



## AGENDA CMC

**Congestion Management Committee**  
**NOTE: THIS IS AN IN-PERSON MEETING**  
**Collier County Transportation Management**  
**Services Department**  
**South Conference Room**  
**2885 South Horseshoe Drive**  
**Naples, Florida 34104**

**May 18, 2022**  
**2:00 p.m.**

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of March 16, 2022 Meeting Minutes
5. Open to Public for Comment on Items Not on the Agenda
6. Agency Updates
  - A. FDOT
  - B. MPO Director
  - C. Other
7. Committee Action
  - A. Endorse Origin & Destination Study Methodology
  - B. Review and Endorse Data for CMP Corridor Fact Sheet
8. Reports and Presentations (May Require Committee Action)
  - A. Old 41 PD&E Study - FDOT
  - B. Vanderbilt Beach Road Extension Project Status Update – Collier County
9. Member Comments
10. Distribution Items (No presentation)
11. Next Meeting Date:

July 20, 2022 at 2 p.m.
12. Adjournment

**PLEASE NOTE:**

*The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Specialist Ms. Anne McLaughlin (239) 252-5814 or by email at: [Anne.McLaughlin@colliercountyfl.gov](mailto:Anne.McLaughlin@colliercountyfl.gov), or in writing to the Collier MPO, attention: Ms. McLaughlin, at 2885 South Horseshoe Dr., Naples, FL 34104.*

**CONGESTION MANAGEMENT COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION**

**March 16, 2022  
2:00 p.m.  
Meeting Minutes**

**1. Call to Order**

**Mr. Khawaja** called the meeting to order at 2:05 p.m.

**2. Roll Call**

**Ms. Bates** called the roll and confirmed a quorum was present in the room.

**CMC Members Present In-Person**

Tony Khawaja, Chairman, Collier County Traffic Operations  
Omar DeLeon, County Public Transportation & Neighborhood Enhancement (PTNE)  
Dave Rivera, City of Naples  
Karen Homiak, CAC Representative  
Michael Tisch, County Transportation Planning  
Don Scott, Lee MPO  
Allison Bickett, City of Naples

**CMC Members Absent**

Dan Summers, County Emergency Management  
Tim Pinter, City of Marco Island

**MPO Staff**

Brandy Otero, Principal Planner  
Scott Philips, Principal Planner  
Danielle Bates, Administrative Assistant

**Others Present**

Wally Blain, Benesch/Tindale-Oliver & Associates, Inc (virtually)  
Ian Debnam, Benesch/Tindale-Oliver & Associates, Inc  
Mark Mathes, FDOT D-1 Traffic Operations  
Justin Merritt, FDOT D-1 Traffic Operations

**3. Approval of the Agenda**

***Ms. Homiak** moved to approve the agenda. **Mr. Rivera** seconded. Carried unanimously.*

#### **4. Approval of the January 19, 2022 Meeting Minutes.**

*Ms. Homiak moved to approve the January 19, 2021 minutes. Mr. DeLeon seconded. Carried unanimously.*

#### **5. Public Comments for Items not on the Agenda**

**Mr. Matonti:** Introduced himself as the BPAC Chair and noted that he was attending the meeting to observe.

#### **6. Agency Updates**

##### **A. FDOT**

**None.**

##### **B. MPO Executive Director**

**Ms. Otero:** Dr. Mort Friedman, the BPAC representative on this committee has resigned, so that position is vacant. Mr. Matonti, the BPAC Chair, is here to observe. The BPAC will appoint a new CMC representative at their next meeting.

##### **C. Other Agencies**

###### **City of Naples**

**Ms. Bickett:** The City of Naples is working to fill a few positions. The City's main focus right now is the Bike Ped Master Plan. The City has scheduled a public meeting on March 31<sup>st</sup>. The Bike Ped Master Plan will be taken to Council in May, and final resolution is expected before summer recess.

**Mr. Rivera:** The City is also working on street lighting.

###### **Collier Area Transit**

**Mr. DeLeon:** CAT is finalizing planning changes for April 24. There are minor changes to system timing, we will implement Phase 1 of operation analysis in November.

**Mr. Khawaja:** We're working with CAT to install low priority signal changes for buses.

###### **Lee MPO**

**Mr. Scott:** We are working with FDOT on the Florida's Regional Advanced Mobility Elements (FRAME) project in Lee County.

## **Collier County**

**Mr. Tisch:** The County received a \$13M TIGER grant to install 20 miles of sidewalk in Immokalee. The County is working with CAT to include bus stops and build transfer station. The project is currently in the design build phase.

### **7. Committee Action**

#### **A. 2022 Congestion Management Process Update**

**Ms. Otero** introduced the Benesch team and noted that they will be updating the committee on their work to date, reviewing data sources and analysis results, and present a sample fact sheet. She noted that the item will go to the TAC and CAC in May for endorsement.

**Mr. Debnam:** Reviewed Benesch's work to date and then focused his presentation on the methodology used to conduct the corridor analysis, the data sources used for the analysis, and previewed a sample fact sheet that will be used communicate corridor congestion issues to the public. **Mr. Khawaja** asked if the average weekday was averaged together throughout the year. **Mr. Debnam** stated it is, and added the analysis takes speed readings from every weekday for the analysis period and averages the data together. **Mr. Khawaja** followed up and asked if the lowest day a single occurrence that happened? **Mr. Debnam** noted the average shown is the lowest day of the averages, sliced into hourly increments.

**Ms. Bickett** expressed concern about the potential that the 2021 data being used could be skewed due to the pandemic. **Mr. Debnam** noted that the decision was to use more recent data than pre-pandemic which would be 2-years old, and that typical conditions are mostly back to where they were pre COVID. Mr. Debnam then presented a draft corridor fact sheet and opened the floor to a discussion on how the committee would like to graphically show the data on the fact sheets. Mr. Debnam asked for feedback on what the committee thinks is most important or that is more effective at communicating corridor issues to the public.

**Mr. Khawaja** stated that he thought it is important is to show normal operating speed and summarize the worst area(s), and maybe show potential project improvements for the whole corridor segment. **Mr. Blain** agreed; he then went on to note that part of the CMP process is project application screening, and that the CMP process will drill down enough to identify projects to move into the implementation phase.

**Mr. Debnam** let the committee know that they will be attending the next few meetings and will be providing draft corridor fact sheets to the CMC in May. **Mr. Khawaja** asked if they would provide a disclaimer to explain why 2021 data was used. **Mr. Mathes** added that travel time reliability is a good metric to use to show corridor performance and is easily explained to the public.



A discussion took place between Mr. Khawaja, Mr. Scott, Ms. Bickett and Mr. Rivera regarding congestion on Golden Gate Parkway that occurs when schools gets out [around 4 PM], and if we should look at seasonal traffic or traffic when school is not in session. Mr. Debnam said that they looked traffic data for the worst intersections during season and found that congestion is in different locations than off season.

**Mr. DeLeon** asked who decided the Level of service threshold. **Mr. Debnam** stated that they used the most recent information from the FDOT data analytics office.

**Ms. Otero** stated that no action is required, however she asked that comments be submitted to her within next week or 2.

## **8. Reports and Presentations (May Require Committee Action)**

### **A. FDOT – US 41 FRAME Presentation**

**Mr. Mathes** introduced the Florida's Advanced Mobility Elements (FRAME) project on US 41 in Lee County and told the group that FRAME is a program that implements technology into transportation projects. He said that FDOT chose the US 41 corridor in Lee County for the region and settled on 25 signal locations. He noted that ninety percent of crashes are user error and that and that FRAME technology assists drivers to make better decisions and provides detour diversion routes. The department wanted to implement the technology on arterials to improve driver, pedestrian, and bike safety, and prepare for the future.

**Mr. Rivera** asked if FDOT used a particular vendor. **Mr. Mathes** told the committee that they used CATCH and that the project cost is \$3 million overall. A pedestrian signal component fell through. It may be included in a future Phase. **Mr. Khawaja** asked if he was referencing a smart signal. **Mr. Mathes** told the group yes Light Detection and Ranging (LIDAR) can be used to detect pedestrians and the LIDAR can be connected to traffic signals. He noted that LIDAR systems detect pedestrians crossing the street causing the traffic signal to blink or get brighter to alert drivers of the pedestrian. The LIDAR system may be considered in future phases.

**Mr. Tisch** asked what the project limits are. **Mr. Mathes** responded that the technology is being deployed at 25 signals on US 41 south of Colonial in Lee County.

**Ms. Bickett** asked if there is an opportunity to expand the system. **Mr. Mathes** said that the system can be expanded. He noted that the technology should connect drivers seamlessly to the system and the larger statewide network being developed. **Mr. Scott** asked about the cost for on-board unit. **Mr. Mathes** stated that an on-board unit cost a couple of thousand dollars.

**Mr. Khawaja** asked if wavelengths are reserved. **Mr. Mathes** stated that the Dedicated Short Range Communications (DSRC) was a set band so CV to X shrank and gave into WiFi. CV to X will ultimately win out. FDOT's network is using dual band equipment so we can provide DSRC protocol as manufacturers move CV to X.

**Mr. Scott:** asked about the cost to retrofit this technology into older cars. **Mr. Mathes** stated that it is around \$5 grand, but cost should decrease as the technology grows.

**Mr. Philips** asked if FRAME was a pilot program. **Mr. Mathes** stated that the Department is staying away from calling it a pilot project because they want to make the change now. He noted that FDOT has partnerships with local agencies who bring the work, and funding is not as much as expected.

**Mr. Khawaja** asked how far along are you in deployment. **Mr. Mathes** noted FDOT is in the procurement process and is looking for the next project. Please reach out to me if you have questions.

## **9. Member Comments**

**Mr. Rivera** asked if Mr. Mathes has any information on the mast arm replacement on 5th Ave South.

**Mr. Mathes** stated it dropped off FDOT's radar. They are going to use either TransCor FDOT's maintenance contractor or design/build a push button system which is 2.5 years out.

**Mr. Tisch** noted that commuting on I-75 the pm peak traffic feeding onto interstate kills the interchanges up and down stream and may take 5 to 10 minutes to get through.

**Mr. Mathes** stated that FDOT is developing master plans for corridors along I-75.

**Mr. Scott** noted there are discussions taking place about the lack of infrastructure east of I-75.

**Mr. Mathes** agreed and stated that area is a huge part of District One and that FDOT is looking at options.

## **10. Distribution Items**

None

## **11. Next Meeting Date**

*May 18, 2022 – 2:00 p.m.*

## **12. Adjournment**

*There being no further comments or business to discuss, Mr. Khawaja adjourned the meeting at 3:28 p.m.*

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

**2022 CMP Origin and Destination Study Methodology**

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**OBJECTIVE:** For the committee to receive an update on the consultant's progress and provide comments on the proposed methodology for conducting the Origin and Destination Study.

**CONSIDERATIONS:** As part of the Congestion Management Process update, a county-wide Origin and Destination Study is being conducted. This study is intended to identify predominant travel patterns within Collier County and Southwest Florida. A methodology for completing this study (**Attachment 1**) has been prepared for the Committees review and comment.

This methodology outlines the sources of data that are available and the level of summarization that is to be completed. Analysis of travel patterns will be displayed in maps and tabular format. The results of the analysis will be presented to the CMC at the July meeting.

**STAFF RECOMMENDATION:** Receive a presentation on the methodology and provide direction to the consultant for conducting the analysis.

Prepared By: Brandy Otero, Principal Planner

**ATTACHMENT(S):**

1. Origin and Destination Study Methodology

## 1.0 Purpose and Objective

The once distinct urbanized areas of Naples, Bonita Springs and Cape Coral have coalesced into a larger urbanized area within the context of the rapidly growing region of Southwest Florida. Facilitated through the regional transportation connections of Interstate 75, US 41 and SR 29, growth and connectivity in Collier and Lee Counties has resulted in continuous urban and suburban development patterns where trip-making patterns cross the county line with routine frequency. In Collier County population has grown from around 150,000 to 375,000, nearly 150%, from 1990 to 2020 based on the decennial Census. Additionally, recent growth in the eastern rural lanes of Collier County known as the Rural Lands Stewardship Area, has resulted in new travel patterns beginning to emerge with connections to the east coast of Florida.

As a result of this growth, as with other areas in the United States, transitioning from a smaller metro area to a medium-sized and large area brings with it the challenge of addressing congestion on the transportation system. Identifying root causes of congestion and prioritizing implementable solutions as part of the Congestion Management Process is a core requirement that the MPO is addressing. To that end, the Collier MPO desires to better understand trip origin and destination patterns to better plan for and develop the multimodal transportation system.

## 2.0 Approach

The Replica data platform will be used as the basis for conducting this origin and destination study. The Replica platform utilizes a composite set of data provided by third-party sources in order to extrapolate observed trip making patterns and travel behaviors to the entire population. These data sources include multiple types of mobile location data, consumer transaction data, census reported data and observed “ground-truth” data.

The data sources utilized by Replica are intended to cover a broad spectrum of sources and activities in order to minimize a sample size bias that may exist from relying on a single data source. This approach also provides a more resilient data stream to protect against disruptions in individual data sources. Below is a summary of each data source and its purpose.

- Mobile location data is used to create a representative sample of daily movement patterns. Four unique sources of data, collected from personal mobile devices and in-dash vehicle systems, are used to provide de-identified (anonymous) location and travel data.
  - a. Location-based services (LBS) data:
  - b. Cellular network data:
  - c. Vehicle in-dash GPS data
  - d. Point-of-interest (POI) data
- Consumer resident data provides demographic data from public and private sources for determining the basis of where people work and live, as well as the characteristics of the population.
- Land use / real estate data includes building, land use, and transportation network data that are used in determining where people travel and by what means the travel occurs.
- Credit transaction data provided by financial companies, this data captures consumer spending and is used to support levels of activity and spending by time and place.

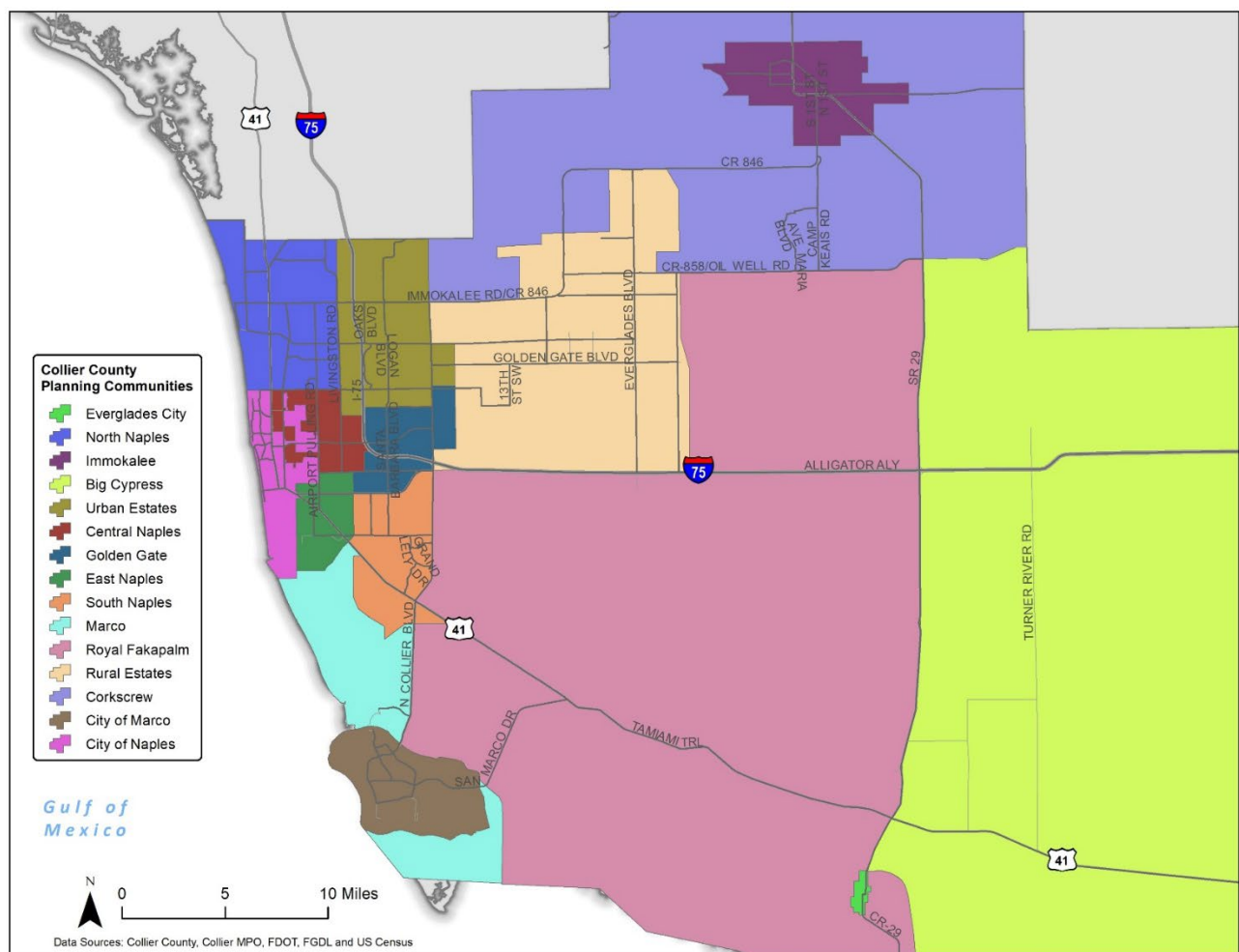


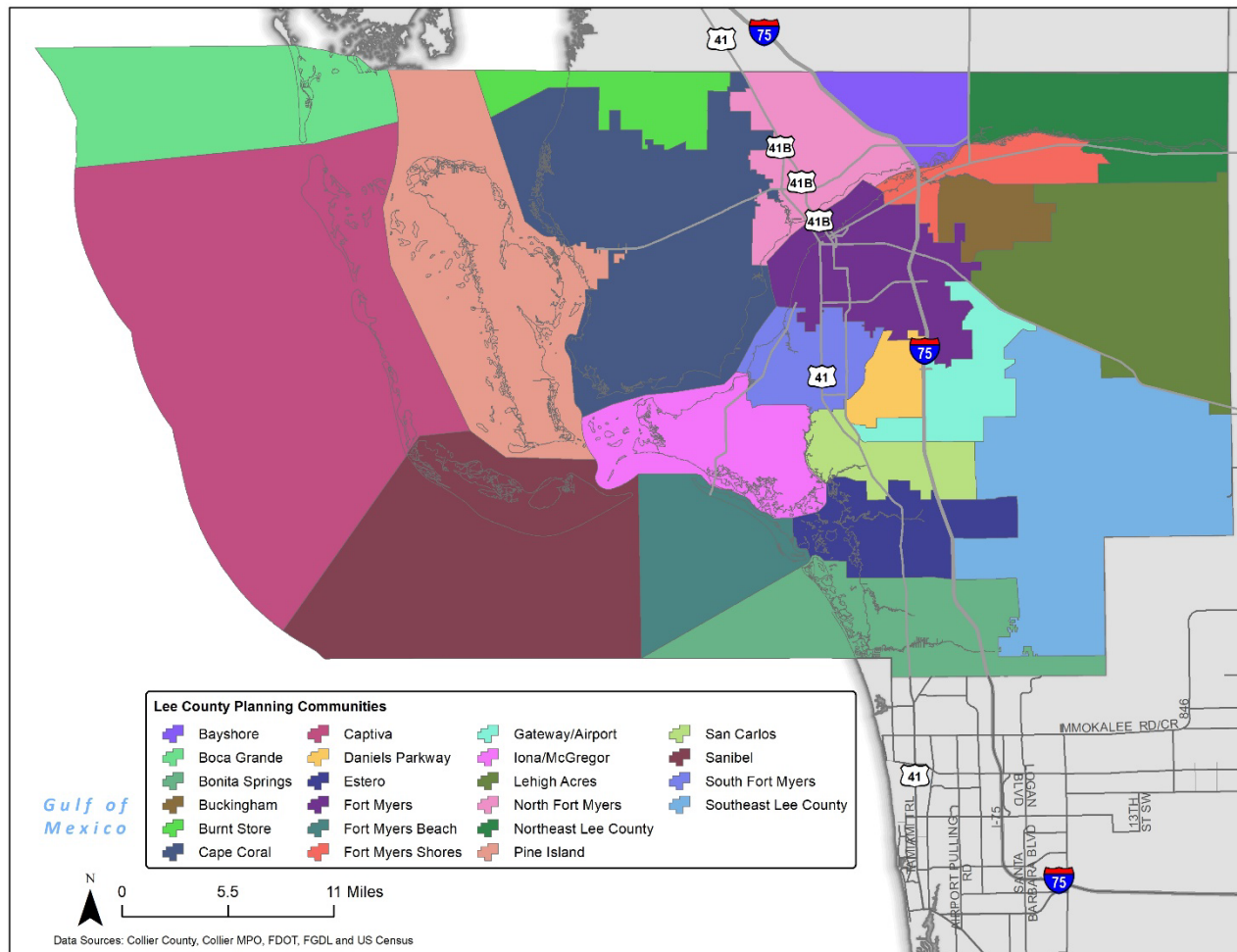
- Ground truth data is included as a final step in calibrating and improving overall accuracy of the Replica output. The ground truth data includes auto and freight volumes, transit ridership, and bicyclist and pedestrian counts.

Utilizing the Places module within Replica allows for the creation of customized geographies and sub-areas for reporting travel. As the initial basis for evaluating trip origins and destination, a county-to-county level summary will be provided to illustrate the trips that are contained within Collier County, pass through Collier County without stopping, enter from outside with a destination in Collier and exit Collier County having an origin inside the county. The basis for this analysis is the average weekday travel observed during the Spring (March -May) 2021.

A further narrowing of areas used for reporting origins and destinations will utilize the Planning Community boundaries that have been established by Lee and Collier counties. Maps illustrating these areas are shown below in Figure 1 and Figure 2.

**Figure 1: Collier County Planning Communities**



**Figure 2: Lee County Planning Communities**

In addition to these 37 sub areas, trip origins and destinations will be summarized for the three adjacent counties of Broward, Hendry, and Miami-Dade, along with Charlotte County to the north of Lee County. Trips originating or destined for locations outside of these areas will be listed as other in the trip tables and will be included in the total trip count.

Trips that cross the Collier County line to the north or east will be summarized based on transportation facility. This summarization will be limited to the major regional facilities listed below.

1. Interstate 75
2. Livingston Road
3. SR 29
4. SR 82
5. US 41 / Tamiami Trail



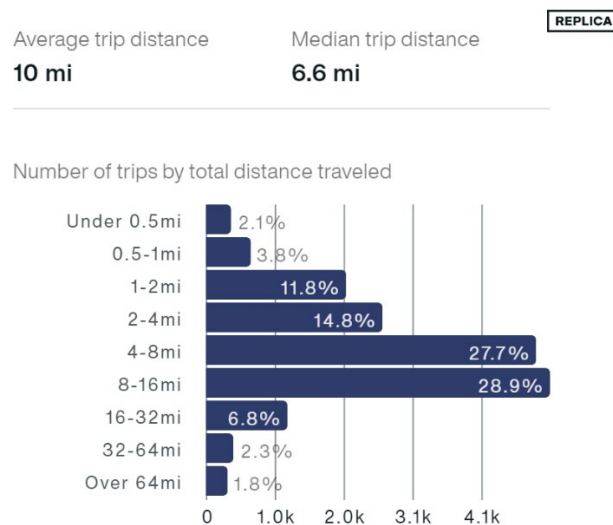
### 3.0 Analysis and Results

Adding the Planning Community Areas into the Replica data platform will provide trip characteristic information that can be summarized across multiple data elements. Maps illustrating travel patterns will be prepared to illustrate the highest destinations and origins paired with the Collier County Planning Areas. Additional details will be provided in tabular format and summarized to identify key patterns and observations. Focused on the county-wide travel patterns and the 15 Planning Communities in Collier County, it is anticipated that these summaries will be 3-5 pages in length.

Key variables to be summarized in tabular format will include trips made on a daily-basis as well as those made during the AM (6-9) and PM (4-7) peak periods. Characteristics such as trip purpose will also be presented to illustrate high origin-destination pairs for work trips in the AM peak and home trips in the PM peak. As discussed previously, trips passing through Collier County will be summarized as well to illustrate larger regional trip patterns. It is envisioned that these trip tables will aid the MPO in validating the regional travel demand model and other tools used in developing the Long Range Transportation Plan.

Additional charts and graphics illustrating averages and frequency distribution of trip characteristics such as trip length, trip distance, and trip purpose will also be prepared for each of the sub-area summaries. An example of one these charts is provided below in Figure 3.

**Figure 3: Example Trip Distance Chart**



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

**2022 CMP Corridor Fact Sheet Update**

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**OBJECTIVE:** For the committee to receive an update on the consultant's progress and endorse the congested corridors evaluation and suggested data for the fact sheets after providing comments.

**CONSIDERATIONS:** The Congestion Management Committee reviewed changes to the Congestion Management Process (CMP) at the January meeting and draft concepts of the corridor fact sheets in March. The consultant has developed an example corridor fact sheet for review by the Committee. The draft fact sheet (**Attachment 1**) is for the Immokalee Road corridor stretching from Goodlette-Frank Road to Collier Blvd. The fact sheet layout includes overview information on the purpose of the Congestion Management Process as well as information specific to the individual corridor.

A list of potential strategies has been developed for each corridor (**Attachment 2**) and will be used for completing the remaining nine fact sheets.

**STAFF RECOMMENDATION:** Receive the information and endorse the suggested data for the fact sheets, after providing comments to the consultant in order to finalize the 10 corridor fact sheets.

Prepared By: Brandy Otero, Collier MPO Principal Planner

**ATTACHMENT(S):**

1. Draft Corridor Fact Sheet
2. List of Potential Congestion Management Strategies



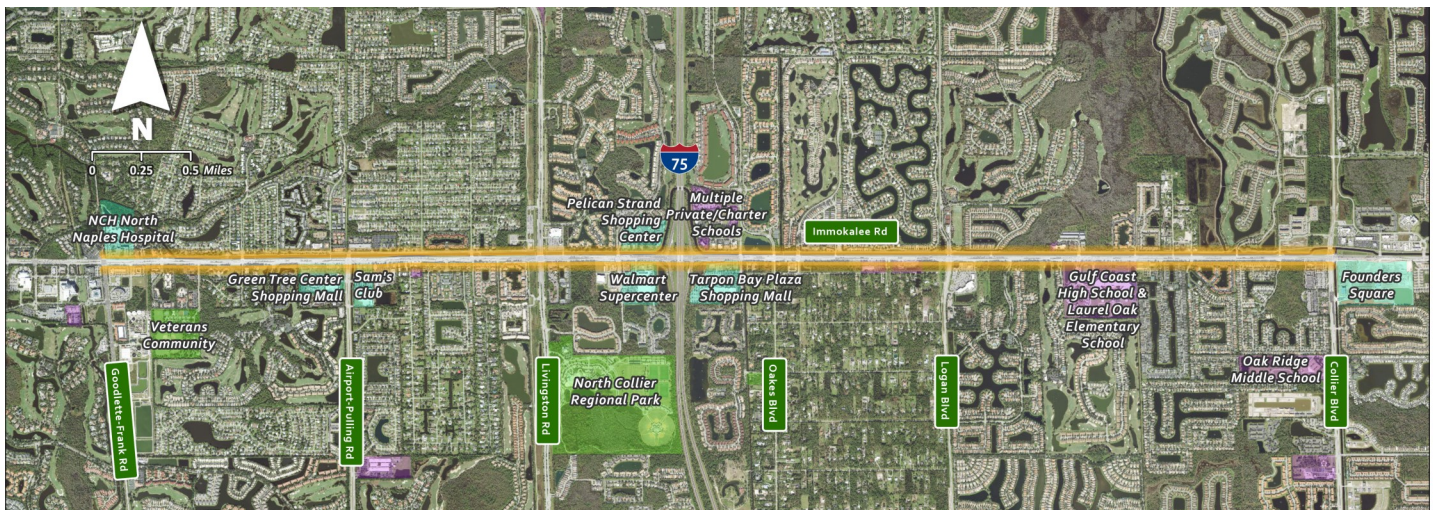


## Collier County's Congestion Hotspots

# Corridor #6: Immokalee Road

(from Goodlette-Frank Road to Collier Boulevard)

**DRAFT**



## What is Congestion Management?

Congestion management describes all of the activities used to help reduce the negative impacts of traffic congestion and improve roadway performance in urban areas.

Transportation planning agencies, such as the Collier MPO, follow a detailed Congestion Management Process (CMP) when making decisions about the best ways to address traffic congestion in specific areas, and eventually how improvement strategies should be prioritized for available funding. Once a congestion reduction strategy or policy decision has been implemented, the CMP then evaluates its effectiveness using measurable data to determine if the intended outcome was achieved or if other solutions may be needed.

## Why is the MPO Evaluating Hotspot Corridors?

As a part of the ongoing effort to reduce congestion on Collier County roadways, the MPO regularly identifies corridors with high levels of recurring traffic congestion. This usually occurs every two years when the MPO's Transportation System Performance (TSP) Report is updated. This process consists of traffic data analysis and forecasting that is based on other MPO planning efforts such as the Long Range Transportation Plan (LRTP).

The 10 corridors featured in this fact sheet series were identified in the most recent TSP Report. They were each considered to have multiple safety- or congestion-related issues that are not likely to be addressed by other planned improvements. The MPO is now evaluating these corridors in greater detail to better understand which strategies could be the most effective based on current conditions.



Visit us at:  
[www.colliermpo.org](http://www.colliermpo.org)  
Scan the QR code with your smart phone camera to access our website.

Collier MPO  
2885 S. Horseshoe Dr., Naples, FL 34104  
(239) 252-5814



# Corridor #6: Immokalee Road (from Goodlette-Frank Road to Collier Boulevard)

**DRAFT**

## Quick Facts

**Corridor Length:** 6.25 Miles

**Number of Major Intersections:** 14

**Number of Daily Trips (Avg. Weekday):** ~280k

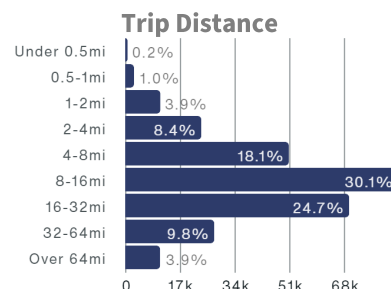
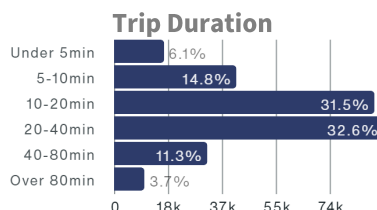
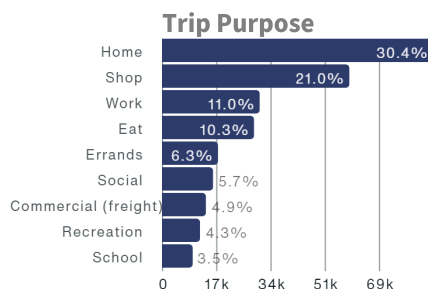
**~32 min**

Avg. Daily Duration of  
Bottleneck Conditions



**~90k**

Annual Vehicle  
Hours of Delay



## Corridor Challenges

- **I-75 Interchange:** Vehicles going to/from I-75 result in higher traffic volumes and more “pass through” trips along the corridor with more growth expected in the future.
- **High-Intensity Land Uses:** Major activity generators which include a mix of retail, office, school, and residential land uses are also found on all four corners of I-75.

## Corridor Opportunities

- **Right-of-Way:** Unused right-of-way and median space could allow for new turn lanes or intersection upgrades in key locations to be implemented more easily.
- **Parallel Facilities:** Existing roadways and a shared use path on the north side of the Cocohatchee Canal west of Livingston Road could provide the foundation for alternative travel routes used for local or non-motorized trips along the corridor.

## Where is Congestion Usually the Worst?



**Direction**  
Eastbound

**Location**  
Between Airport-  
Pulling Rd & I-75

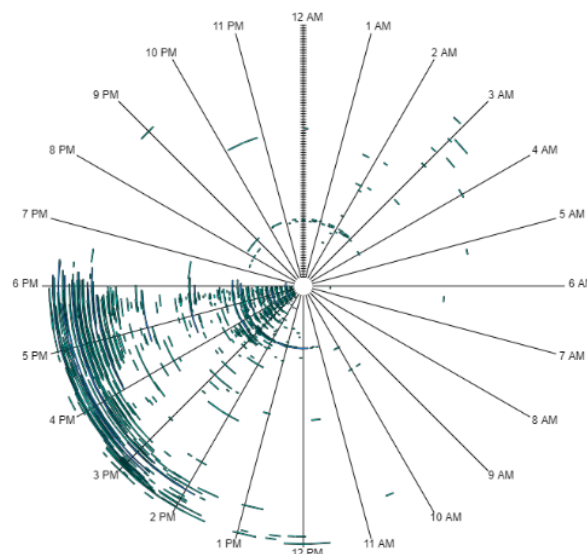
**Time**  
3-6 PM

## Bottleneck Occurrences

Each green line in this graph represents a traffic bottleneck in 2021. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks along this corridor occurred more often at the beginning and end of the year. These conditions are noticeably less common during the middle of the year.



Immokalee Road WB between Strand Boulevard and I-75



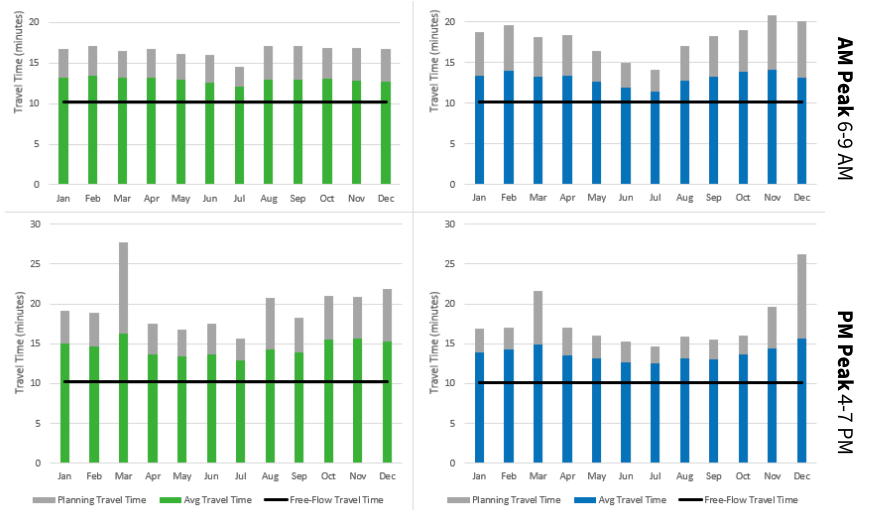


## Congestion Throughout the Year...

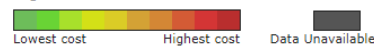
The seasonal patterns of congestion occurring along this corridor during months when visitors and part-time residents are more common can be seen in the longer travel times from roughly October to March. Not only is congestion worse due to seasonal patterns, but delay is also more unpredictable. The grey lines on these graphs show the amount of additional time needed for “planning ahead” to arrive on time, which also increases. The same pattern is shown below by the higher monthly delay costs.



## Average Weekday Travel Times & Reliability



## Estimated Traffic Delay Costs



Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$\$\$	\$\$\$\$										
2021	\$\$\$	\$\$\$	\$\$\$\$	\$\$\$	\$\$	\$\$	\$	\$\$	\$\$	\$\$	\$\$\$	\$\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$\$	\$	\$\$	\$\$	\$	\$	\$\$	\$\$	\$\$	\$\$\$
2019	\$\$	\$\$	\$\$	\$	\$	\$	\$	\$\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$

**Data Sources:** All data shown or referenced on these two pages is from 2021 unless otherwise noted. Information related to congestion, delay, travel times, travel speeds, and bottleneck conditions is from RITIS HERE data. Information related to trip characteristics is from Replica.

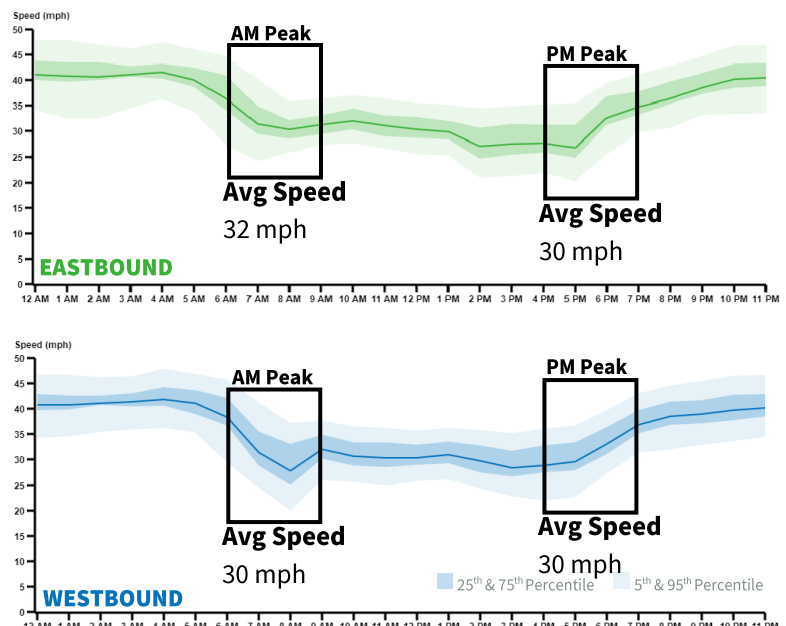


## Congestion Throughout the Day...

Recurring congestion patterns vary during the average weekday based on time period. Typically, roadway activity is higher in the morning and evening during what are known as the peak periods. The graph on the right shows how average travel speeds change throughout the day along this corridor that has a posted speed limit of 45 MPH. Although speeds are lowest during the AM and PM peak periods at roughly 30 MPH, there is also a noticeable drop in travel speeds in between those times. As shown in the circular graph to the left, most bottlenecks occur roughly between 2 and 6 PM. Trip purposes also change throughout the day along this corridor, with work being the most common purpose during the AM peak and home being the common purpose during the PM peak.



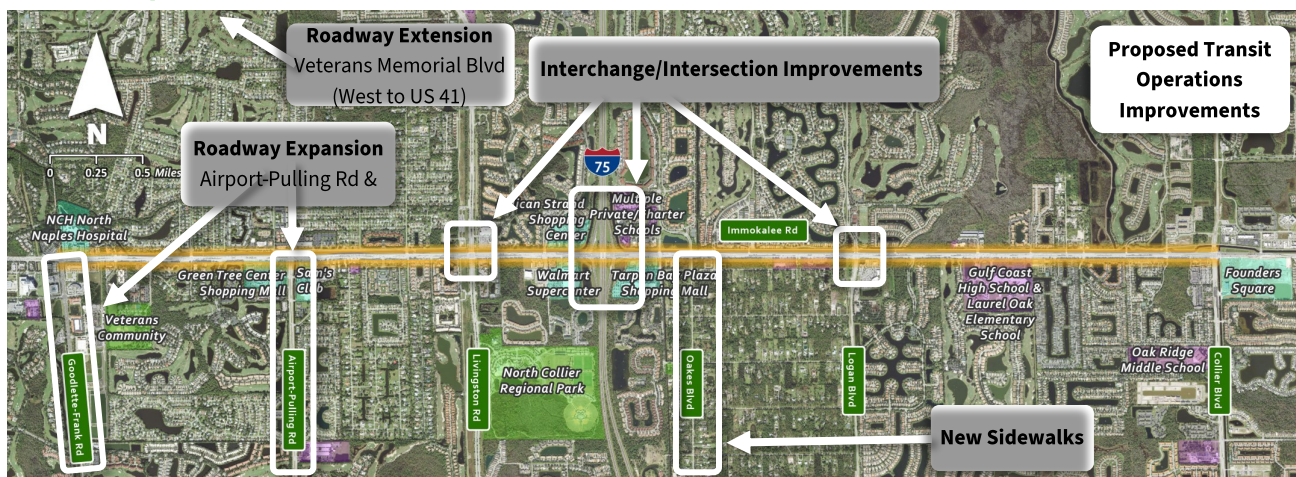
## Average Weekday Travel Speeds





## What Improvements Are Planned for This Corridor?

**DRAFT**



## What Else Can Be Done to Reduce Congestion?

Although CMP strategies are focused on reducing traffic congestion, they are more than just roadway improvements and adding new lanes. In fact, well-planned CMP strategies can include multiple modes of transportation and often produce low-cost projects that can be completed in a short timeframe. In addition to the planned improvements shown on the map above, strategies that may help address congestion along this corridor if pursued by the MPO and its transportation partner agencies include:

- Improve incident management, especially near I-75 to account for higher crash rate
- Consider a new Park-and-Ride lot with an Express Bus route to serve longer commute trips to Lee County, Naples, or other parts of Collier
- Complete bike path/trail on the north side of the corridor (from US 41 to Northbrooke Dr) to encourage non-motorized trips
- Identify gaps in potential parallel roadways to create alternate routes to relieve traffic
- Provide funding assistance for promoting car/vanpool awareness and app availability
- Expand traffic signal capabilities through technology and communications improvements
- Evaluate potential carpool or ridesharing programs for nearby schools

## What Can I Do to Help Reduce Congestion?

Common strategies that people can use to help with congestion include:

- Changing your trips to less busy time periods when possible
- Checking for alternate routes based on traffic conditions
- Using transit when possible
- Walking or biking for short trips
- Joining or starting a carpool with nearby coworkers or commuters
- Taking advantage of flex schedule or telecommuting opportunities if offered by your employer
- Practicing safe driving techniques to avoid crash incidents

### Transit Routes Available:

<b>R11</b>	US 41 to Creekside Commerce Park
<b>R12</b>	Airport Rd to Creekside Commerce Park
<b>R27</b>	Immokalee Road

RideCAT.com



## How Do I Get Involved?

If you want to learn more about the Collier MPO's efforts to improve our transportation system, please visit our website: [www.colliermopo.org](http://www.colliermopo.org)

**We want to hear your feedback!**



CMP Strategy		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
		Airport-Pulling Rd <i>Pine Ridge to Orange Blossom</i>	CR 951 <i>Vanderbilt Beach to Immokalee</i>	Davis Blvd <i>US 41 to Airport-Pulling</i>	Golden Gate Pkwy <i>Livingston to I-75</i>	Golden Gate Pkwy <i>Santa Barbara to CR 951</i>	Immokalee Rd <i>Goodlette Frank to CR 951</i>	US 41 <i>Vanderbilt Beach to Old US 41</i>	Pine Ridge Rd <i>Goodlette Frank to I-75</i>	Vanderbilt Beach Rd <i>Airport-Pulling to Livingston</i>	Vanderbilt Beach Rd <i>Vanderbilt Dr to US 41</i>
Demand Management (Programmatic), Transportation, & Land Use Policy	Improved incident management										
	Carpool/Vanpool Assistance and Technology, including Apps										
	Flexible Work Hours										
	Transit Vouchers										
	Transit Oriented Development										
	Jobs/Housing Regional Balance										
	Implement Complete Streets Policy All New Development										
	High-Density and Mixed-Use Fixed Route Corridor										
	School Dismissal timing (e.g., stagger times, dismissal automation software)										
	Walking, Biking, Transit, and School Bus Awareness/Education Campaigns										
	Safe Routes to School or School Zone Traffic Congestion Study										
	Origin-Destination Study										
Safety	Signage and Pavement Markings (e.g., crosswalks, yield/stop for ped signs)										
	Visibility and Sightline Improvements										
	New and upgraded street lighting										
	Traffic control devices (e.g., left turn signals, variable message signs, pedestrian beacons)										
	New and upgraded existing bicycle and pedestrian crossings										
Transit	Amenities to Attract New Ridership										
	MPO transit service expansion/improvement (e.g., frequency, hours, re-alignment)										
	Regional Transit system expansion										
	Bus rapid transit corridor										
	Park-and-Ride facilities										
	Intermodal Hubs										
	Transit ITS and MOD										
	Arrival Prediction Technology										
ITS & Access Management - Active Roadway Management	Expanded traffic signal timing & coordination - ITS										
	Traffic Center Operations Enhancements										
	Traffic signal equipment modernization - ITS										
	Traveler information devices - ITS										
	Communications networks & roadway surveillance - ITS										
	Access management										
	School Zone Traffic Calming Measures										
	School Zone pedestrian and traffic signal optimization										
	School off-site waiting lots and curbing and parking zones										
Physical Roadway Capacity Enhancement	Intersection Improvements										
	Replace intersections with roundabouts and other innovative designs										
	Deceleration lanes and turn lanes										
	New grade-separated intersections										
	New travel lanes (general purpose)										
Bicycle & Pedestrian Facilities	New off-street pedestrian and multi-use facilities to close gaps and connect key destinations										
	Integrated into TODs, High Density Corridors										
	Regional Bike/Ped Facilities										
	Complete Streets on New Facilities and Retrofit On-street Bicycle Facilities										
	Supporting bicycle infrastructure (e.g., parking, repair, pumps)										



**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8A**

**Old 41 PD&E Study**

---

**OBJECTIVE:** For the committee to receive a presentation from FDOT on the Old 41 Project Development and Environment (PD&E) Study.

**CONSIDERATIONS:** Old US 41 (County Road 887) is an undivided two-lane roadway with a center turn lane located at various points within the study area. It is classified as a major urban collector that provides access to a number of residential subdivisions and industrial parks along the project corridor. It is also an important facility for commuters and freight traffic using the US 41/Tamiami Trail and Bonita Beach Road corridors to access I-75. The study is broken into two segments due to the project being located in Collier County and Lee County. The study segment in Collier County extends from US 41/Tamiami Trail to the Lee County Line. The study segment in Lee County extends from the Collier County Line to Bonita Beach Road.

The goal of the study is to identify and assess potential environmental and design impacts that may arise from improvements proposed to relieve existing congestion and accommodate future growth in the area. Proposed improvements in the study area include widening the roadway up to four lanes and adding bicycle and pedestrian facilities such as delineated bike lanes, sidewalks, and/or a shared-use path.

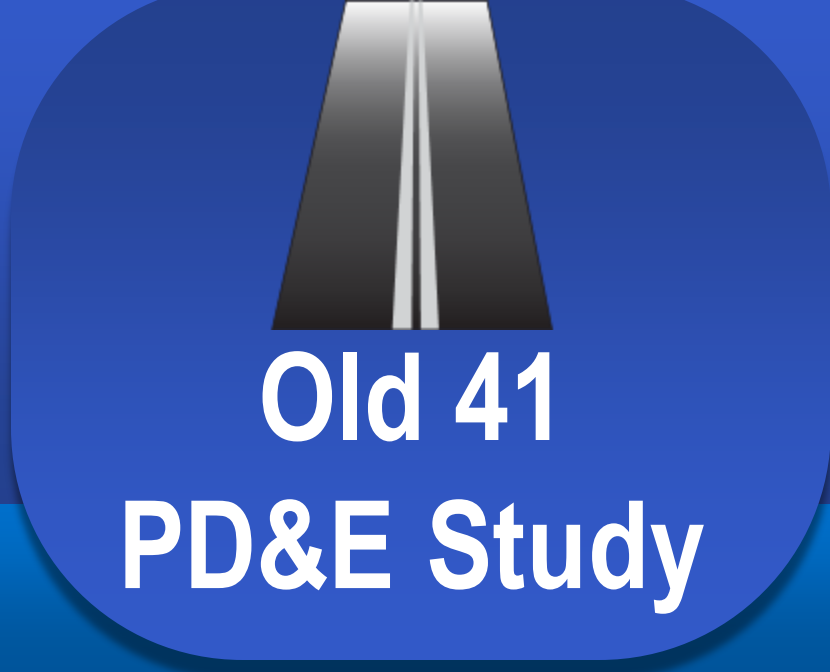
**STAFF RECOMMENDATION:** That the committee receive the presentation and have the opportunity ask questions.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT:**

1. FDOT Old 41 PD&E Study





# Old 41 (County Road 887) PD&E Study

*From US 41 to Bonita Beach Road*

8A Attachment 1  
CAC 05/18/2022



## **Old 41 (CR 887)**

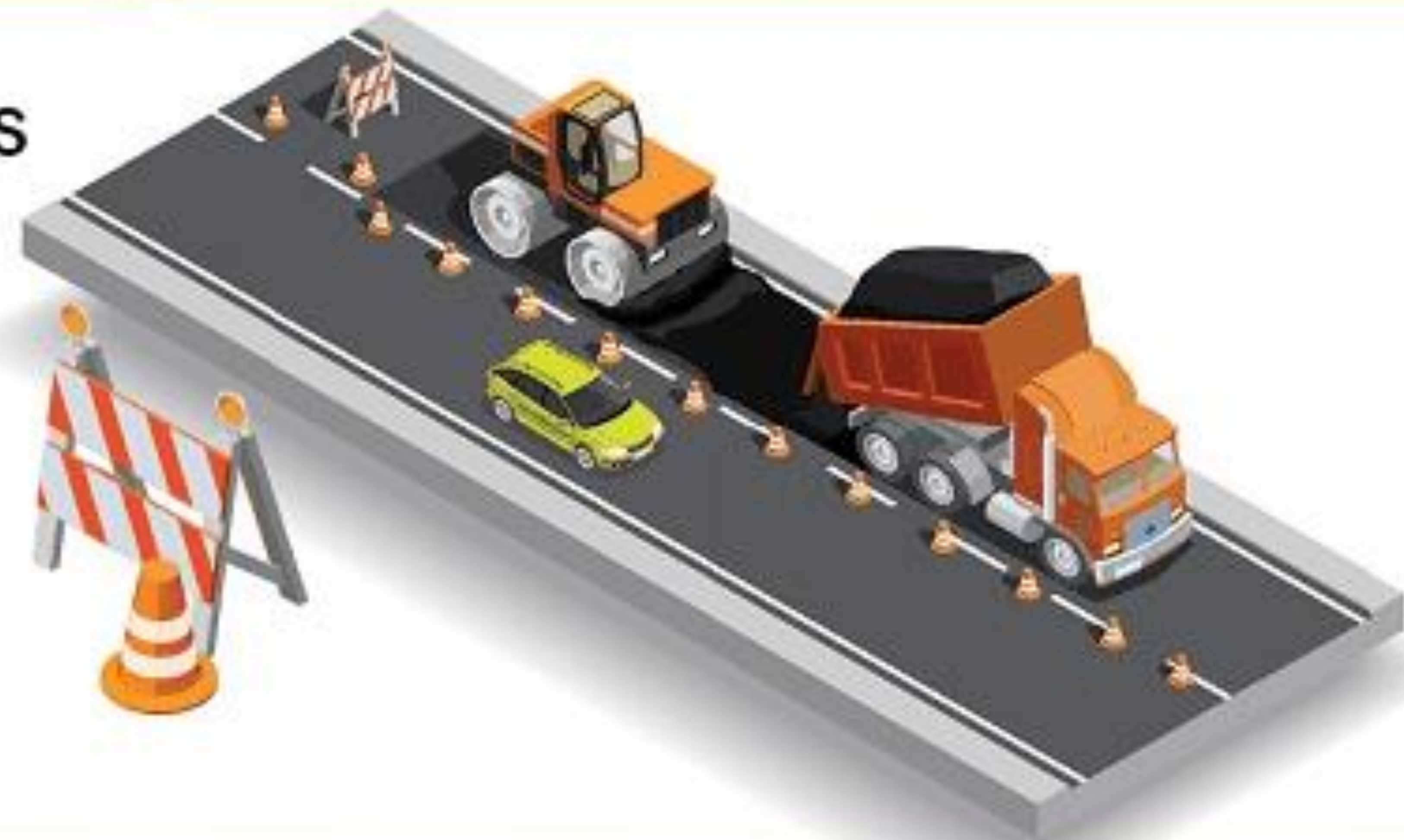
## **Project Development and Environment (PD&E) Study**

Financial Project Number: 435110-1 & 435347-1  
Collier County & Lee County

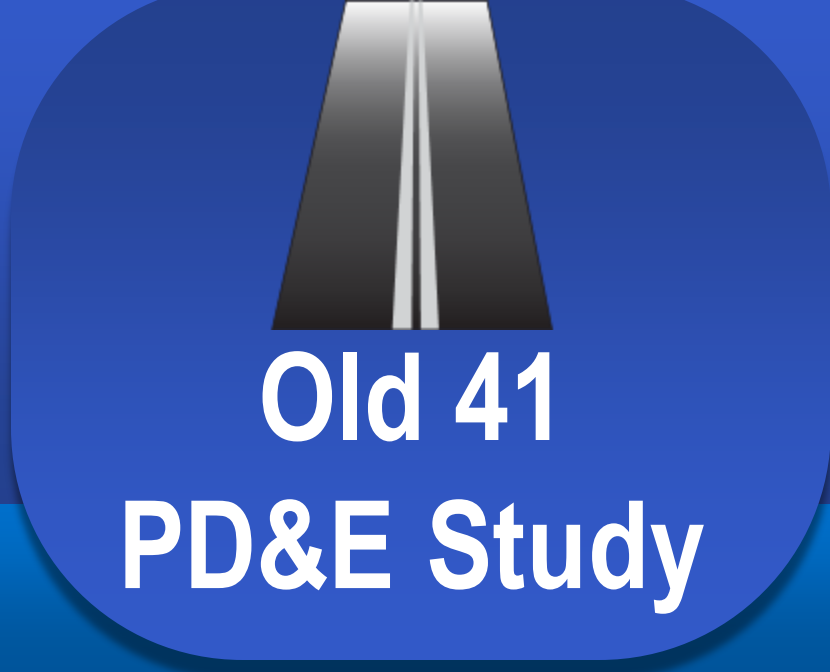


## WORK ZONE SAFETY It's Everyone's Job

**BE AWARE** of workers  
while driving through  
an active work zone.







# Old 41 (County Road 887) PD&E Study

*From US 41 to Bonita Beach Road*

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County



## Project Goals:

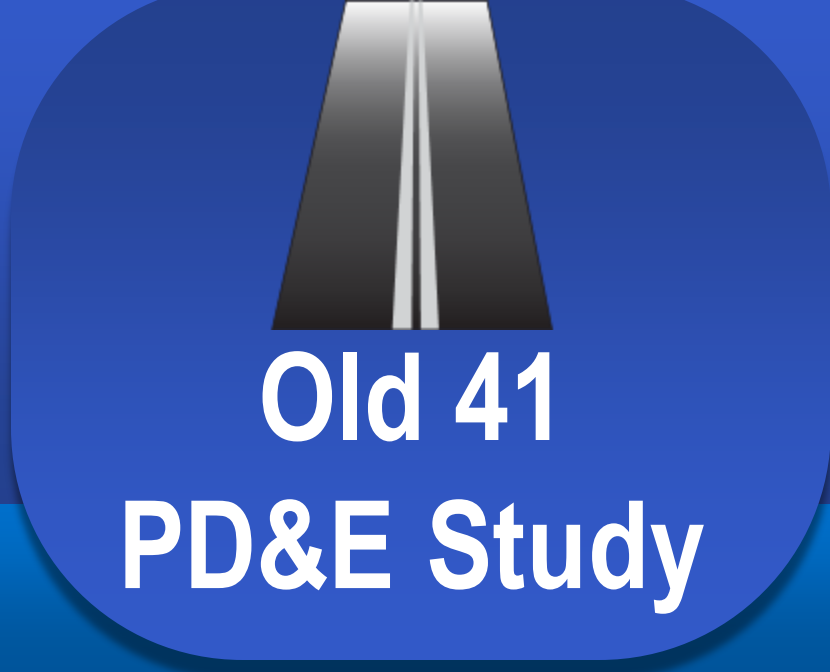
- Relieve congestion and accommodate future travel demand
- Improve safety for all users, including cyclists and pedestrians

## Project Need:

- Support increased industrial and residential development
- Sub-standard operating conditions







# Old 41 (County Road 887) PD&E Study

From US 41 to Bonita Beach Road

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County

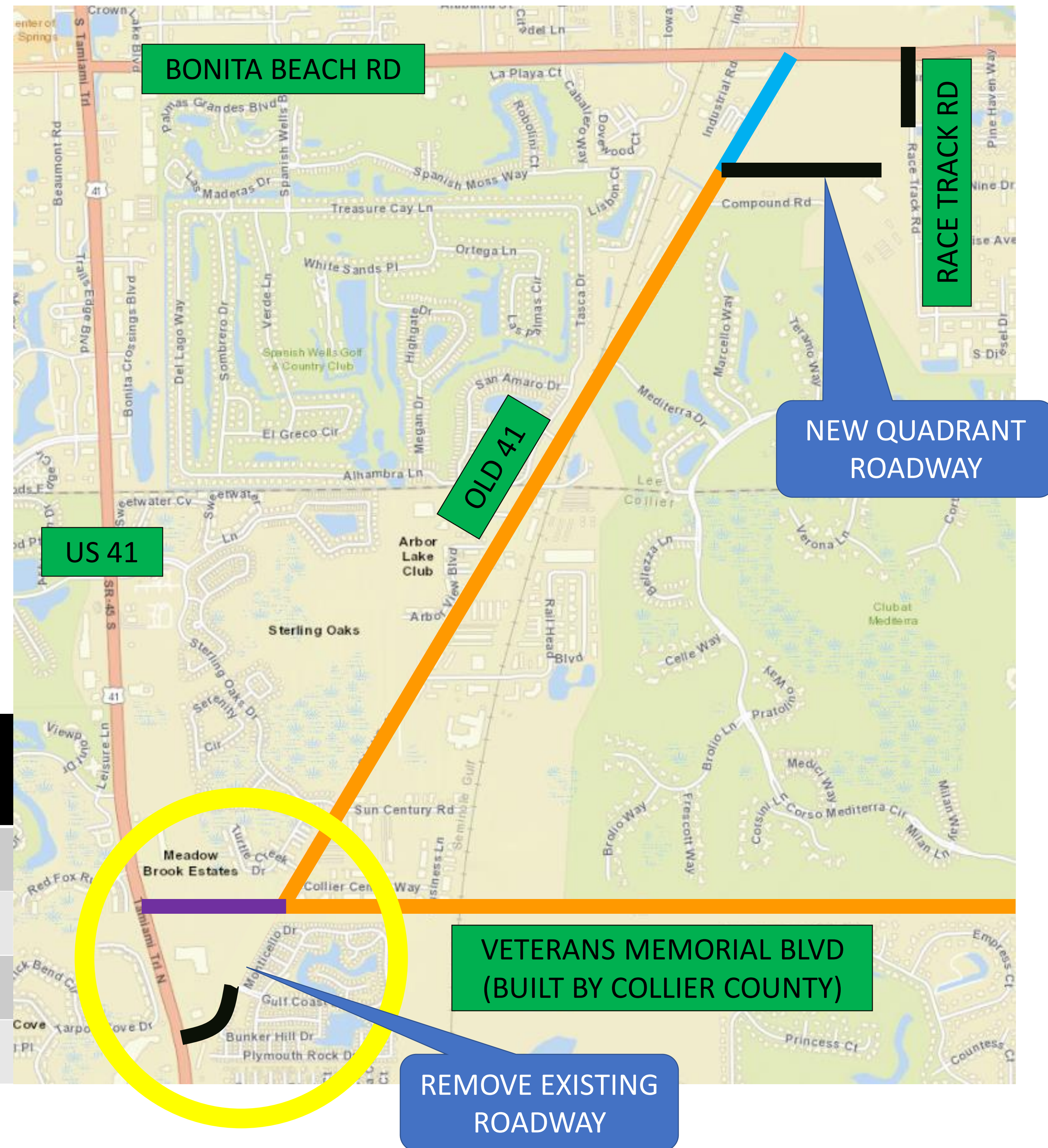


## Alternative 1

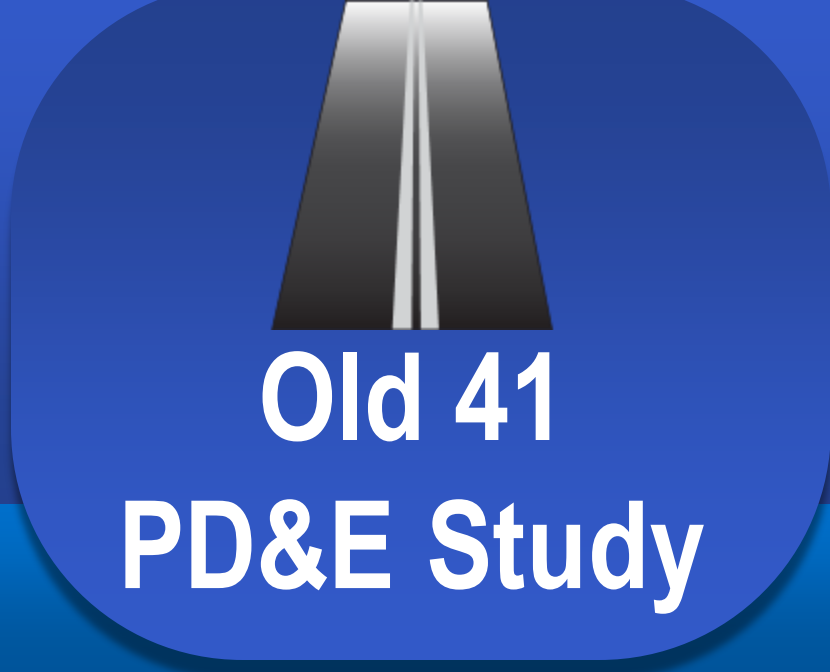


Lanes (total both directions)	
	2
	3
	4
	6

## Alternative 2







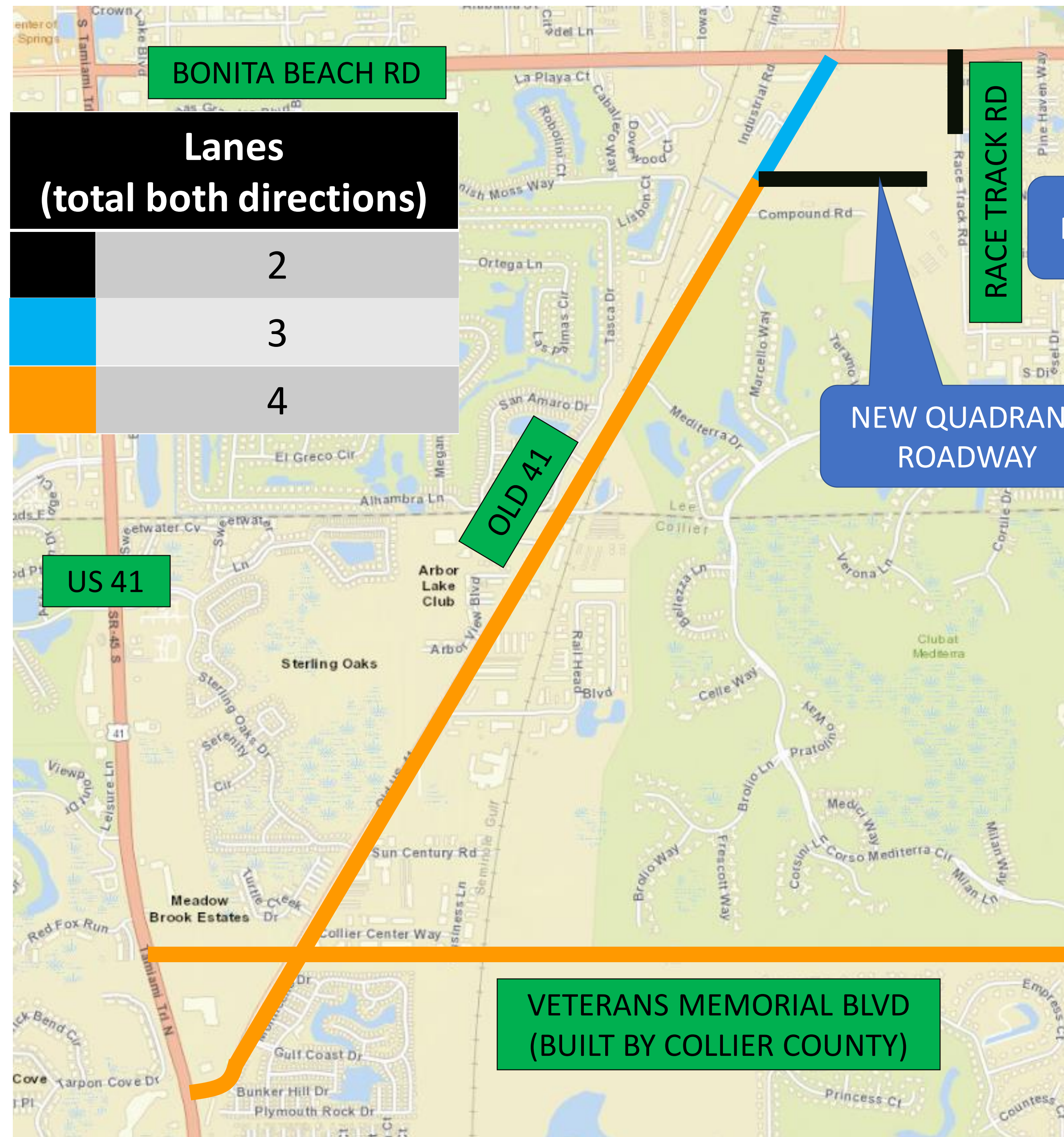
# Old 41 (County Road 887) PD&E Study

From US 41 to Bonita Beach Road

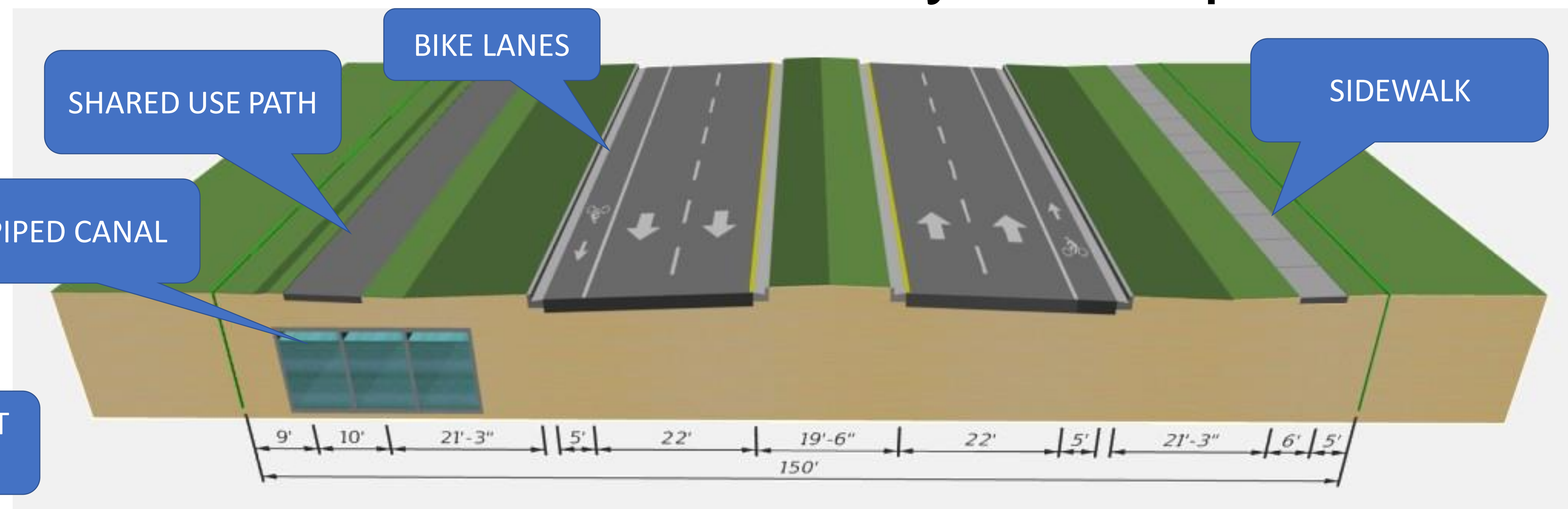
Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County



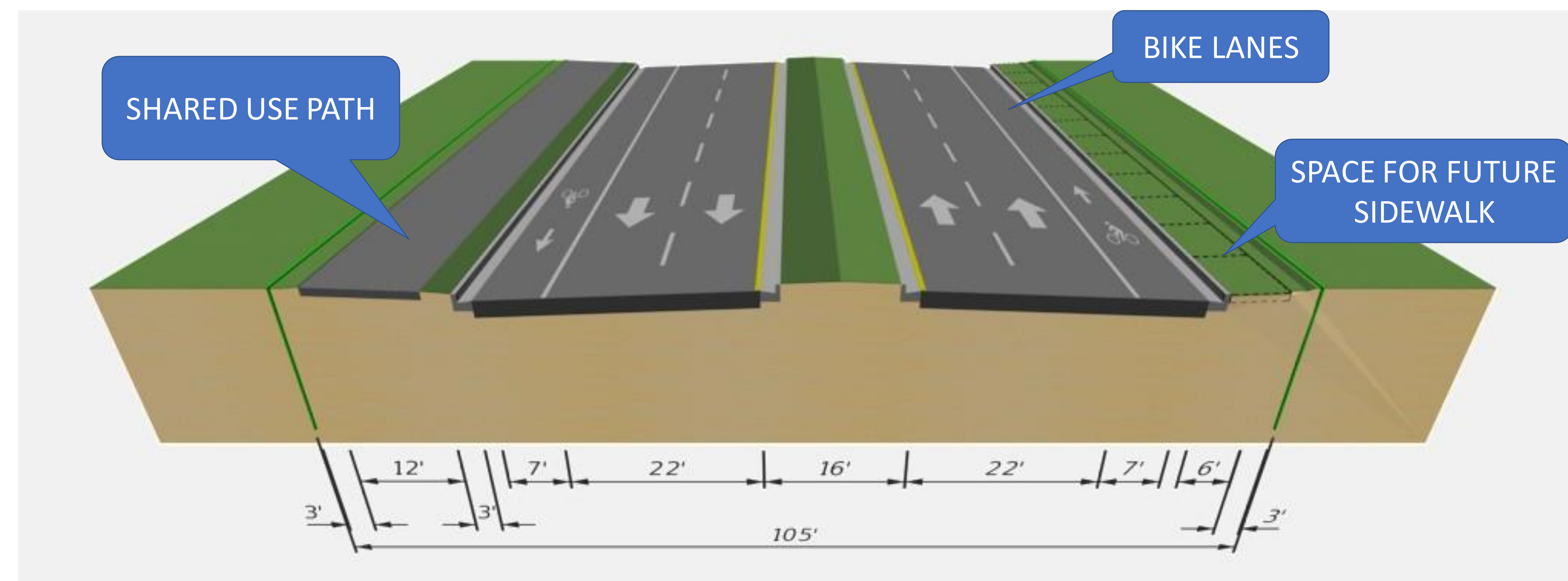
## Alternative 1



## Collier County 4-Lane Roadway Concept

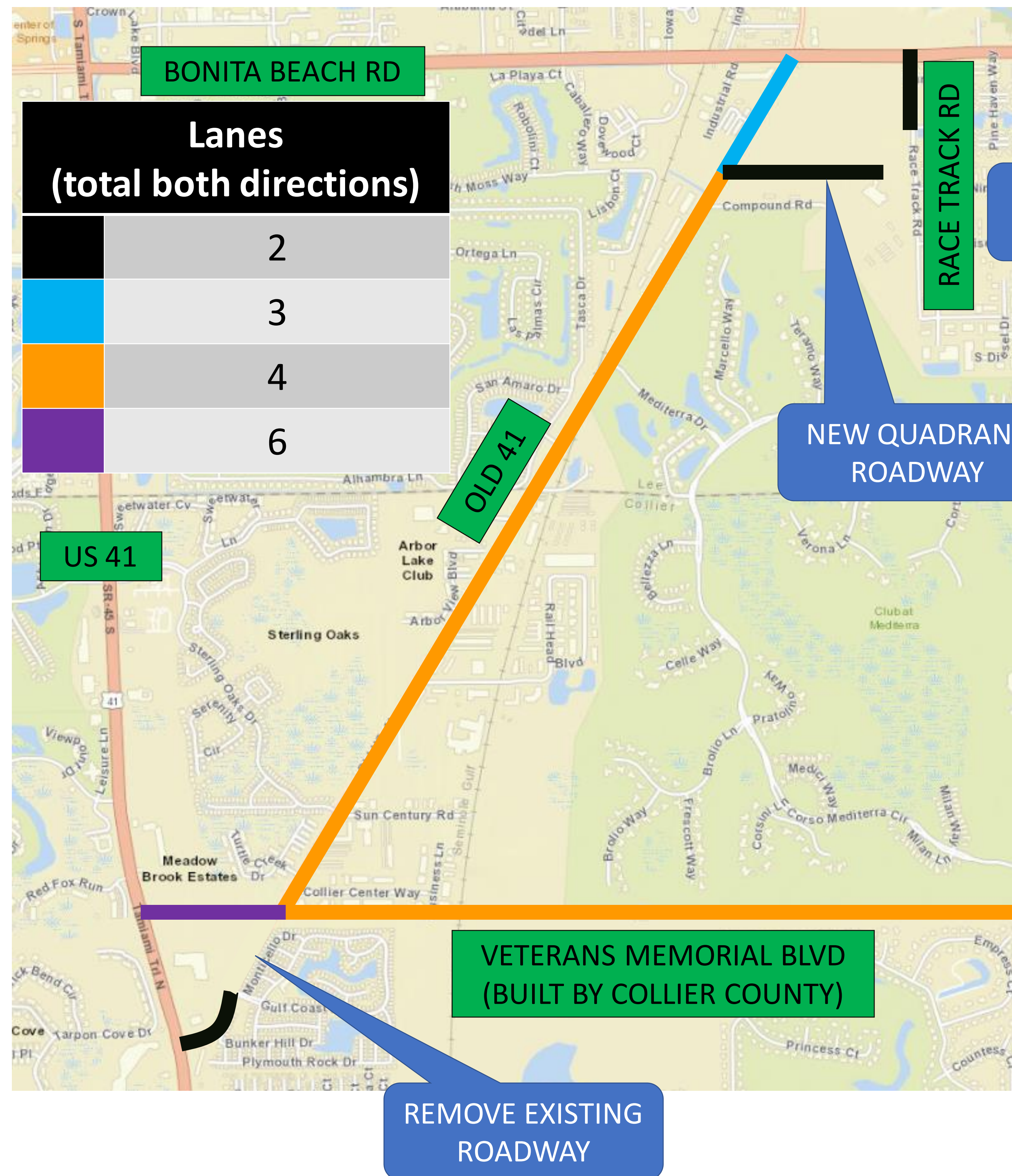


## Bonita Springs/Lee County 4-Lane Roadway Concept

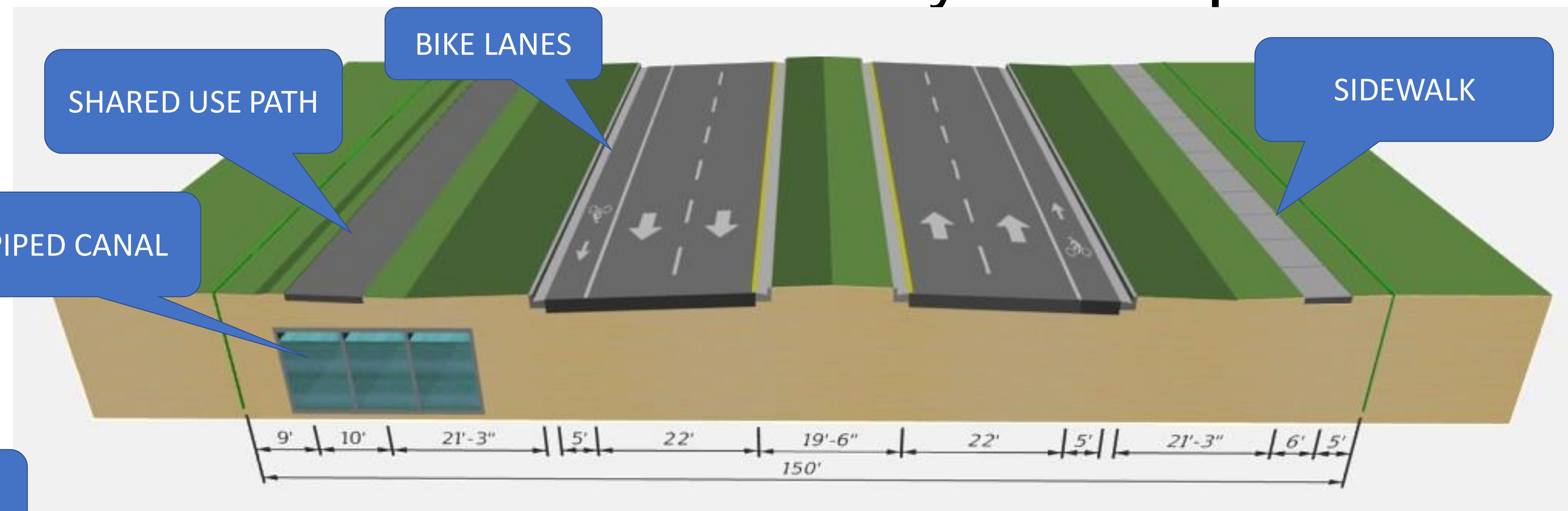




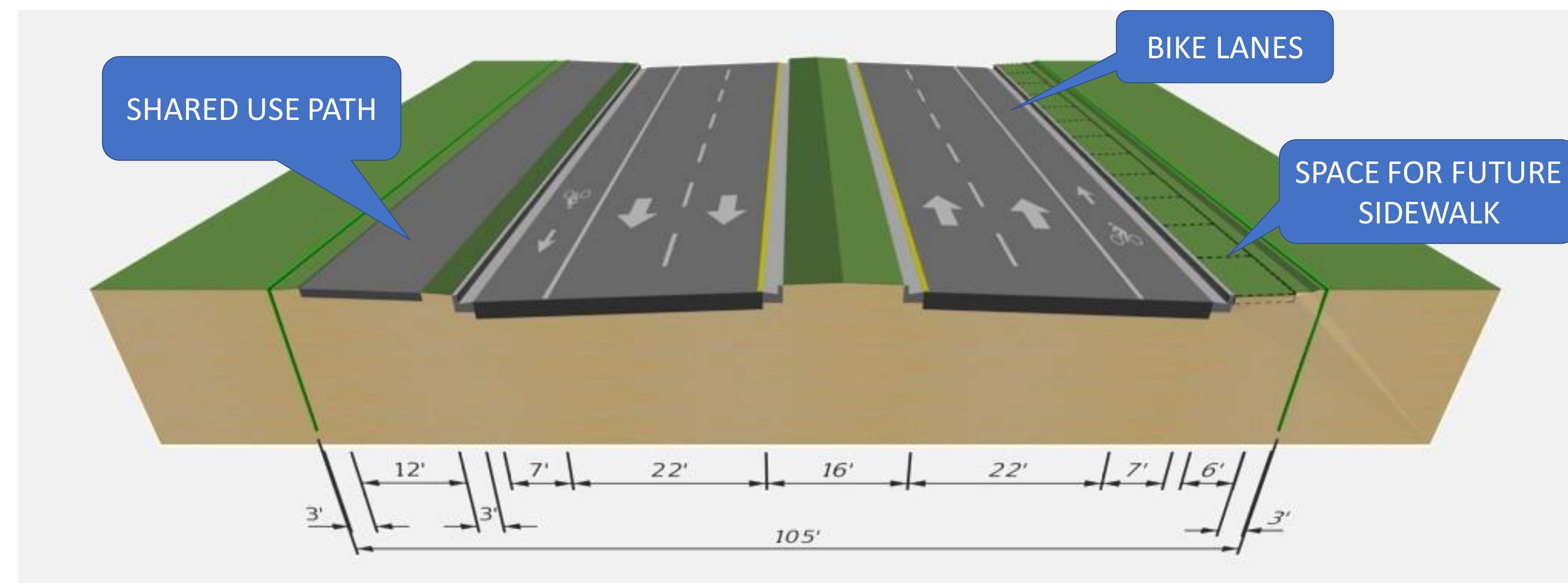
## Alternative 2



## Collier County 4-Lane Roadway Concept



## Bonita Springs/Lee County 4-Lane Roadway Concept



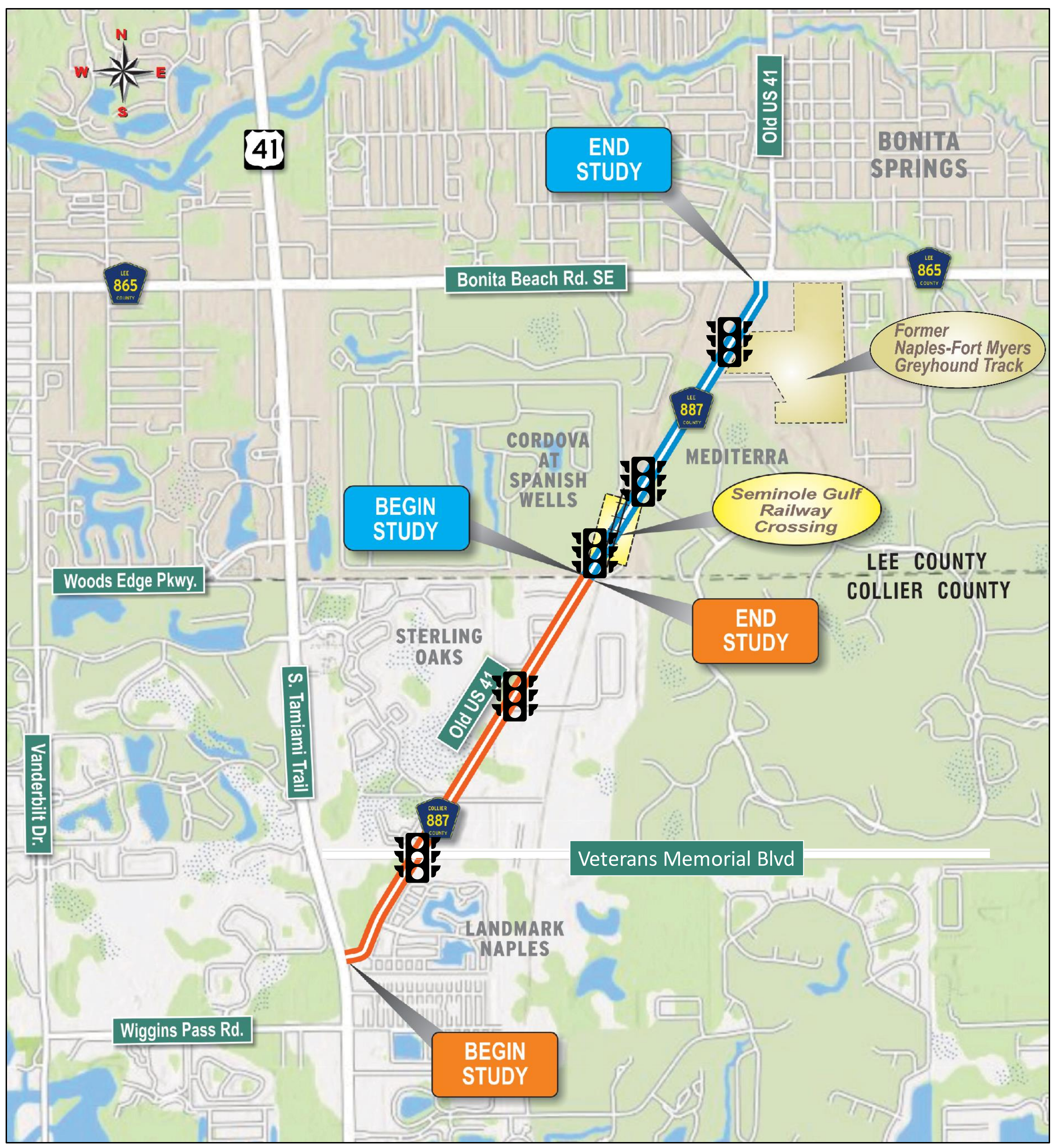


## New Quadrant Roadway

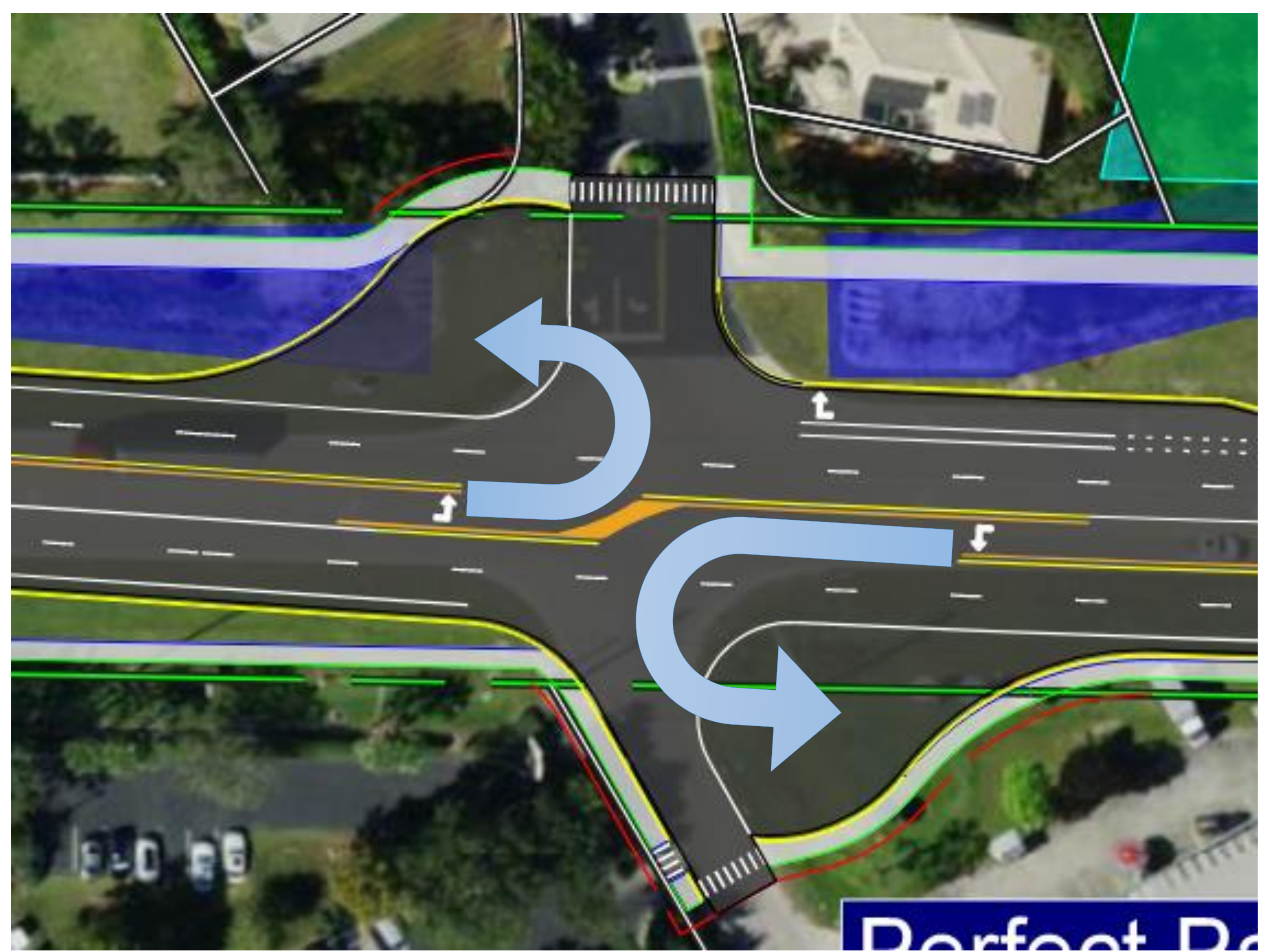




## New Traffic Signals

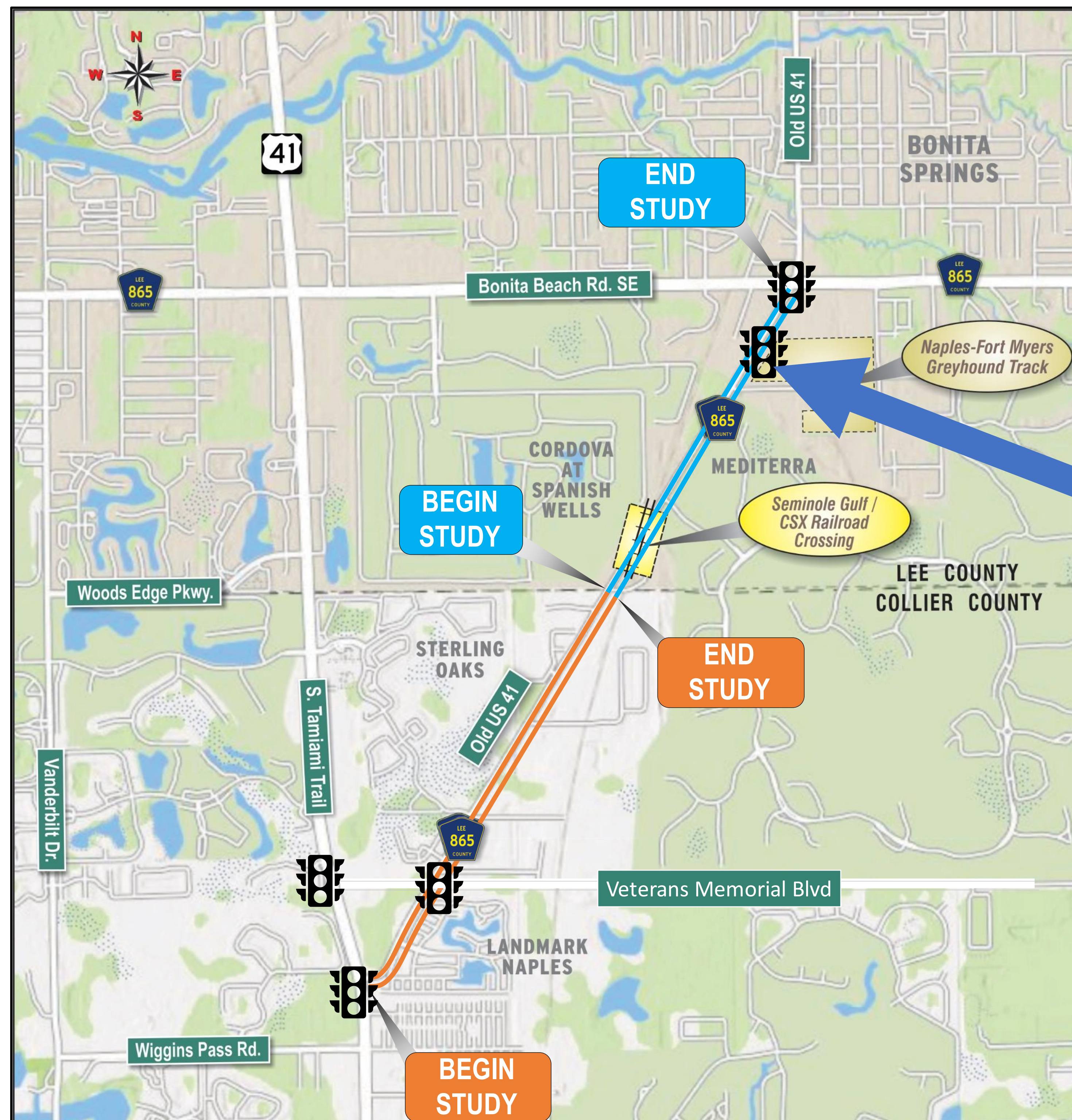


## U-Turn Pavement Bulb Outs

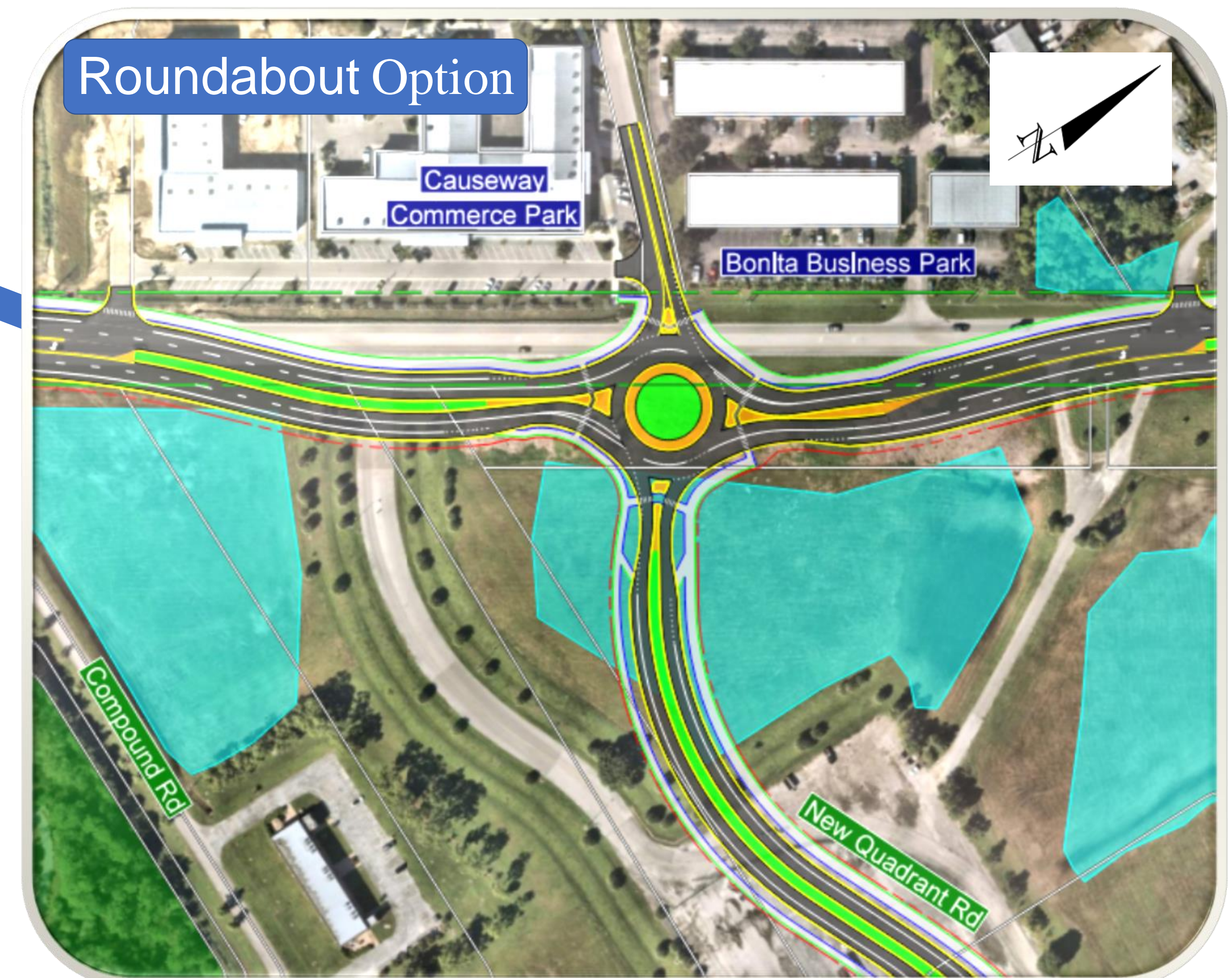




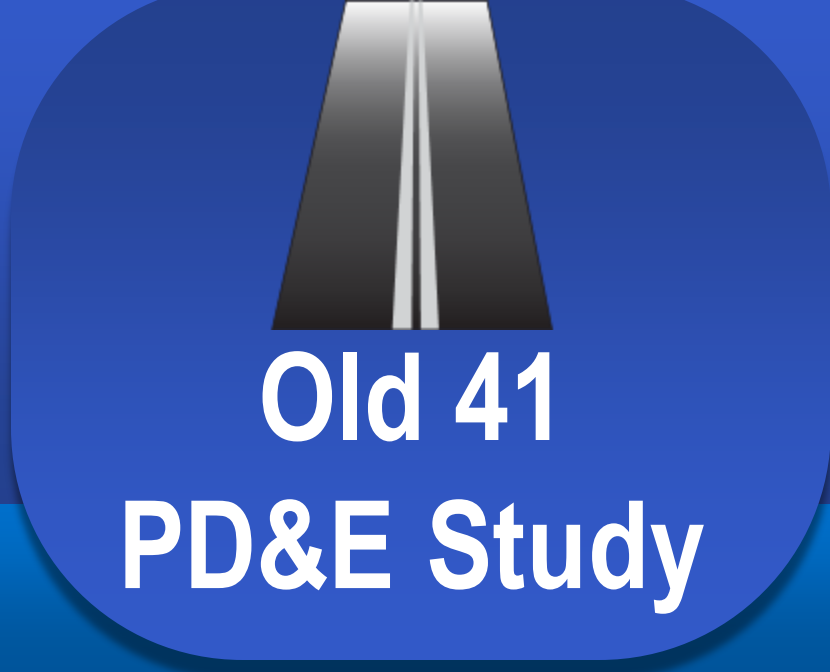
## Major Intersections



Details of the major intersections will be determined following selection of the preferred Old 41 roadway alternative and detailed traffic modeling







# Old 41 (County Road 887) PD&E Study

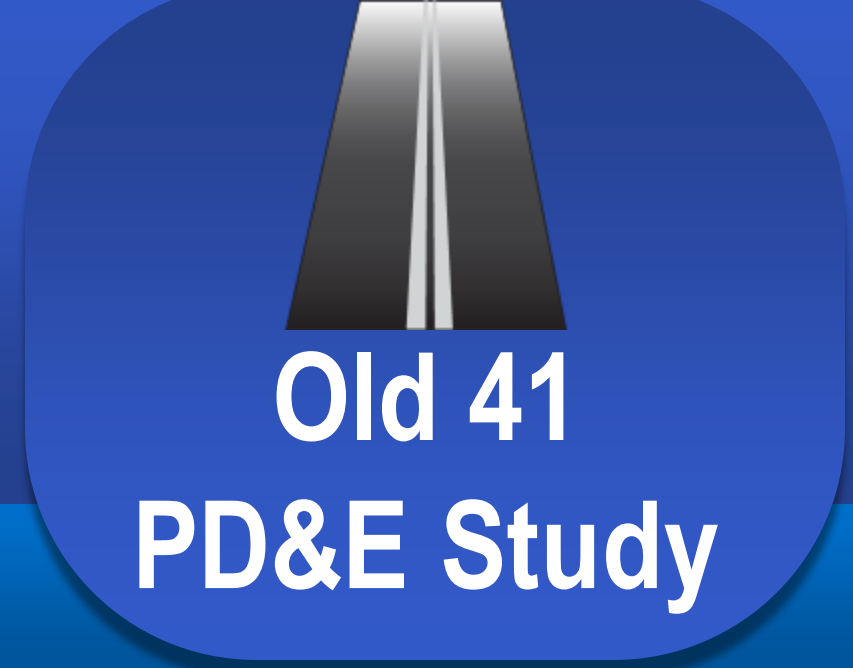
*From US 41 to Bonita Beach Road*

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County



Evaluation Factors	No-Build Alternative	Alternative 1	Alternative 2
Benefits		Total	Total
Pedestrian Accommodations	✗	✓	✓
Bicycle Accommodations	✗	✓	✓
Increased Pedestrian/Bicycle Safety	✗	✓	✓
Reduced Traffic Congestion	✗	✓	✓
Enhanced Safety for All Users	✗	✓	✓
Property Impacts			
Right-of-Way to be Acquired for Roadway (acres)	0	6.72	7.78
Right-of-Way to be Acquired for Stormwater Management Facilities (Ponds) and Floodplain Compensation (acres)	0	10.11	10.11
Total Right-of-Way to be Acquired (acres)	0	16.83	17.89
Number of Properties Impacted (parcels)	0	44	39
Number of Business Relocations (parcels)	0	0	0
Number of Residential Relocations (parcels)	0	0	0
Number of Outdoor Advertising Sign Relocations	0	0	0
Number of Business/Community Sign Relocations	0/0	6	6
Natural/Cultural/Physical Environmental Effects			
Archaeological Site Involvement (potential - high, medium or low)	None	Medium	Medium
Number of Historic Sites	0	4	4
Number of Park and Recreation Sites Impacted	0	0	0
Number of Conservation Easements Impacted	0	0	1
Number of Noise Sensitive Sites	0	81	57
Wetland Impacts (acres)	0	3.14	2.99
Surface Water Impacts (acres)	0	6.95	6.94
Floodplain Impacts (acres)	0	40.25	41.02
Threatened and Endangered Species (potential - high, medium, or low)	None	Medium	High
Number of Sites with High/Medium Contamination Risk	0/0	0/3	0/3
Cost Estimates (2022 Cost)			
Final Design	\$0	\$5,498,983	\$5,095,699
Right-of-Way Acquisition	\$0	\$19,568,000	\$21,735,000
Wetland Mitigation	\$0	\$437,572	\$416,668
Roadway Construction	\$0	\$46,438,330	\$42,356,290
Stormwater Management Facilities (Ponds) and Floodplain Compensation Construction	\$0	\$4,066,767	\$4,071,001
Utility Relocation and Railroad Construction	\$0	\$4,484,735	\$4,529,696
Construction Engineering & Inspection	\$0	\$5,498,983	\$5,095,699
Total Estimated Cost	\$0	\$85,993,370	\$83,300,053



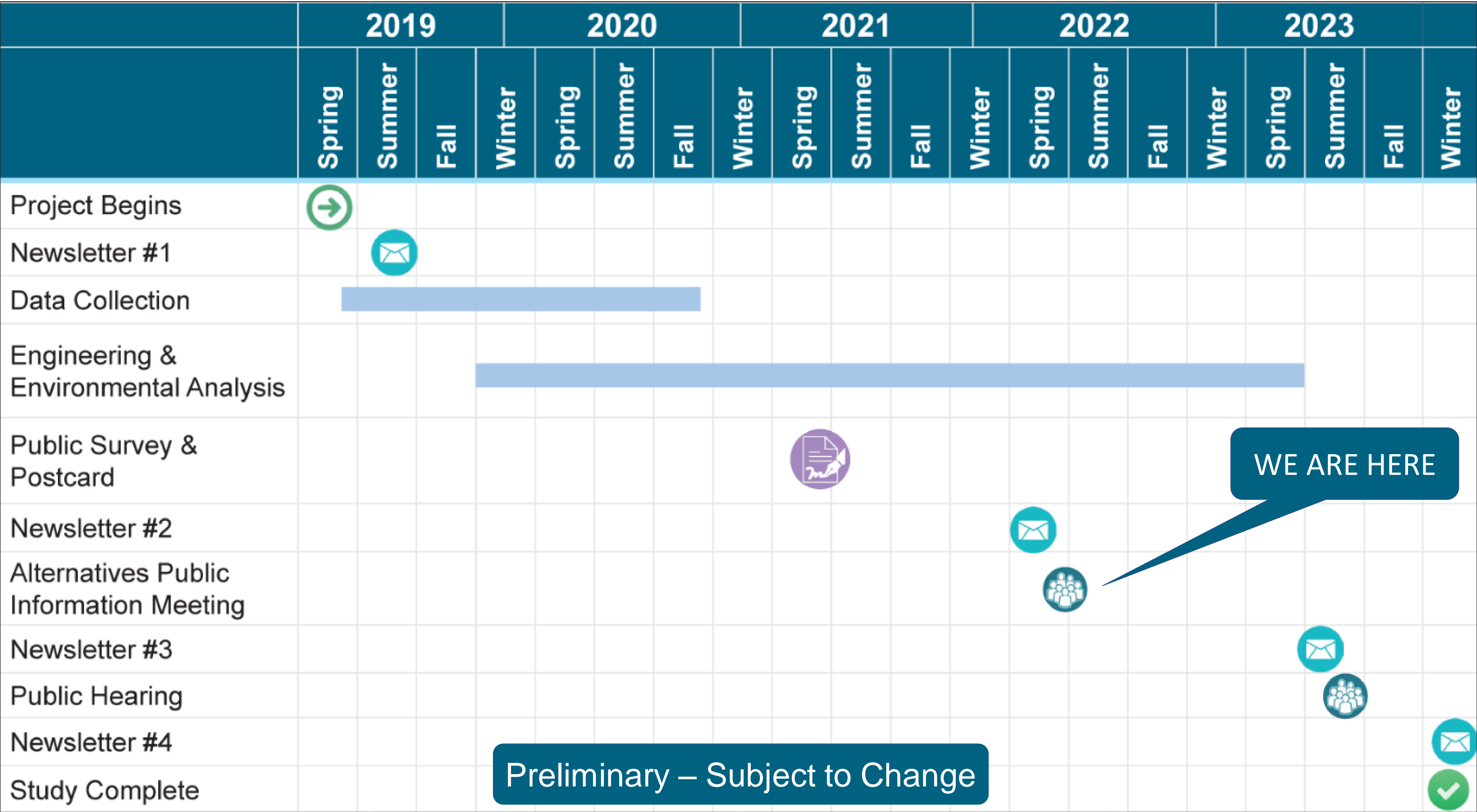


# Old 41 (County Road 887) PD&E Study

From US 41 to Bonita Beach Road

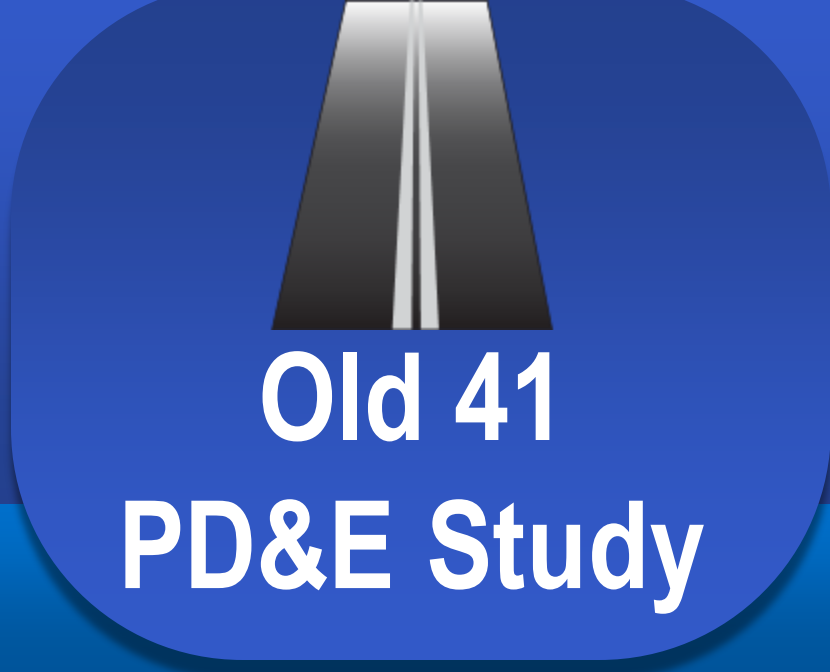


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The Design, Right-Of-Way, and Construction phases are not currently funded.





# Old 41 (County Road 887) PD&E Study

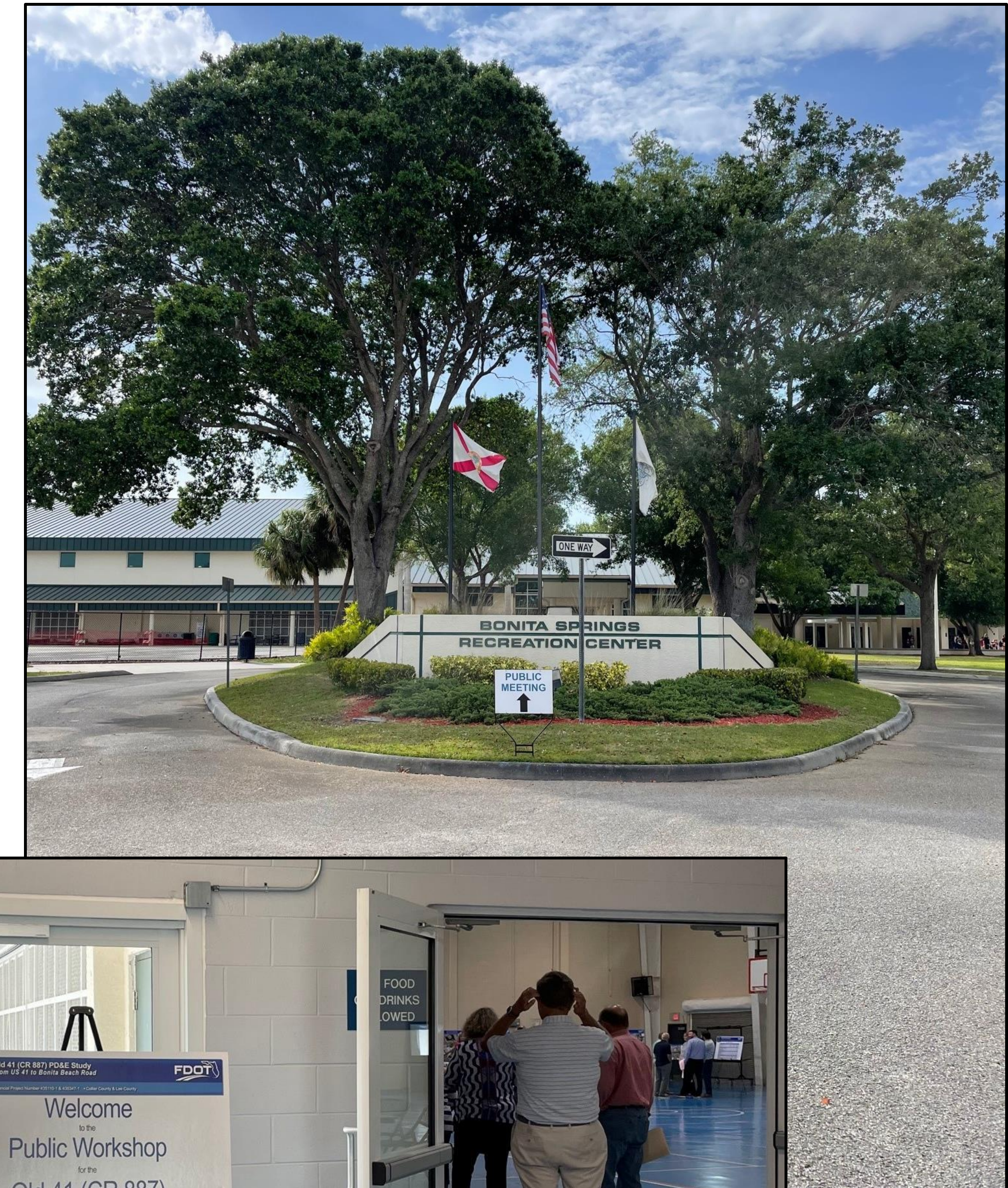
*From US 41 to Bonita Beach Road*

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County

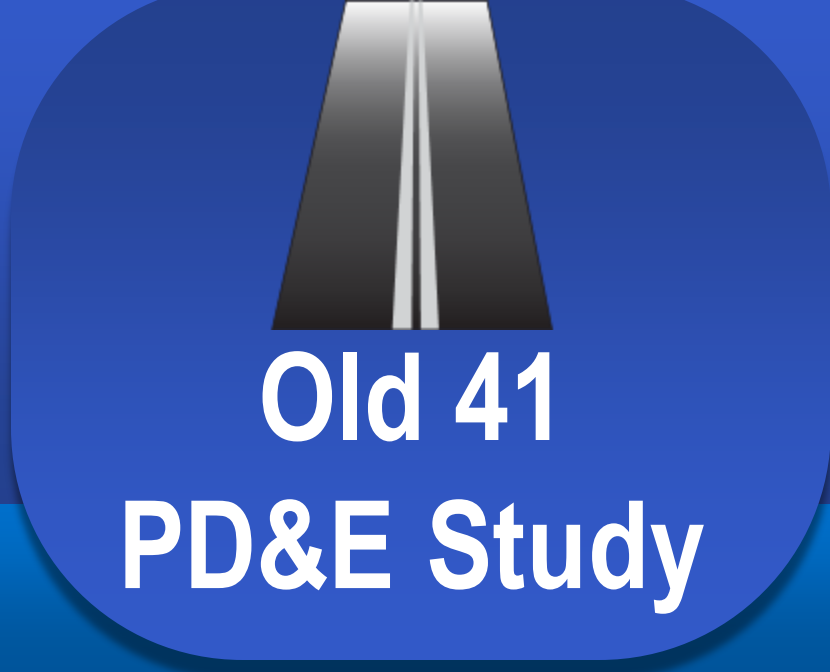


## Public Workshop:

- All materials shared at the workshop were posted to the project website by April 7, 2022
- Held in-person on April 14, 2022
  - Open-house format
  - 17 staff members available
  - 46 people signed in
- Held online on April 19, 2022
  - Question and answer format
  - 29 people signed in







# Old 41 (County Road 887) PD&E Study

From US 41 to Bonita Beach Road

Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County



## Comment Topics:

- Access
  - Bonita Plaza
  - Sterling Oaks
- Impacts to Cordova/Spanish Wells
  - Oppose U-turn bulb out
- Traffic noise

## Next Steps

- Compile and draft responses to comments
- Incorporate comments/concerns, where possible, into Preferred Alternative

**FDOT Old 41 (CR 887) Project Development and Environment (PD&E) Study**  
From US 41 to Bonita Beach Road  
Collier County & Lee County, Florida  
Financial Project Identification Number: 435110-1 & 435347-1  
Alternatives Public Workshop – April 14, 2022

**Public Comment Form**

Comments may be provided in one of three ways: complete this form and place it in the "Comments" box, mail comments to the address on the back of this form, or visit our website at [www.swifroads.com](http://www.swifroads.com) (click on "Future Projects" and select Old 41 (CR 887) Project Development and Environment Study under Lee County or Collier County). Comments must be postmarked by April 29, 2022 to become part of the official record.

Comments: *currently there are no lights on this road, by adding so on light you are asking for road work such as alternative*

**FDOT Old 41 (CR 887) Project Development and Environment (PD&E) Study**  
From US 41 to Bonita Beach Road  
Collier County & Lee County, Florida  
Financial Project Identification Number: 435110-1 & 435347-1  
Alternatives Public Workshop – April 14, 2022

**Public Comment Form**

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Comments: *Northbound traffic into the Bonita Beach is always backed up due to weather. To solve it, please consider a most efficiently, please consider a South feeding into Campound Road between Mediana and the Day To*

Also, to keep Bonita Plaza it has both left IN and Thank you Kyle

Name: *Kyle Moran*  
Address: *27317 Felts*  
City, State, Zip Code: *Bonita*  
Email: *kylem*

☒ Please add me to the study notification list.  
NOTE: All comments are part of the project record and are available for viewing by the public and media.

**FDOT Old 41 (CR 887) Project Development and Environment (PD&E) Study**  
From US 41 to Bonita Beach Road  
Collier County & Lee County, Florida  
Financial Project Identification Number: 435110-1 & 435347-1  
Alternatives Public Workshop – April 14, 2022

**Public Comment Form**

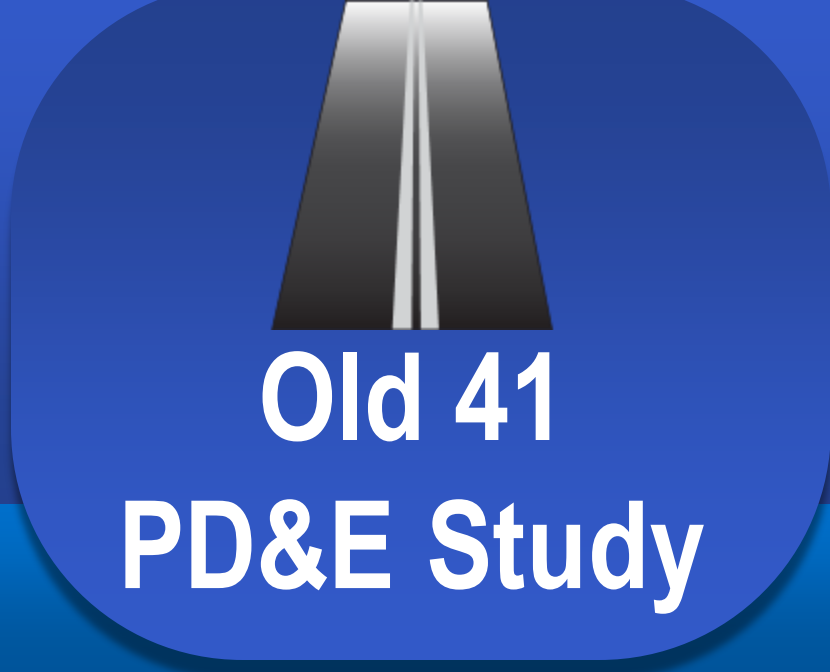
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Comments: *Bonita Plaza will be lighted if you take away left in. Left out from Old 41. It will hurt community & folks who invested in their own business in that strip. The roundabout is a non-starter. It takes too much land. Light should be moved to south side of causeway. Causeway Park. It fits with direction of getting left when taking land, you must consider the commercial and how producing either you will be taking away from the community that could be there in the future. Do not approve roundabout. Have the light & access south. Allow Bonita Plaza to keep left in, left out on Old 41.*

Name: *Chris Maganus*  
Address: *8841 W Terry St*  
City, State, Zip Code: *RS, FL 34135*  
Email: *Maganuscp@hotmail.com*

☒ Please add me to the study notification list.  
NOTE: All comments are part of the project record and are available for viewing by the public and media.





# Old 41 (County Road 887) PD&E Study

*From US 41 to Bonita Beach Road*

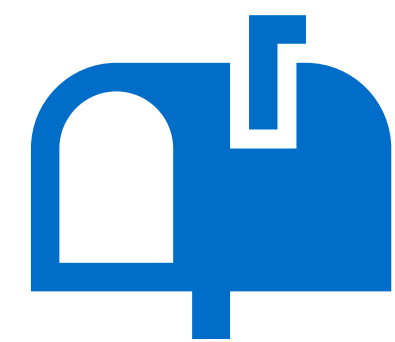
Financial Project Number 435110-1 & 435347-1 | Collier County & Lee County



## Project Contact



Steven A. Andrews  
FDOT Project Manager



PO Box 1249, Bartow, FL 33830



(863) 519-2270



Steven.Andrews@dot.state.fl.us





**EXECUTIVE SUMMARY**  
**REPORTS AND PRESENTATIONS**  
**ITEM 8B**

**Vanderbilt Beach Road Extension Project**

---

**OBJECTIVE:** For the committee to receive a presentation from the Collier County Transportation Engineering Division for the Vanderbilt Beach Road Extension Project.

**CONSIDERATIONS:** The Vanderbilt Beach Road Extension Project in the Colden Gate community is a 7-mile extension of the existing roadway from Collier Blvd. to 16<sup>th</sup> Street NE. The improvements include adding a six-lane divided roadway from east of Collier Blvd. to the Curry Canal, a four-lane segment to east of Wilson Blvd., and two new lanes to 16<sup>th</sup> Street NE. Additional project elements include major improvements to Massey Street, minor improvements to existing side streets, new signalized intersections at Wilson Blvd., 8<sup>th</sup> Street NE, and at 16<sup>th</sup> Street NE, and relocating the canal to south of the roadway from 31<sup>st</sup> Street NE to 15<sup>th</sup> Street NE. The improvements will improve safety, circulation, connectivity, and access to the residents and visitors in the Golden Gate community. The probable estimated construction cost is \$130M. Construction is planned to start in the fall of 2022.

**STAFF RECOMMENDATION:** That the committee receive a presentation on the Vanderbilt Beach Road Extension project and to have the opportunity to ask questions.

Prepared By: Scott Philips, Principal Planner

**ATTACHMENT(S):**

1. Vanderbilt Beach Road Extension Project Presentation

# VANDERBILT BEACH ROAD EXTENSION PROJECT (VBRX)

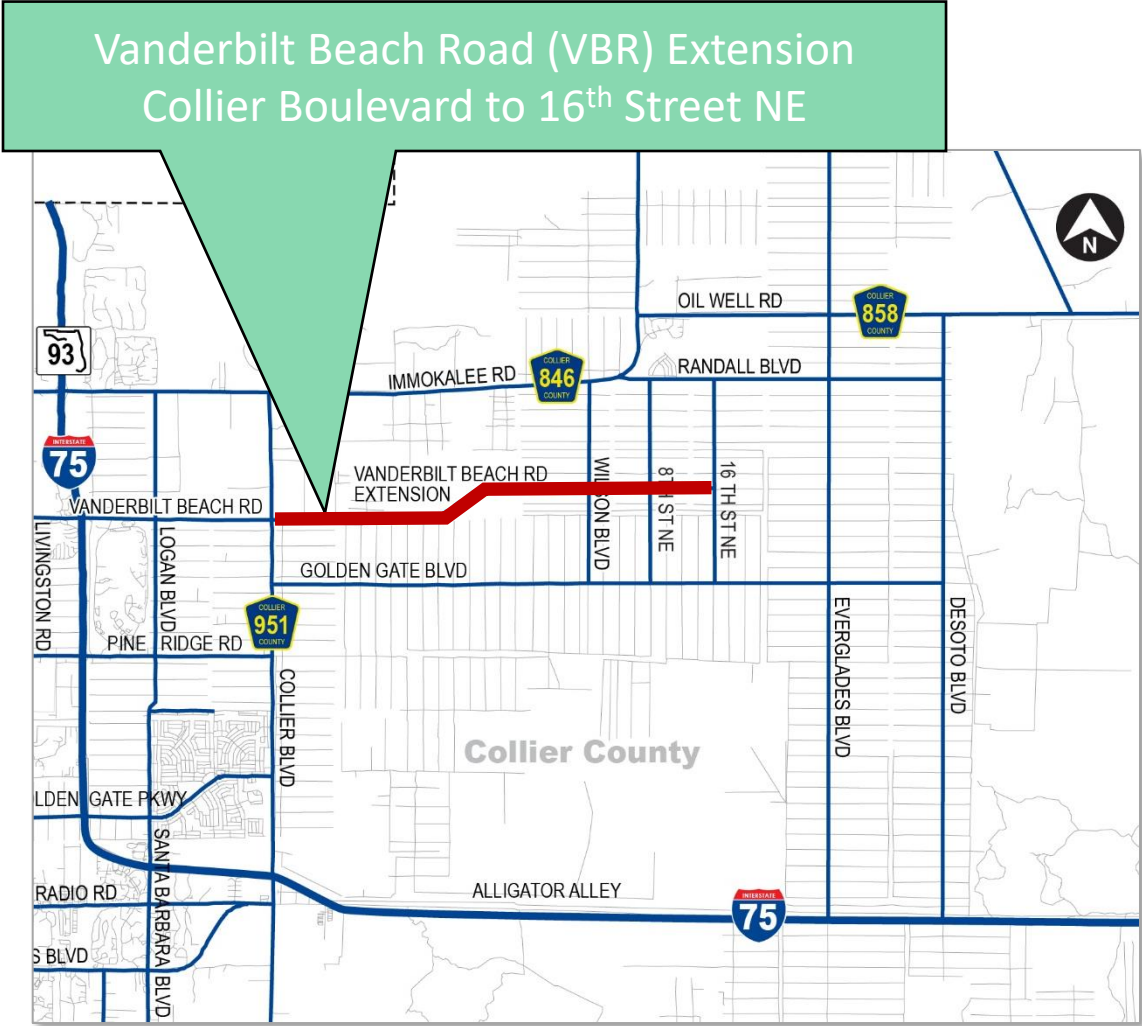
Collier Boulevard (CR 951) to 16<sup>th</sup> Street NE



# Presentation

- 1 Project Overview
- 2 Roadway Improvements
- 3 Projected Costs - Schedule

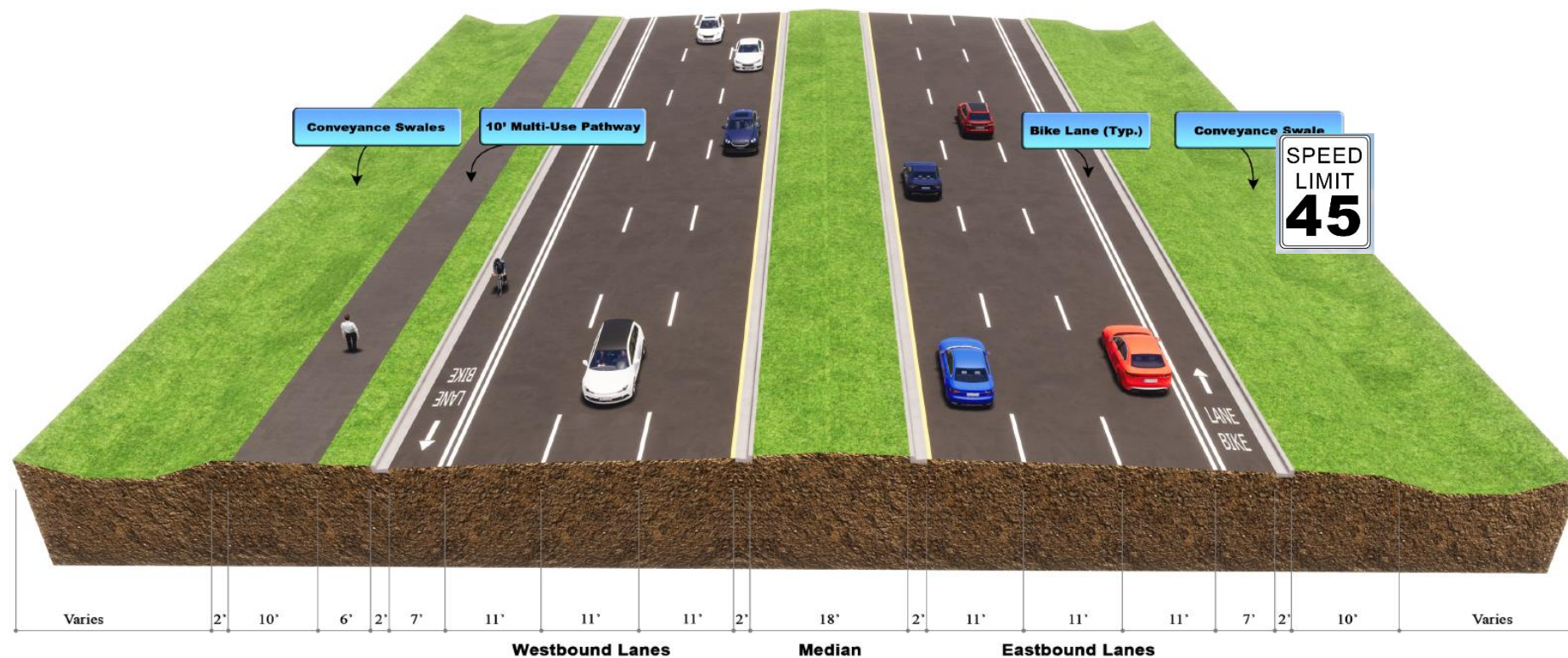
# 1. Project Overview





## 2. Roadway Improvements

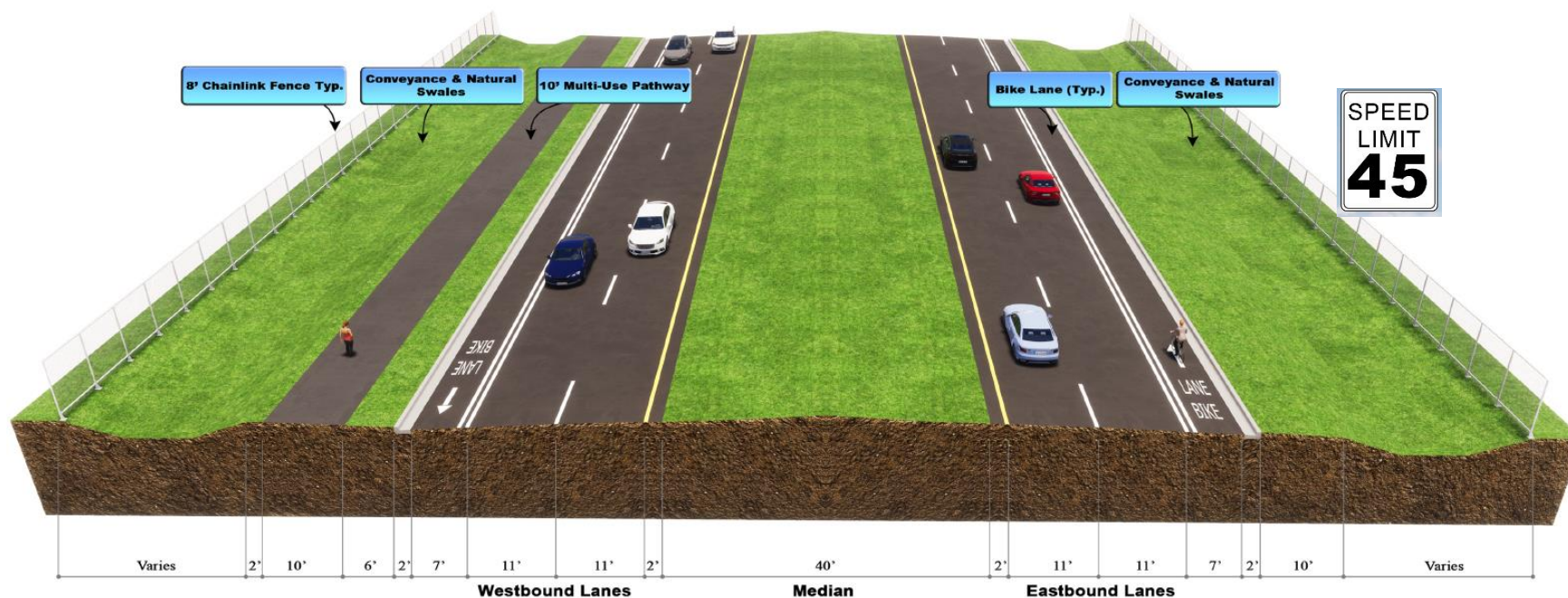
- 7-mile extension of Vanderbilt Beach Road – 200 feet ROW
- 6-lane divided urban from east of Collier Blvd. to Wilson Blvd.



VBRX Typical Section

## 2. Roadway Improvements

- Transition: 4-lane divided urban from Wilson Blvd., to just west of the Corkscrew Canal.
- Expandable to 6 lanes, 200-foot minimum ROW in the future.

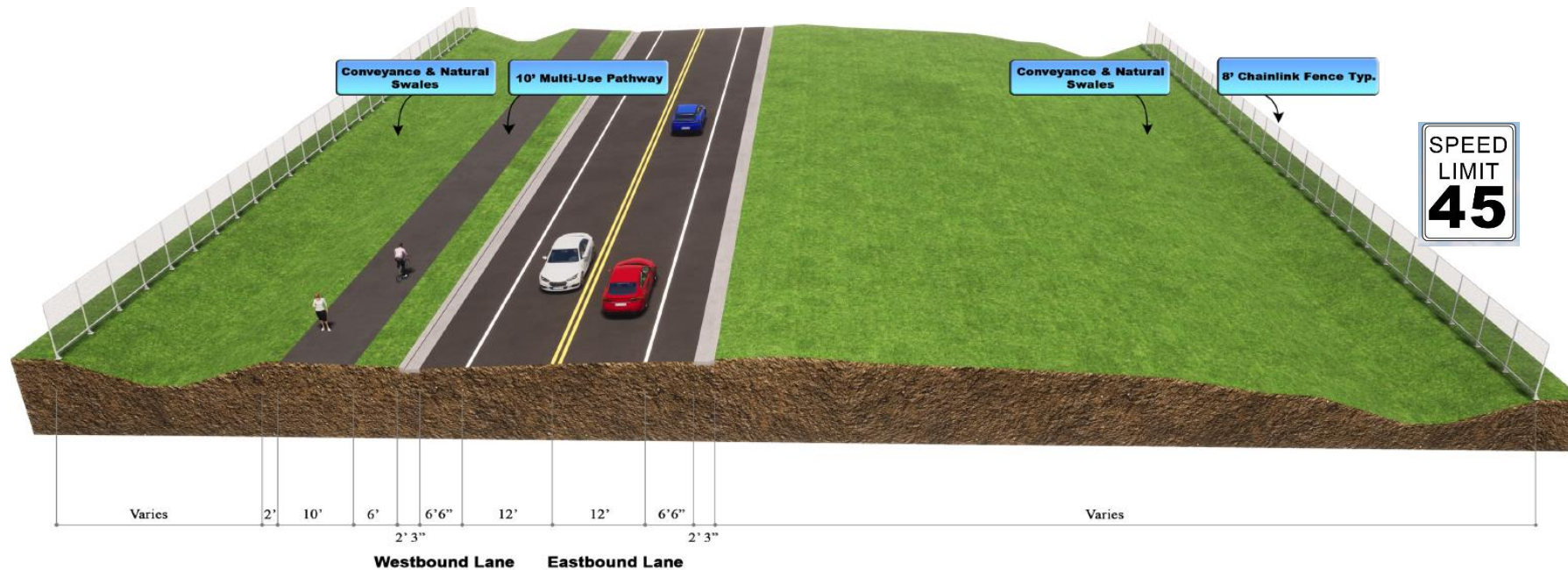


VBRX Typical Section



## 2. Roadway Improvements

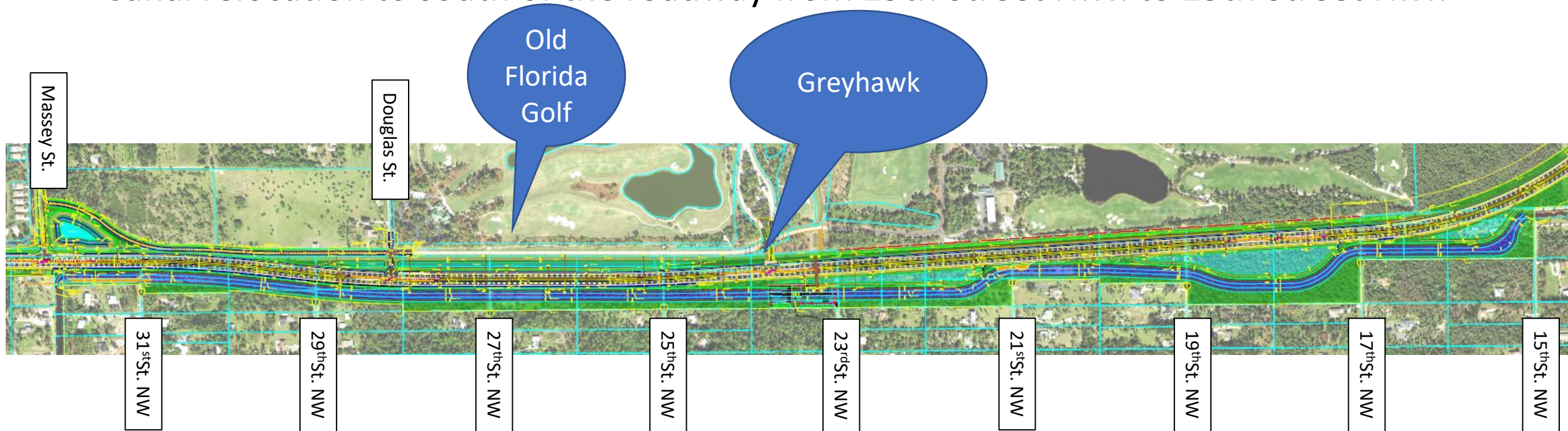
- 2-lane divided urban roadway from Corkscrew Canal to 16<sup>th</sup> St. NE.
- Future 4 lanes, expandable to 6 lanes. 200-foot minimum ROW



VBRX Typical Section

## 2. Roadway Improvements

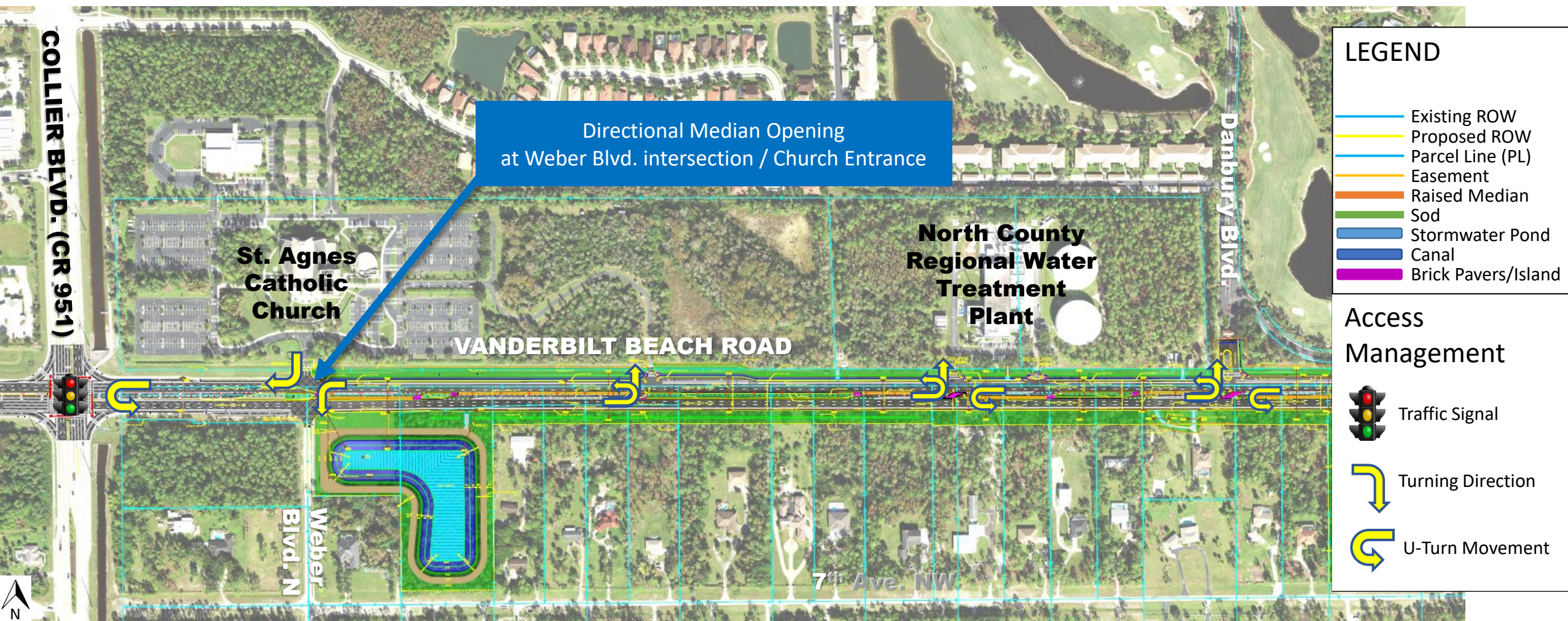
- New intersections and traffic signals on Wilson Blvd., 8th St. NE and 16th St. NE.
- Canal relocation to south of the roadway from 29th Street N.W. to 15th Street N.W.



**11,300 feet of Canal relocation**

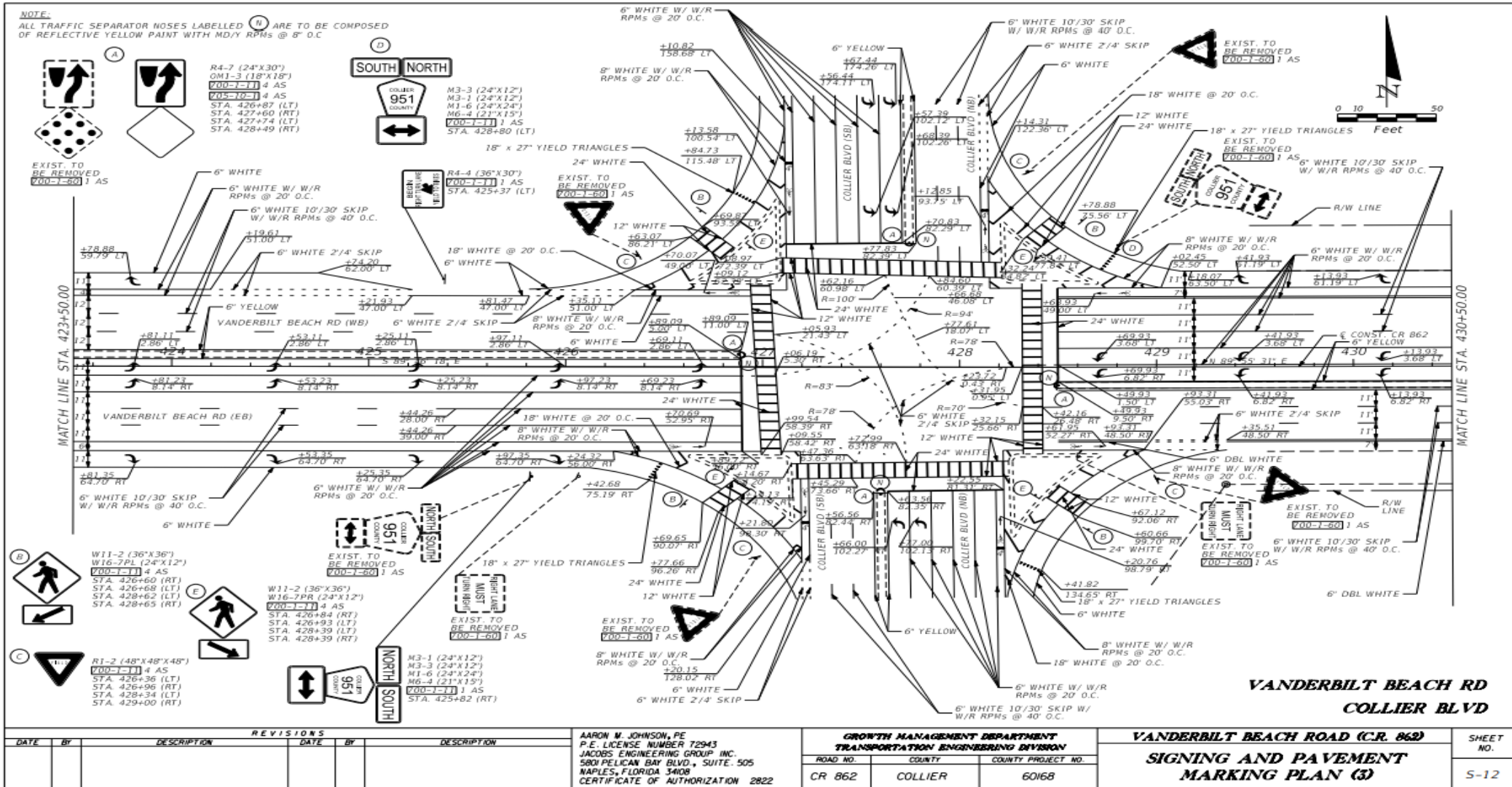


# 2. Roadway Improvements – Project Layout



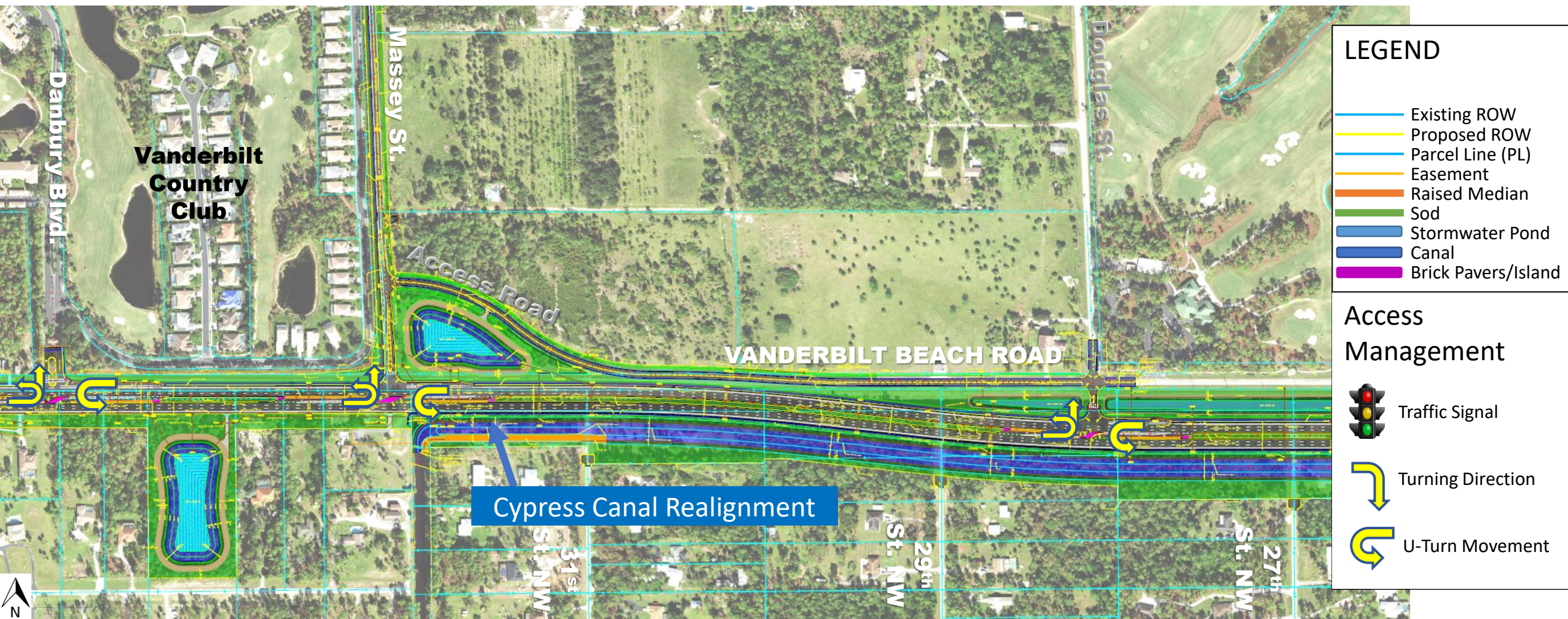


# 2. Roadway Improvements – Collier Blvd. Intrsctn.



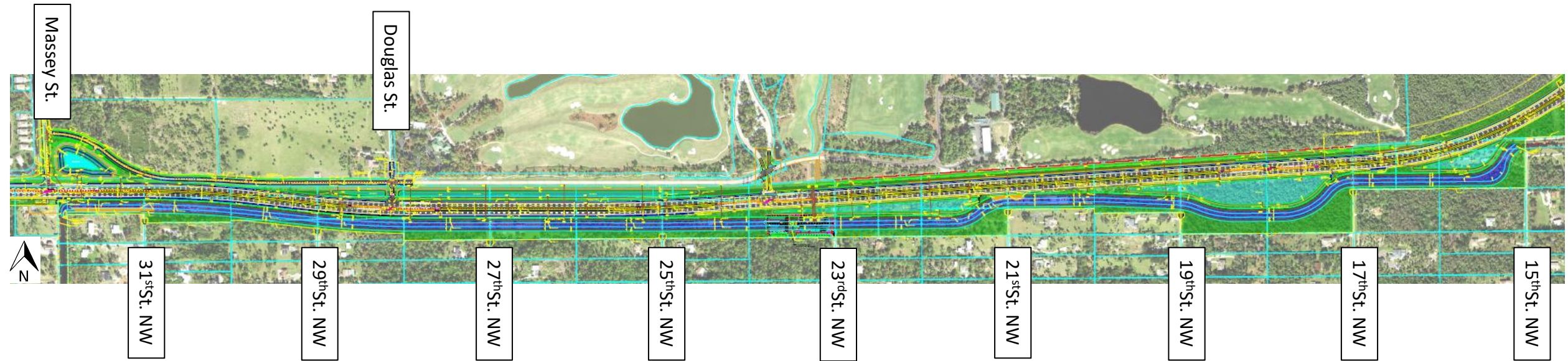


# 2. Roadway Improvements – Project Layout



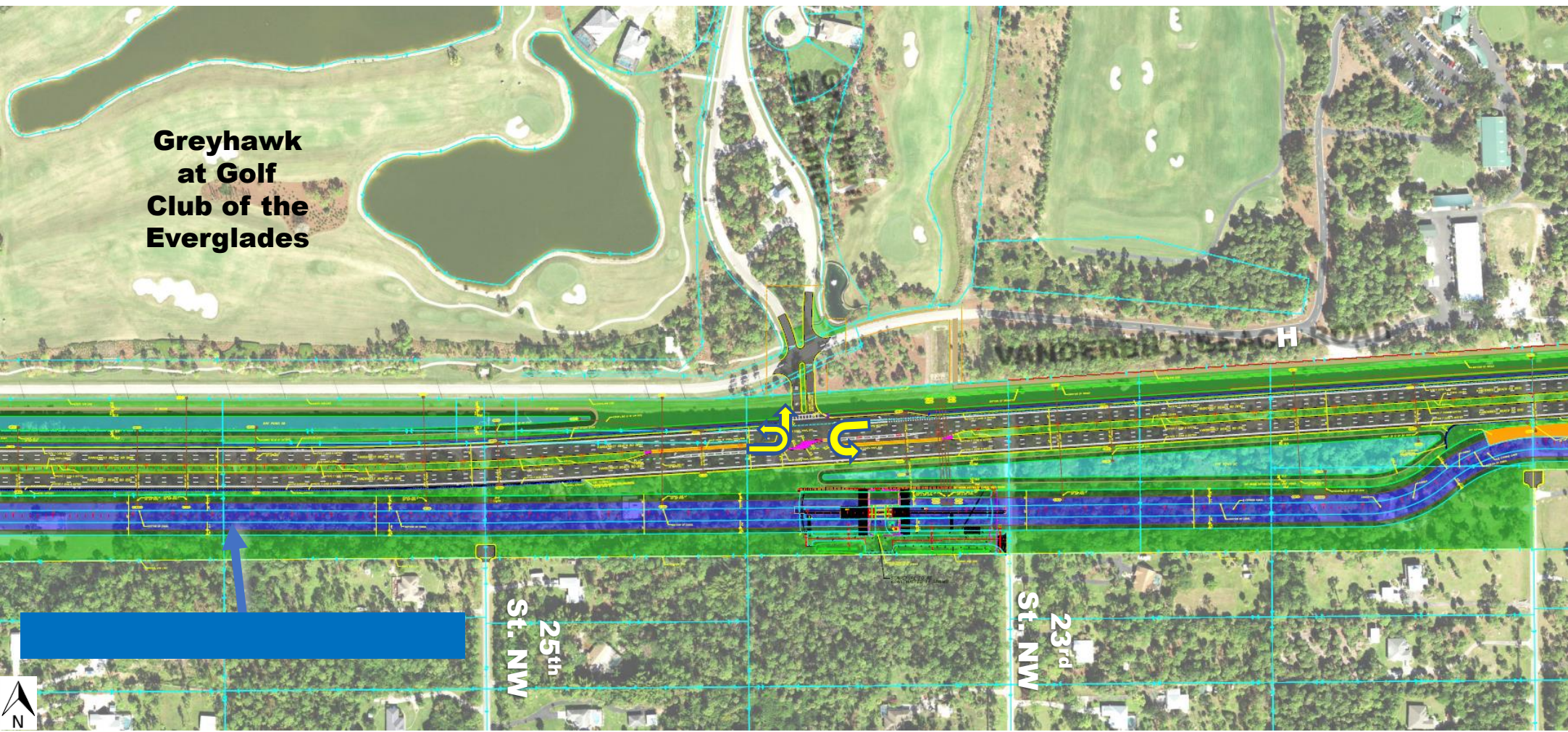


## 2. Roadway Improvements – Project Layout





# 2. Roadway Improvements – Project Layout



## LEGEND

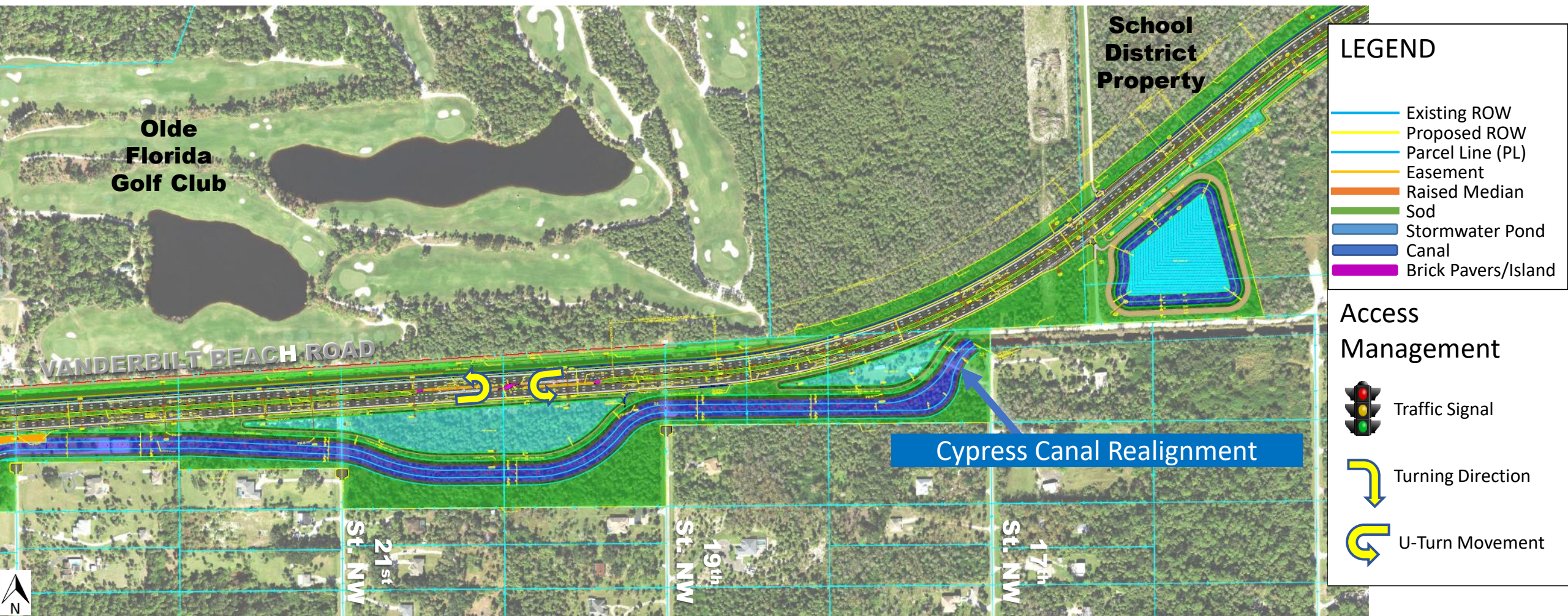
- Existing ROW
- Proposed ROW
- Parcel Line (PL)
- Easement
- Raised Median
- Sod
- Stormwater Pond
- Canal
- Brick Pavers/Island

## Access Management

- Traffic Signal
- Turning Direction
- U-Turn Movement

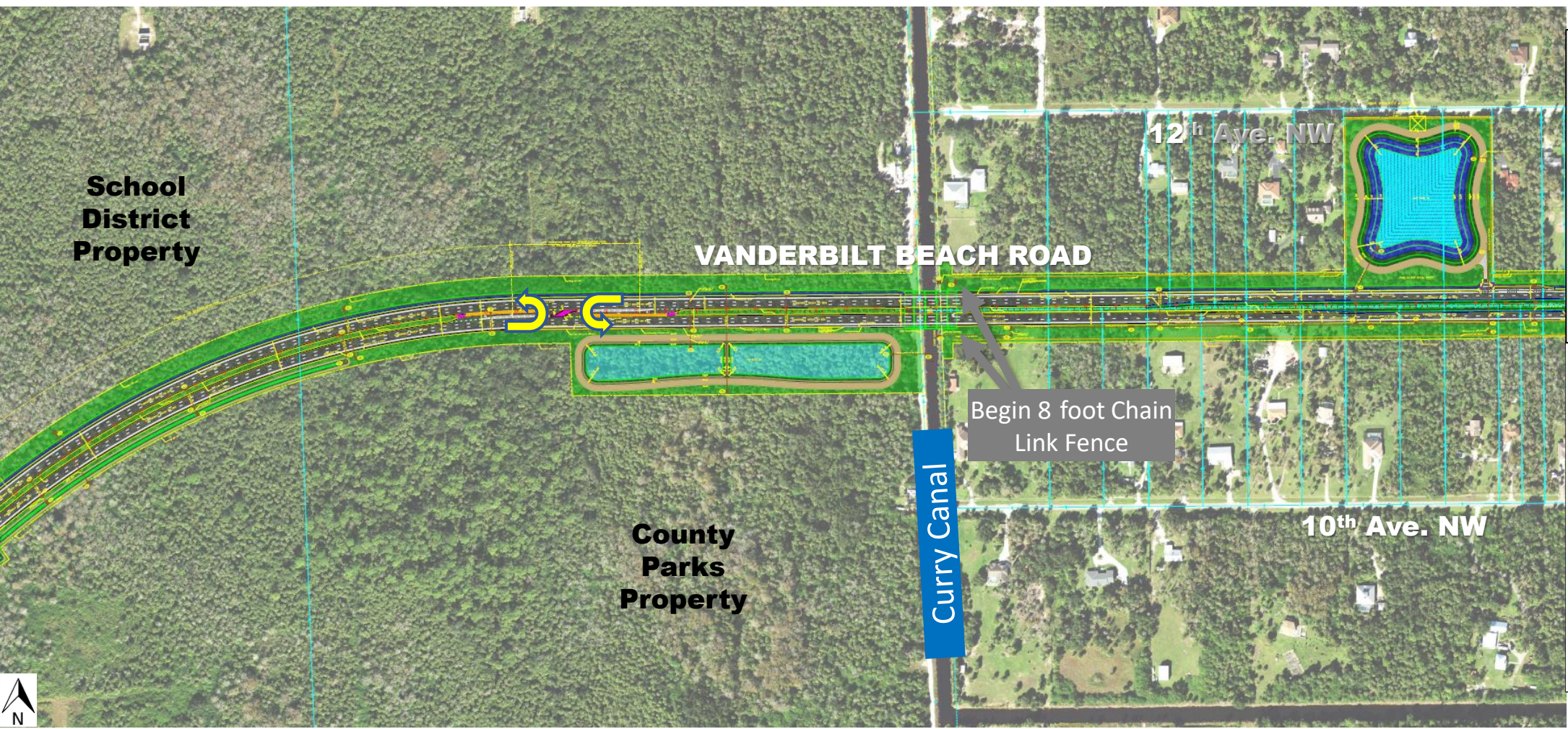


# 2. Roadway Improvements – Project Layout





# 2. Roadway Improvements – Project Layout



## LEGEND

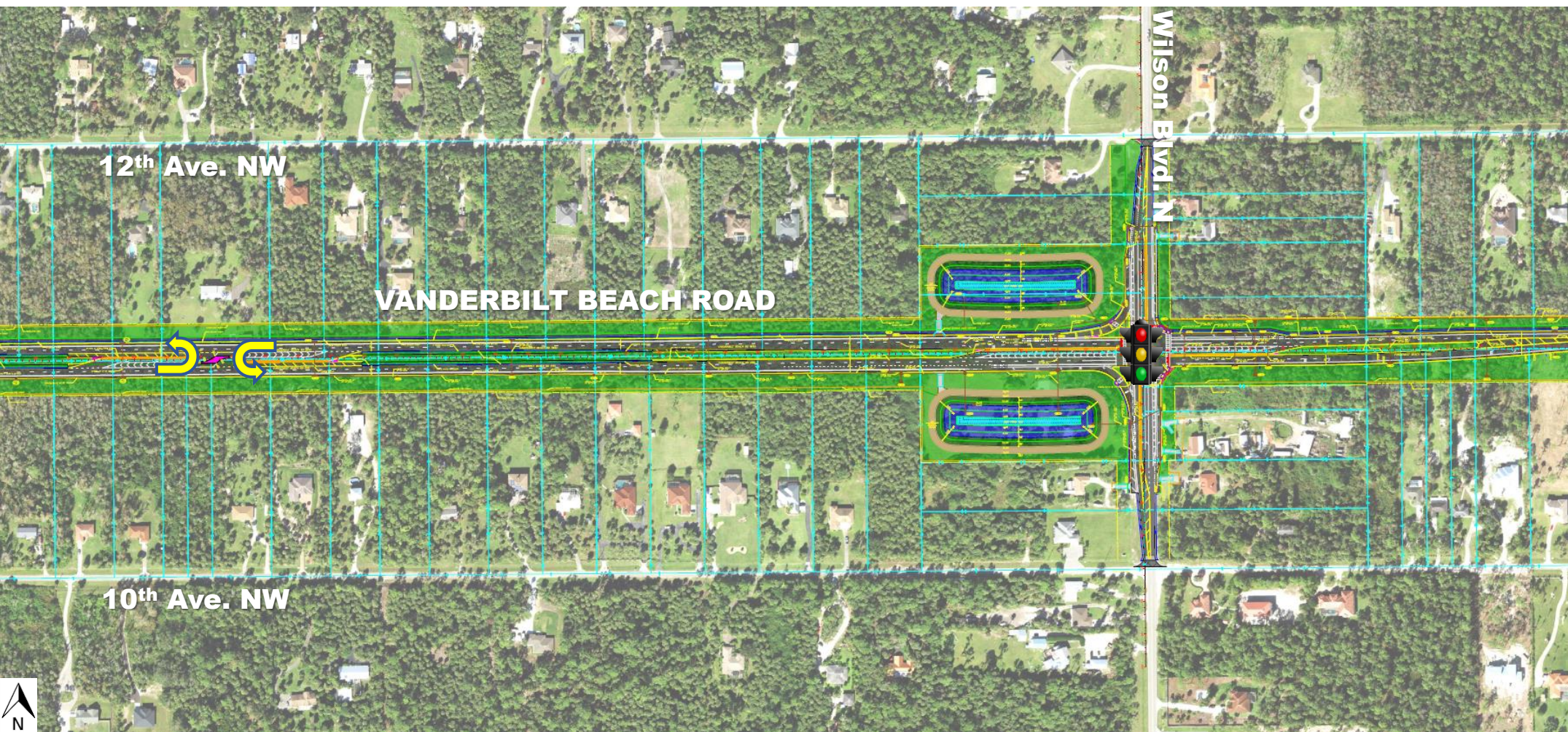
- Existing ROW
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- Parcel Line (PL)
- Easement
- Raised Median
- Sod
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- Brick Pavers/Island

## Access Management

- Traffic Signal
- Turning Direction
- U-Turn Movement



# 2. Roadway Improvements – Project Layout



## LEGEND

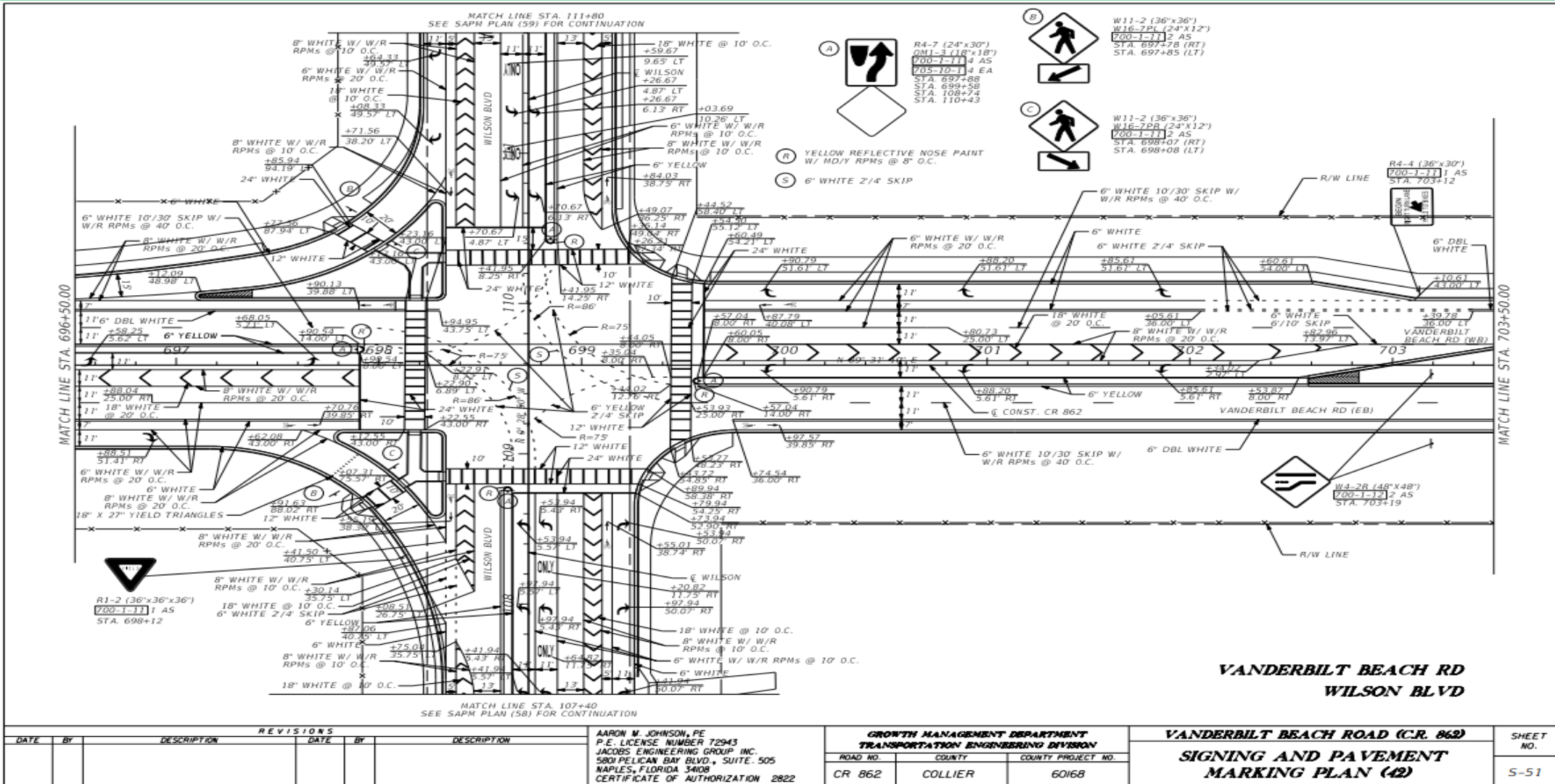
- Existing ROW
- Proposed ROW
- Parcel Line (PL)
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## Access Management

- Traffic Signal
- Turning Direction
- U-Turn Movement

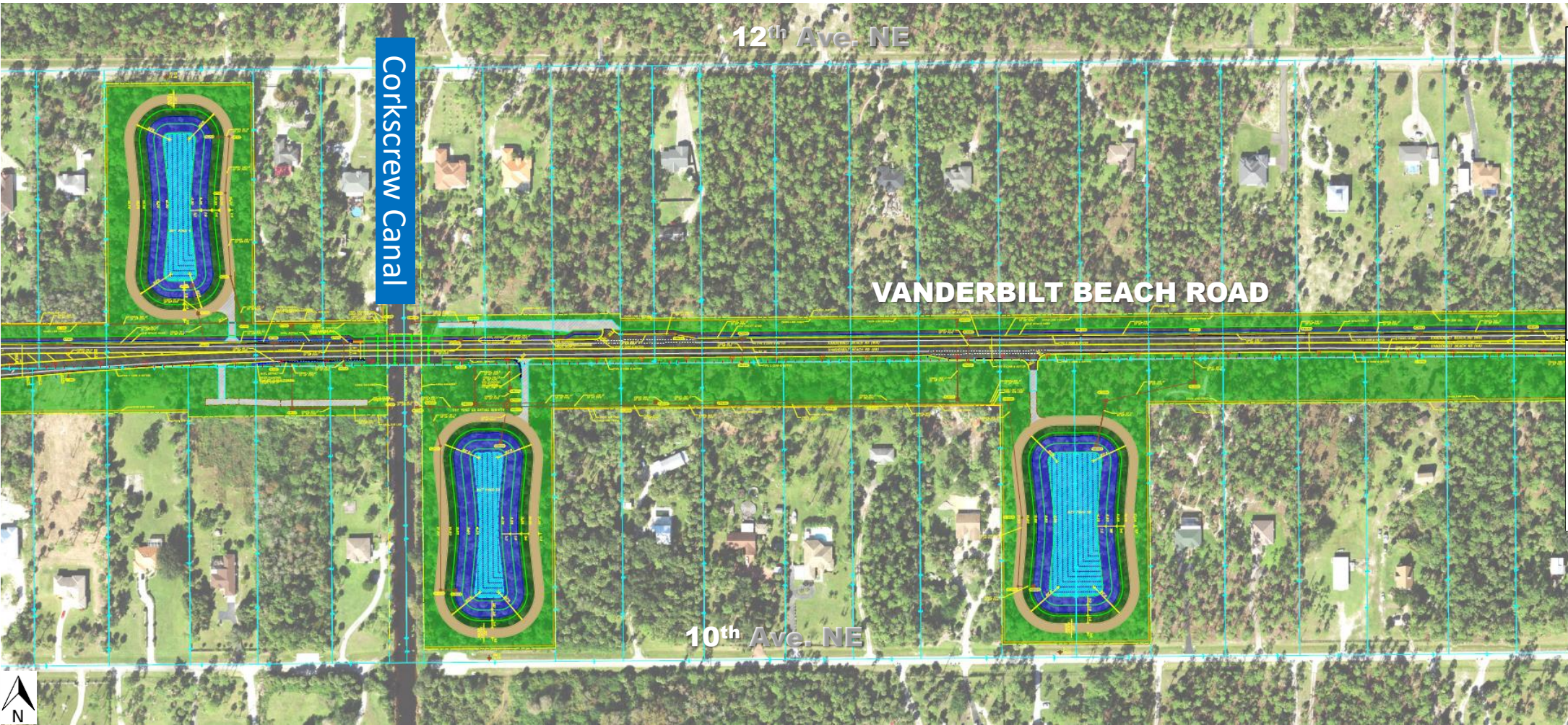


# 2. Roadway Improvements – Wilson Blvd. Intrsctn.





# 2. Roadway Improvements – Project Layout



## LEGEND

- Existing ROW
- Proposed ROW
- Parcel Line (PL)
- Easement
- Raised Median
- Sod
- Stormwater Pond
- Canal
- Brick Pavers/Island

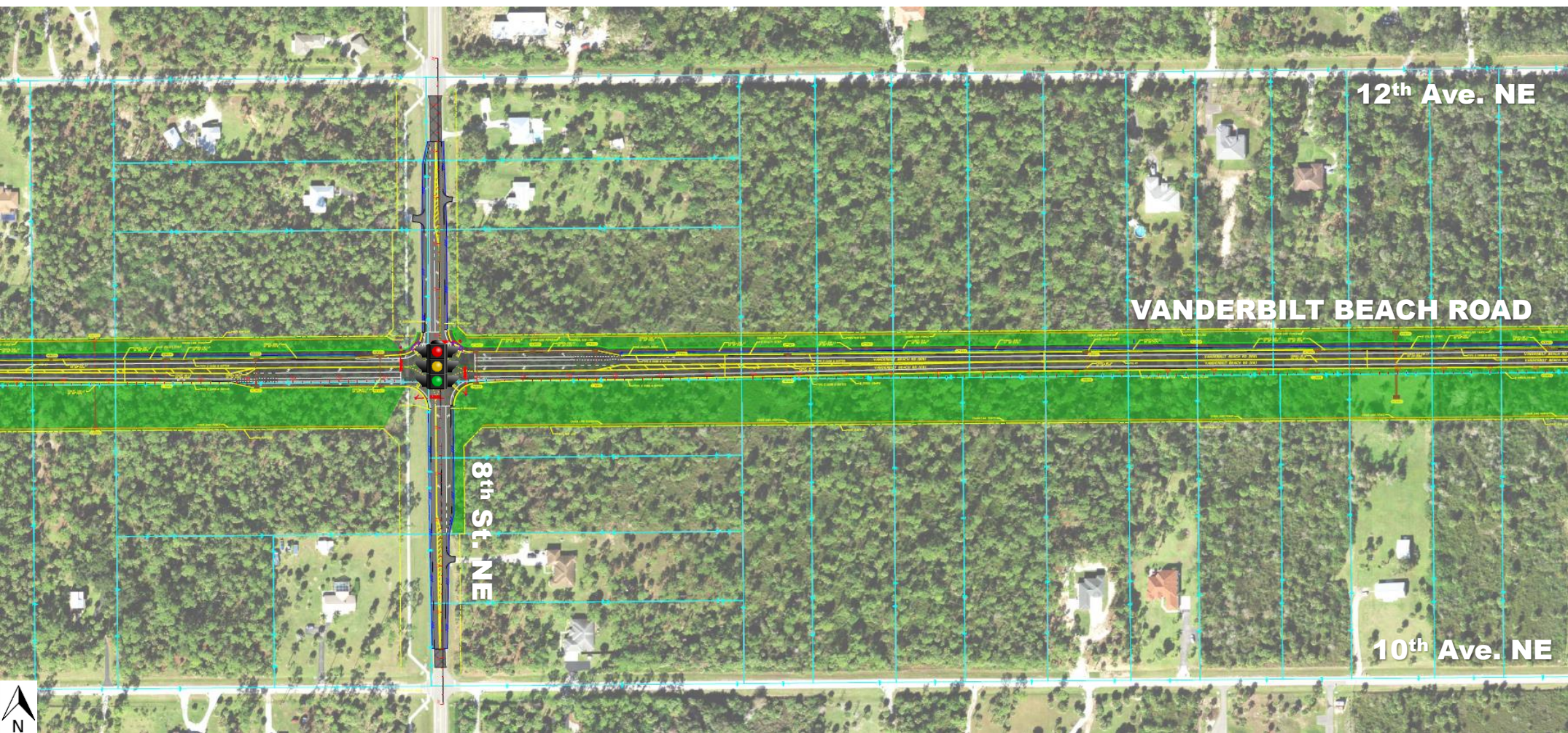
## Access

## Management

- Traffic Signal



# 2. Roadway Improvements – Project Layout



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## Access

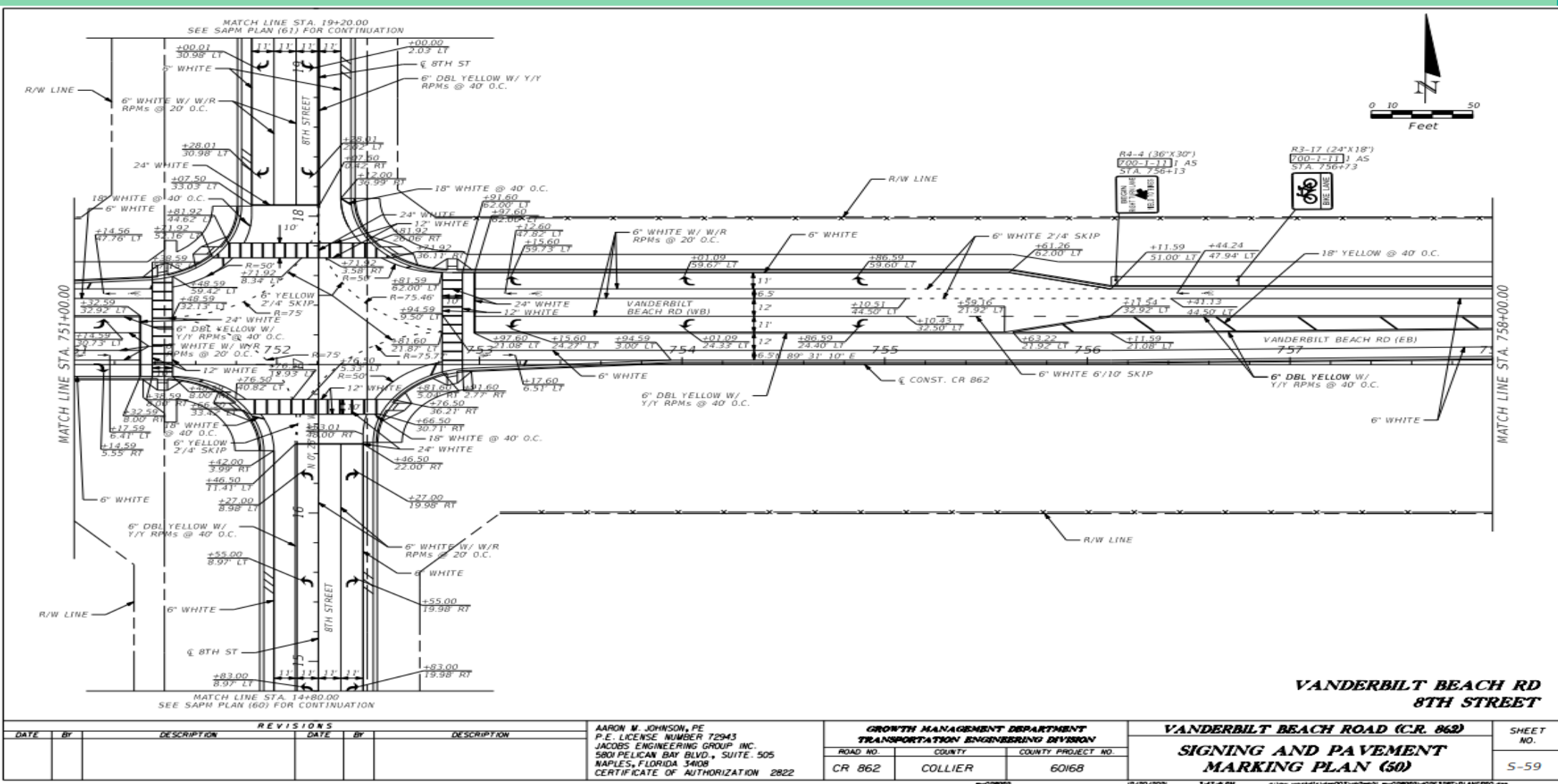
## Management



Traffic Signal

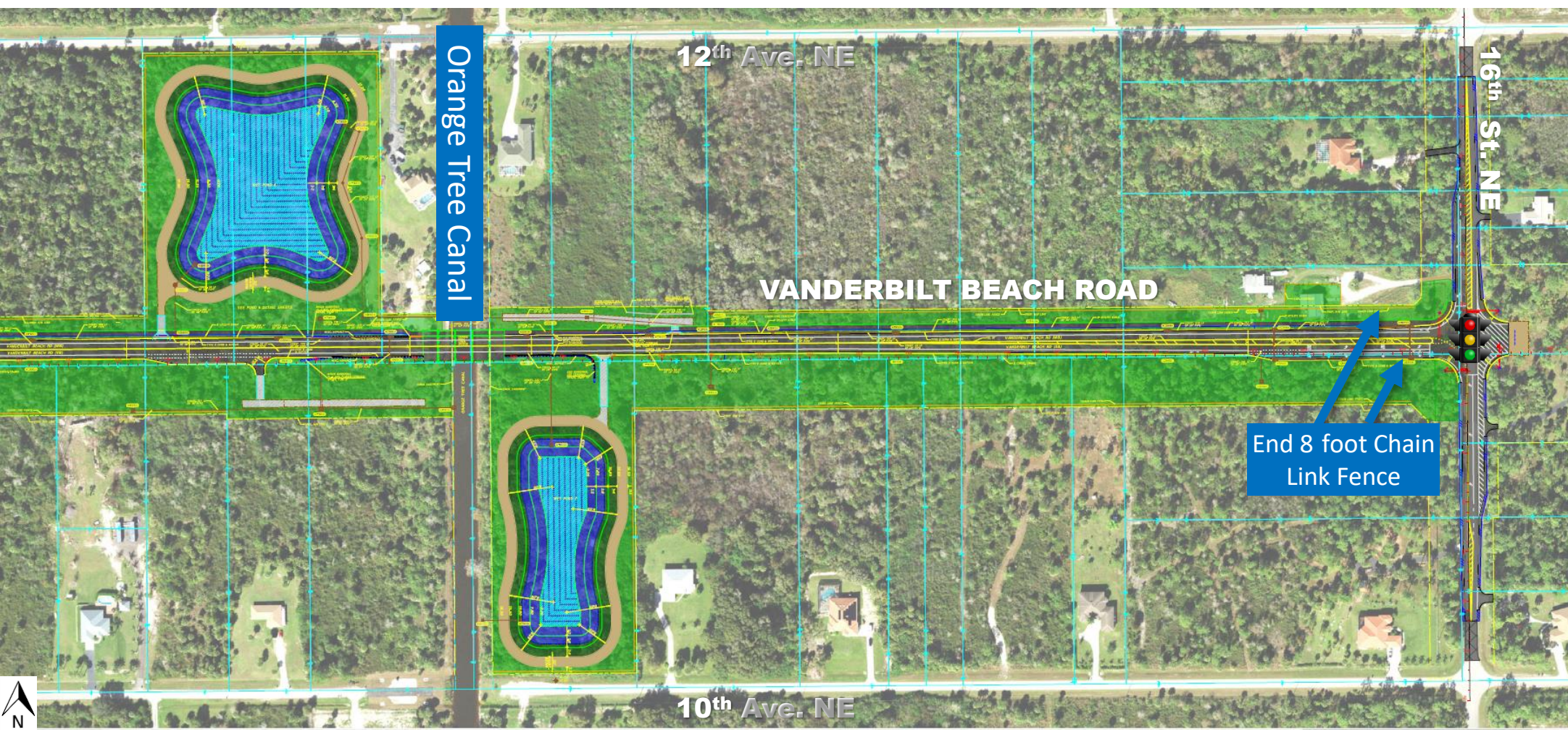


# 2. Roadway Improvements – 8<sup>th</sup> St. Intersection





# 2. Roadway Improvements – Project Layout



**LEGEND**

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**Access Management**

- Traffic Signal



## 2. Roadway Improvements – 16<sup>th</sup> St. Intersection



## 2. Roadway Improvements – Massey Street

- Improvements to Massey Street
- From Vanderbilt Beach Road Extension to Tree Farm Road
- 2-lane, 11-foot/lane divided urban roadway
- 10-foot pathway



**Massey St. Typical Section**



**Massey St. Plan View**



## 2. Roadway Improvements

### **Additional Improvements:**

- Improvements to existing intersections at Weber Boulevard and Douglas Street.
- Stormwater management ponds
- 3 new Canal Bridges
- Wildlife fencing/crossings at bridges



### 3. Projected Costs - Schedule

- **Projected Costs:**
  - **Design Budget:** \$5,667,445.00 (Inc. Amend. 2)
  - **Design Consultant:** Jacobs Engineering
  - **Construction Cost Estimate:** \$130.3M (estimate; \$74M Surtax)
  - **Right-Of-Way:** 188 properties condemned.  
130 properties purchased.  
\$32.5M – ongoing



### 3. Projected Costs - Schedule

- **Schedule:**
  - **Construction Solicitation**, posted to BidSync on April 5<sup>th</sup>
  - **Bid opening**, May 19<sup>th</sup>, 2022
  - **Anticipated BCC Contract Approval**, July 12<sup>th</sup>, 2022.
  - **Anticipated Construction NTP**, Aug/Sep of 2022.
  - **Anticipated Project Duration**, 36 months.