

**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 Ms. Otero, Principal Planner
Scott Philips, Principal Planner
Danielle Bates, Administrative Assistant

Others Present

Wally Blain, Benesch/Tindale-Oliver & Associates, Inc
Ian, Mr. Debnam, Benesch/Tindale-Oliver & Associates, Inc (virtually)
Mr. Mark Mathes, FDOT D-1

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 31st. The Bike Ped Master Plan will be taken to Council in May, and final resolution 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 wo; 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 process.

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 thinking was it was best 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 show the graphically show the data on the fact sheets. Mr. 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. Blaine** 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 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 in to 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 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 D-1 and that FDOT is looking at options.

10. Distribution Items

None

11. Next Meeting Date

March 16, 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.