	SIGNAGE	4	AS	\$ 300.00	\$ 1,200.00
	BUS SHELTER, TRASH CAN, BIKE RACK	1	EA	\$ 8,700.00	\$ 8,700.00
SUBTOTAL					\$ 479,960.88
	LANDSCAPING (3%)				\$ 14,398.83
	MOBILIZATION (5%)				\$ 23,998.04
	CONTINGENCIES (15%)				\$ 71,994.13
	PRELIMINARY ENGINEERING (20%)				\$ 95,992.18
PROJECT TOTAL					\$ 686,344.05

NOTE: Cost estimate does not include the costs of other amenities such as restrooms, etc. Property acquisition costs obtained from Collier County Property Appraiser 2020 Preliminary Tax Roll values. Unit costs obtained from FDOT 2019-2020 Statewide Averages.