

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

**September 21, 2022
2:00 p.m.
Meeting Minutes**

1. Call to Order

Mr. Khawaja called the meeting to order at approximately 2:02 p.m.

2. Roll Call

Mr. Philips called the roll and confirmed a quorum was present in the room.

CMC Members Present In-Person

Anthony Khawaja, Chair, Collier County Traffic Management Center (TMC) Operations
Alison Bickett, City of Naples
Dave Rivera, City of Naples
Dayna Fendrick, Bicycle Pedestrian Advisory Committee (BPAC) Representative
Don Scott, Lee MPO
Karen Homiak, Citizens Advisory Committee (CAC) Representative
Lorraine Lantz, Collier County Transportation Planning
Omar DeLeon, Collier County Public Transportation & Neighborhood Enhancement (PTNE)

CMC Members Absent

None

MPO Staff

Brandy Otero, Principal Planner
Scott Philips, Principal Planner
Dusty Siegler, Administrative Assistant

Others Present

Alexander Showalter, Collier Area Transit (CAT)
Ian Debnam, Benesch
Pierre-Marie Beauvoir, Collier County Traffic Management Center (TMC) Operations
Victoria Peters, FDOT (arrived late)
Wally Blain, Benesch (virtually via Zoom)

Mr. Philips introduced the MPO's new administrative assistant, Ms. Siegler.

3. Approval of the Agenda

Ms. Lantz moved to approve the agenda. Ms. Bickett seconded. Carried unanimously.

4. Approval of the May 18, 2022 Meeting Minutes

Mr. Rivera moved to approve the May 18, 2022 minutes. Ms. Lantz seconded. Carried unanimously.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

Ms. Peters provided the following updates:

Alison Stettner is traveling throughout the State and doing grant workshops for the discretionary grants that MPOs, counties, and even FDOT, can apply for. FDOT wants to partner, when possible, and wants to know when a MPO or municipality applies for some grants because FDOT can sometimes help. FDOT does not want to compete with MPOs and municipalities for grants and wants to know when they have been applied for. FDOT can offer a letter of concurrence (letters of support are no longer done because "support" connotes funding). FDOT needs a three-week running time for the grant process. There are upcoming workshops in Bartow on October 14 and in North Fort Myers (at the library) on October 13, from 10 a.m. to 1 p.m.

FDOT has Mobility Week the last week of October; there are already two preliminary events for Collier County and Ms. Peters will send information on them. Ms. Peters discussed her experience in helmet fittings and that she is a certified helmet fitter. Anything that FDOT, municipalities or agencies can do to get out into the communities to provide safety items and explain how they are used is beneficial.

FDOT is working on the new work program. Ms. Peters complimented Collier and Lee MPOs for their priority projects matching their applications and for their responsiveness. Ms. Peters has been doing a lot of programming for Lee and Collier; some funds will need to come from SU. SU funding is controlled by population and not by land mass. Money that is coming in now will not be able to be used for about another year; the legislature is out of session and it requires their approval. The cycle closes in approximately two weeks. FDOT will still be working to finalize projects in October and Ms. Peters will still be programming and may reach out with

questions. A majority of FDOT's priority lists will be locked down in a few weeks. The new draft tentative will likely be out in the middle of December.

B. MPO

Ms. Otero informed everyone that she accepted another position in the County working in transportation grants and this would be her last CMC meeting.

C. Other

(i) City of Naples

Ms. Bickett indicated she is doing another roundabout presentation in December regarding Harbour Drive/Crayton Road. The City has the grants for these. South Golf Drive improvements are currently underway, but the City is also working on obtaining an easement from the Naples Beach Hotel for a wider pathway.

Mr. Khawaja inquired about the network and **Mr. Rivera** responded that the City has a meeting with FDOT next Friday to go over connection points for the City and the County.

(ii) Collier County Public Transportation & Neighborhood Enhancement (PTNE)

Mr. DeLeon indicated that PTNE just finished up hosting the Florida Public Transit Association Annual Conference at Naples Grande Beach Resort. All of the transit agencies were able to participate. CAT is participating in an AVL project; the computer aided dispatch and vehicle tracking systems are going through a replacement. CAT is piloting approximately five buses with the new technology; part of the technology is traffic scale prioritization. CAT is working with the traffic operations teams and has identified Tamiami Trail East as part of the pilot. The equipment is being installed on the five buses now. The current schedule is for equipment installation in October, then parameters and equipment testing, and full completion of the project is currently scheduled for the end of this year. Realignment some routes is being evaluated for November and some of the final stages in planning are taking place.

(iii) Collier County Transportation Planning

Ms. Lantz indicated the kickoff of the Golden Gate Parkway bridge over Santa Barbara Canal is going forward and thinks construction starts on October 3. There is a public meeting next Monday at the Golden Gate Community Center from 5 to 6:30 p.m. The project will likely impact traffic on Golden Gate Parkway for approximately one year.

(iv) Collier County Traffic Management Center (TMC) Operations

Mr. Beauvoir indicated TMC Operations is working on a network upgrade, which involves the City of Naples and FDOT. The upgrade should go live on Saturday, October 8, and deploys new network switches and an increased bandwidth to 10 GB throughout the County. It will help with connected vehicle technology and more Intelligent Transportation Systems. **Mr. Khawaja** pointed out that the MPO helped fund the project. **Mr. Beauvoir** continued that the new phase is working with the City of Naples and FDOT to ensure that data and video can be shared. **Mr. Khawaja** commented that TMC is hopeful FDOT will be able to see the signals and signal databases. **Ms. Peters** shared that at a Charlotte County MPO meeting a few months ago, there was discussion about how Mark Mathes (FDOT) is working on connecting with all the municipalities and he and FDOT are slowly gaining connectivity to expanded areas. **Ms. Peters** inquired who TMC is working with and **Mr. Beauvoir** responded that they are working with the District 1 team: Carlos Gomez and his team, and is meeting with them next week. TMC will be able to see the portions of the I-75 corridor down to Miami-Dade. **Mr. Khawaja** commented that TMC would like to see full resolution videos and the new system should better enable it.

Mr. Beauvoir stated that TMC is working on a BlueTOAD project; a travel-time data collection project. Approximately 49 BlueTOAD units and cabinets will be installed. It will allow TMC to collect data from vehicles passing through intersections as well as broadcasting information and timing data. It will be more interactive and what is happening at an intersection can be better determined. For example, if an ambulance was about to go through the intersection, there would be a preemption, and it would be known. **Mr. Khawaja** commented that the unit is typically vehicle to infrastructure, but will also be infrastructure to vehicle. More technologically advanced vehicles would be able to display how long a red light is going to remain red.

Mr. Rivera expressed that the media may misinterpret the project, as he has seen happen before, and claim that there is some effort to obtain personal information. **Mr. Khawaja** stated that privacy issues are very important and indicated a need for clear communication. **Mr. Khawaja** stated that the information received is vehicle MAC addresses, so when a specific vehicle traverses an intersection, that can be known. A MAC address exists for Bluetooth or Wi-Fi enabled devices. Personal information is not tracked. The only thing that is tracked is when a vehicle passes through. For example, if a vehicle passes through Immokalee Road and then passes through Vanderbilt Beach Road, the amount of time it has taken the vehicle to get between the two can be determined. Over time, the data would provide congestion information, such as the speed on the roadways. The system was recently tested, and on-board units are going to be tested. **Mr. Rivera** asked if system parameters are set as it relates to identifying vehicle speeds. **Mr. Beauvoir** responded they are not; the on-board unit is going to be in the traffic signal cabinet itself and will interface with the traffic signal itself. **Mr. Beauvoir** clarified that parameters for the reporting of a given speed can be customized. Apps would be available so that users can see what is going on where the units are installed. It may help users in travelling and deciding routes. **Mr. Khawaja** added that the app would tell users what the signal is doing and can be used like Waze or Google maps. It is a new tool, the project is funded by FDOT, and the County is helping FDOT, as it is an FDOT project. **Mr. Beauvoir** stated the units are going to be on the U.S. 41 corridor from Old 41 all the way to Isles of Capri and there will also be 30 units in Broward County-all as one system.

Ms. Fendrick requested clarification on whether the owner, license plate, or personal information is obtained. **Mr. Khawaja** responded no; only the signal information is obtained. If the same MAC address/signal travels through two points, speed can be determined. The point is to calculate speed and origin. Some of the units will be placed on buses. **Mr. Rivera** asked how speed can be calculated with numerous phones on a bus. **Mr. Khawaja** responded that will be part of the test; the software must be very good and intelligent. **Mr. Khawaja** added that the system would only be activated if the buses are running late. Parameters regarding how to determine if a bus is late need to be set by transit. **Mr. DeLeon** indicated there would be various parameters set with timing. CAT is working with a company that is familiar with both the equipment and transit agencies to set parameters. CAT is doing some upgrades; infrared is currently being used but will be upgraded to GPS as part of the project. **Mr. Khawaja** added that when TMC started the preemption system, they wanted to use GPS but the funds were not available to switch. The fire departments were not willing to upgrade on their own. The infrared will stay but the buses will have GPS.

(v) Lee County MPO

Mr. Scott indicated that Lee County MPO is also doing work related to the Safe Streets and Roads for All (SS4A) Grant. Lee MPO is also working on reconnecting communities so they can figure the match out. **Mr. Khawaja** asked whether Lee County is trying to reconnect existing communities. **Mr. Scott** responded the issue is different; the City of Fort Myers received a HUD grant (it was one of only five in the country). A grocery store is being built and one of the items discussed is pedestrians do not feel comfortable crossing SR 82. HUD advised the City to contact Lee MPO; the MPO is approaching the issue as a planning study because the situation might not be exactly what the discussion has been about and what the City wants. Public involvement would also need to be done. Work is being done to get the grant, but there are issues coming up with the match.

7. Committee Action

A. Endorse 2022 Congestion Management Process Corridor Fact Sheets

Ms. Otero stated that this is the third time the Congestion Management Process (CMP) Corridor Fact Sheets have been presented to CMC. An example was provided in March, strategies were provided in May, and the final fact sheets are being provided now for endorsement. A preliminary review was provided to Transportation Planning and TMC Operations, particularly regarding strategies, and the comments are included in the agenda packet.

Mr. Debnam introduced himself and discussed the current draft fact sheets (included as Attachment 1 to 7A in the agenda packet). Benesch has been helping Collier MPO with the Congestion Management Process (CMP). The CMP Fact Sheets have been prepared for the top ten congested corridors in Collier County. The process was started earlier in the year. How the corridors were consolidated was changed. Numbers were analyzed and a sample fact sheet was prepared, which was presented to CMC in May. The feedback provided to Benesch at the May CMC meeting was incorporated and the ten fact sheets for the ten corridors were prepared. Slight

changes have been made over the past few months; the core products are the same. One change made, based on feedback, was that the fact sheets referred to other fact sheets. References to other fact sheets were removed. Slight changes as to what data is being included were made but the core information about performance of the roadway remains the same. TMC Operations provided pictures for the fact sheets. With respect to the “Quick Facts” in the upper left corner of the fact sheets, the number of trips are that which Replica software generates; they are unique trips and do not necessarily correlate to traffic volumes or other metrics we are used to seeing. A person can make four individual trips as they are counted but actually be making one trip. For example, if a person stopped at Starbucks on their way to work, as reported by Replica, the first trip would be home to Starbucks (shopping trip) and the second trip would be Starbucks to work. If a person did not stop anywhere on the way home from work, it would be counted as one trip. Therefore, the numbers may seem somewhat inflated, but it is in how it is categorized and counted. Replica reports based on a blended methodology: cell phone data and a combination of different data types are input into the equation used to estimate and then the information is calibrated. **Mr. Khawaja** commented he is surprised that the number of work trips are not higher and noted that the O&D report discusses the amount of people who work remotely now. **Mr. Scott** commented that many people confuse work trips with commuting patterns; the two sometimes line up but are not always the same thing and need to be put into context. **Mr. Debnam** informed everyone that the data in the fact sheets was collected in March or May of 2021, and the data for trips shows the average weekday (Thursday). The trips are trips that connected with the corridors; they either began, ended, or passed through the corridors. **Ms. Bickett** commented that many people were working remotely during 2021. **Mr. Scott** commented that 280,000 trips are reported on Immokalee Road and **Mr. Debnam** confirmed that a reported trip does not mean the entire corridor was traversed. Even going through the intersection can be counted as a trip on the corridor.

Mr. Debnam continued that on portions of the fact sheets, Benesch incorporated language based on its feedback from Transportation Planning and TMC Operations. Note that the map of corridor improvements only shows what has been programmed and dedicated for funding and does not represent every potential project on the corridor. For example, there could be a PD&E study along a corridor not shown on the map. The point of the map is to show improvements that are guaranteed for funding. Another change was the inclusion of softer language to include suggestions rather than directives. The suggestions in the “What Can I Do to Help Reduce Congestion” section are general and not tailored to the specific corridor.

Regarding the strategies, Ms. Lantz’s feedback has, in most part, already been incorporated into the draft fact sheets, but Benesch has not yet had a chance to incorporate Mr. Khawaja’s comments. Those changes are forthcoming and will be in the final versions. **Ms. Lantz** commented that the fact sheets should contain dates and **Mr. Debnam** responded that dates can be incorporated. **Mr. DeLeon** asked for confirmation of what CMC was approving at the meeting. Mr. DeLeon commented that some of the fact sheets mention an express bus to reduce congestion. CAT has tested a similar solution on U.S. 41 to save time and it did not save time; the bus was still stuck in the same congestion that the other route was. If an express bus was put in place to speed things up, it would need to be in a dedicated lane, which is not mentioned in the fact sheets. **Mr. Debnam** responded the language is a balancing act between being specific and not being too specific, and suggested revising the language related to the express bus to make it more realistic to expectations.

Ms. Otero stated, regarding Mr. Khawaja's comments on the draft fact sheets, she thought Ms. McLaughlin was supportive of the fact sheets being revised to incorporate most of them. **Mr. Khawaja** confirmed that Ms. McLaughlin agreed with most of his changes and a few of his comments were simply corrections of things that TMC did not think there were problems with (such as Cougar/Airport and the bus depot to the north blocking traffic on Airport). Mr. Khawaja does not think extending the lanes is necessary at this time. **Mr. Debnam** responded that he sees no reason why Mr. Khawaja's suggested language, revisions and additions should not be incorporated. Mr. Debnam further stated the data does not include turning movements, and therefore, suggestions in the fact sheets for adding a turning lane would be based on activity in an area where there is an intersection. The recommendation would be that further analysis would be needed to see if it is justified from a cost and volume perspective. **Mr. Khawaja** agreed and provided the example of extending the left turn lane on Golden Gate Parkway to go south on Livingston. The left turn lane backs up all the way to I-75. To address it, TMC double services the movement in the morning. A triple left turn lane would be a great idea, but reconstruction of the roadway would be needed. A bridge would be a major intersection improvement for the segment, but would be a long-range plan.

Ms. Otero indicated the comments on the draft fact sheets were good, and emphasized it is important to note that the fact sheets and strategies are not just fact sheets and strategies; they all tie back to the Congestion Management Process, which is going to lead into the projects that the MPO will try to get member agencies to submit for funding. Therefore, it is important the strategies be accurate. In the future, Ms. McLaughlin will submit one of the corridor projects and she is going to look to see whether the strategies in place are the strategies that have been identified.

Mr. Rivera moved to endorse the 2022 Congestion Management Process Corridor Fact Sheets with the recommended changes. Ms. Homiak seconded. Carried unanimously.

B. Review Congestion Management Process Origin and Destination Report

Ms. Otero stated that Wally Blain would be presenting virtually and indicated this is the first opportunity CMC is going to have to review the draft Congestion Management Process Origin and Destination (O&D) Report. There will be another opportunity for CMC to review the Report in November; the Report is included as an action item because Ms. Otero would like CMC to review it and provide comments. Given how much data is in the Report, the work order was recently extended to allow the project to go through December.

Mr. Blain stated that he plans to be at the November CMC meeting in-person. At the last CMC meeting, there was a review of the methodology and that was incorporated in the work. **Mr. Blain** provided a presentation regarding an update on the O&D study and the draft O&D Report with a specific focus on methodology review, county level summary, subarea reporting, key takeaways/next steps and the schedule:

On methodology review, planning communities for Collier and Lee Counties were used for subarea setup. There was a discussion at the last meeting regarding whether the subarea setups match the areas in the land use plan/growth management plan. Benesch did carve out some of the

specific areas for areas like Orange Tree. Orange Tree was removed from the rural estates area. Ave Maria was added as its own individual area for analysis. Everglades City was expanded to include Chokoloskee and Plantation Island. Ultimately, the draft Report identifies 17 planning subareas in Collier County, 22 planning subareas in Lee County (no change), and 4 regional/neighboring counties. **Mr. Khawaja** asked why Heritage Bay was removed. **Mr. Blain** responded that Heritage Bay was part of the Corkscrew area because of the residential developments in that area and the commercial mixed use shopping center in the area did not fit the character of the rest of the area; it was distinct and different. **Mr. Khawaja** asked if the developments on east U.S. 41 are all within an area or if they part of the green area. **Mr. Blain** responded that South Naples, as defined in the planning community, stops at CR 951 and is only on the west side of CR 951. The magenta/purple area was expanded east of U.S. 41 to include Verona Walk and then south of CR 951 to capture some of the residential areas as well. **Mr. Khawaja** asked whether the bigger subdivisions are included, and **Mr. Blain** responded that they are and areas south of U.S. 41 are included. **Mr. Khawaja** commented that the subareas should be better defined and suggested including the names of the roads. **Mr. Blain** responded he received comments that the subarea maps were too small; Benesch plans to include larger maps with more detail. Mr. Blain noted that the maps for neighboring counties, especially Hendry County, will show up as a high origin or destination that is matched with one of the subareas and it is not to indicate that trips are happening specifically in that area; those trips are happening anywhere within the county and the surrounding counties were not divided into subareas. Like with the fact sheets, the Replica data tool was utilized, so the information is based on the Spring, 2021, season for daily volumes.

Mr. Blain continued that on the County level summary, there was an analysis of what traffic looks like internal to Collier County and whether trips are going into or starting in the County. Daily, in-season, there are approximately 1.3 million trips that originated in Collier County; 90% of those trips stay in the County; 10% leave the County; and an additional 9% started outside of the County. One key thing to note, 90,000 daily trips start in Collier County and end in Lee County. **Mr. Khawaja** asked Mr. Blain if he knew the numbers for trips that start in Lee County and end in Collier County. **Mr. Blain** responded that the Appendix to the Report has that detail and he has not specifically summarized that information.

Another item evaluated was trips that pass through Collier County, but do not end or start in Collier County. Approximately 38,000 daily trips pass through Collier County. I-75 is carrying the bulk of the traffic. Interestingly, some of the traffic that comes from Miami on Tamiami Trail East either chooses to go up SR 29 or all the way over to CR 951 before taking the Interstate. Another interesting pattern was the traffic coming from southeast Lee County takes SR 82, takes a left on SR 29, and heads north into Hendry County. There is some localized pass-through traffic through that corner of the county. **Ms. Peters** asked whether the 38,000 trips encompass all of the origins and destinations under it (some are on I-75, some on SR 82 or SR 29 and other areas). **Mr. Blain** responded that the only caveat is it is not limited to trips that originated or started as part of the study area. Mr. Blain doubted that there are many trips that would quantify that way; if there was a trip that started in Desoto County, came down, went back around, and ended in Sarasota County, but it passes through a portion of the study area, it is included in the number. It is not a study about limited destination, it is about traffic on the roadways. **Mr. Khawaja** asked Mr. Blain where he got the numbers/data from and **Mr. Blain** responded the source data comes from

commercial fleet vehicles, GPS systems, navigation systems, or other programs that identify a cellular phone position. There is a formulation that tracks stops, origins and destinations. If there was not an origin/destination in Collier County, but a trip occurred on its roads, it is considered a pass-through trip. It is a categorization of the trips in terms of where they are starting or stopping, and the idea is to know what trips did not start or stop in Collier County. **Mr. Scott** commented with respect to the approximate 15% shown as pass-through on I-75, a previous O&D study, in which cameras were set up on Oil Well Road in Charlotte County and Everglades back in 2000, had findings that matched the current study; it was 15% - the same findings 22 years later. This shows the problem; there are too many local trips on the Interstate. **Mr. Blain** responded he was not aware of that previous study. Notably, there was a consistency in the numbers of trips that are entering from Lee County on I-75 and exiting I-75 into Broward County. Some of the traffic from U.S. 41 gets on the Interstate eventually, before it heads out of Lee County. The percentage of pass-through traffic on I-75 eastbound headed towards Broward County is high but is a significantly lower volume than headed north on I-75 towards Lee County. **Mr. Scott** commented sometimes drivers stop in the middle of a pass-through trip for some length of time. **Mr. Blain** explained that the data in the current study, the way it is categorized or simulated, does not count that. Those trips would be trips with two different destinations. **Mr. Khawaja** commented that those trips are still pass-through trips (although not categorized as such).

Mr. Blain presented a “spider plot” map of data regarding home to work travel for people that live in Collier County. The subareas in both Lee and Collier respectively were consolidated into broader areas within the counties for purposes of illustration and so broader patterns could be evaluated. The pattern of people who work in Lee County is shown. On the illustration, the thickness of the line shows increased travel between locations. 50% of the people who live in Collier County and work in Collier County work west of I-75 in North Naples, the City of Naples, Central Naples or East Naples. Approximately 10% of the work force that live in Collier County work in Lee County. Another piece of new information is the percentage of people who are working from home. Recent information regarding the trends nationwide have come out. The Replica software has the ability to provide trend information in the areas and show us what it looks like over time. **Mr. Blain** presented a graph showing the percentage of people working from home. The line representing 2019 is static (it was only gathered in response to a survey and is only one number for the year) and in mid-March of 2020 it spikes up (COVID related). It has come down since the peak and stabilized somewhat in 2021. The information was a few weeks old as of the meeting date. The number has stabilized in the 25,000 to 30,000 range (on any given weekday in Collier County). 16% of workers/7% of the population are working from home. At the peak in March to May of 2021, the range was 30,000 to 35,000. The numbers in the draft Report are closer to the 9% of population than the 7% of population. **Mr. Khawaja** commented that the graph looks fragmented; 2021 should begin where 2020 ended. **Mr. Blain** responded the data comes out weekly and the weeks do not always end where the calendar months end. **Ms. Bickett** asked how the data was collected and **Mr. Blain** responded the majority comes from cell phone data (including tracking applications on the phone, such as Google). By example, tracking information can determine where your phone is during the evening and where it is during the day. If your phone is somewhere from 8 a.m. to 5 p.m. on a workday, the location is categorized as work. **Ms. Bickett** asked how a retiree is distinguished from a worker. **Mr. Blain** responded one factor he is aware of is the percentage of the work force that does not work on the average day (in this case, an average Thursday). This includes anyone in the service industry or first responders that get a

few days off in a row. Retirees are factored for as well because Replica is matching up location data with census based data, they are also able to identify, in a census block group, retirees and age based information. **Mr. Khawaja** commented the data is normalized over time; when he gets in the car in the afternoon, it shows he is going home, and when he gets in in the morning, it shows he is going to work. But if he leaves at 10 a.m., it does not show that he is going to work; it knows that the trend has changed. It takes timing and distance into consideration. It is not 100% accurate and is only estimates. **Mr. Scott** commented that in the big picture, it is more accurate than being physically present on the roadside and polling travelers and **Mr. Khawaja** agreed, stating it is cleaner and more accurate. **Mr. Blain** provided another example about the data when there is a change in location: his daughter is a sophomore in college. When she came home for the summer, her phone would tell her how long it would take to get back to home (her college dorm). A few weeks after that, her phone realized that her home was a different location and starting showing her how long it would take to get to her parents' home from wherever she was at.

With respect to subareas, **Mr. Blain** provided an example of the Central Naples Trip Destination Distribution Map. Every location that is a destination is listed for trips that started in the Central Naples subarea. Central Naples as the destination is not included, but destinations for trips that started in the Central Naples area are. There is a full matrix table in the Appendix that covers the combination of origins and destinations in the subareas. Three sets of charts are included for each subarea. One set shows trips that originated in the subarea, one shows where the subarea was a destination, and one shows the subarea as the home location for work trips. Most of the trips are showing up with either a home purpose and in some cases, a shopping purpose - the purpose is the destination; not why a trip is taken and not necessarily where the trip is originating from. Shopping as a purpose frequently shows up. If on the way to work, someone stops to get coffee, breakfast or drop off dry cleaning, or stops at the grocery store on the way home, it is categorized as a shopping trip, and if someone stops both on the way to work and on the way home from work, it is two shopping trips in one day. The reporting also focuses on trip durations, destinations and distances, as well as the time of day. When looking at the averages for trip duration, some of the long distance trips can overwhelm the shorter distance ones.

Mr. Blain discussed key takeaways/next steps. Replica does the same level of estimating for transit trips, but it is not included in the reporting because of a technical issue and Replica did not have the modeling. Benesch has communicated with Replica and the information should be forthcoming on the next release of data and it is expected to be included in the reporting. There is a high concentration of work trips for areas west of I-75. One suggestion alluded to is the potential for a further evaluation from the work trip side rather than the home side. Are there ways we can talk about, from a congestion management standpoint, policies about work trips and their impact on congestion? One item that was not evaluated was workers coming in from Lee County to work in Collier County, so that may need to be evaluated. There are several areas that have a high internal capture of O&D pairs; many of those are in the more developed areas, such as South Naples. There is a good mix of land use and opportunities to satisfy travel needs, therefore, maybe there is an opportunity to look more closely at some of those subareas. One of the other ways some other communities have started using the Replica data, is to look at the Environmental Justice Areas the same way that subareas of the County were evaluated. The MPO can work on this with their 2050 Long-Range Transportation Plan to identify potential opportunities to look at trip

making patterns, and is there a disadvantage to those communities for being able to satisfy travel needs compared with the rest of the County.

Mr. Blain discussed the schedule. Status presentations for TAC and CAC will take place on Monday, September 26, and they will likely be reviewing the draft Report. Mr. Blain would like to get comments back by October 7 to give him enough time to review them and make adjustments as necessary before it is presented again to CMC at the November 16 meeting to take action, and for TAC and CAC to take action on at their November 28 meeting, before the final MPO Board presentation on December 9.

Mr. Blain asked if there were any questions. **Mr. Scott** asked, with respect to the 10,601 county to county trips, for Lee County to go to Lee County; is that because a portion of Bonita Springs is considered going outside of the county and coming back in? In other words, are there a significant number of trips that are going from Lee County to Collier County and back into Lee County? **Mr. Blain** responded that he would check, and thinks the majority of those are somehow on the SR 82/SR 29 connection. **Mr. Scott** pointed out that there is a comment in the draft stating “29 going into Lee County” but that SR 29 does not go into Lee County, it goes into Hendry County. **Mr. Blain** acknowledged that was probably an error in the text. **Mr. Scott** asked for clarification on commercial freight; are certain transponders or telematics known on freight vehicles or is there some other tracking method? **Mr. Blain** responded he thinks it is both. There are some commercial freight providers that data can be collected from because they have been partnered with and some have in-dash systems. **Mr. Blain** offered to follow up to see how much transparency there is with respect to data sources and what Replica will provide. Mr. Blain thinks that different trip characteristics are also evaluated. **Ms. Peters** and **Mr. Scott** discussed that portions of Bonita Springs are in both Lee County and Collier County and there are many agreements out there regarding who is responsible for what, and perhaps it has impacted the reported data. **Mr. Blain** stated that the data related to the subareas should be isolated; he will investigate it. It is not necessarily taking the urbanized area of Bonita into consideration. **Mr. Khawaja** asked what software was used and **Mr. Blain** responded that Replica was used. Replica takes data and combines it with socioeconomic data and spending information. The data is kept anonymous.

Mr. Khawaja confirmed that comments on the draft Report should be provided by October 7. **Ms. Otero** requested that any comments be provided to Ms. McLaughlin and she could forward them on to Mr. Blain.

Ms. Bickett asked what kind of trips constitute errands. **Mr. Blain** responded that he can follow up but does know it includes medical trips and doctor appointments

8. Reports and Presentations (May Require Committee Action)

None.

9. Member Comments

None.

10. Distribution Items (No presentation)

None.

11. Next Meeting Date

November 16, 2022 – 2:00 p.m.

12. Adjournment

There being no further comments or business to discuss, **Mr. Khawaja** adjourned the meeting at 3:44 p.m.