



AGENDA CMC

Congestion Management Committee
Collier County Growth Management Division
South Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104

March 18, 2020
2:00 p.m.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of January 15, 2020 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. Transportation System Performance Report & Action Plan Update
8. Reports and Presentations (May Require Committee Action)
 - A. Local Roads Safety Plan Update
 - B. Call for Projects SU Funding
 - C. Congestion Management Process - Performance Measures Reporting – Data Request
9. Member Comments
10. Distribution Items (No presentation)
11. Next Meeting Date:

Next Meeting Date: April (TBD)
May 20, 2020 at 2 p.m.
12. Adjournment

PLEASE NOTE:

This meeting of the Congestion Management Committee (CMC) of the Collier Metropolitan Planning Organization (MPO) is open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda shall make a request in writing with a description and summary of the item, to the MPO Director or CMC Committee Chair 14 days prior to the date of the next scheduled meeting of the CMC. Any person who decides to appeal a decision of this Committee will need a record of the proceedings pertaining thereto, and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier Metropolitan Planning Organization 72 hours prior to the meeting by calling (239) 252-5884. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO by calling MPO Executive Director, Anne McLaughlin at (239) 252-5884 or by writing to Ms. McLaughlin at 2885 South Horseshoe Dr., Naples, FL 34104.

**CONGESTION MANAGEMENT COMMITTEE OF THE
COLLIER METROPOLITAN PLANNING ORGANIZATION
MAIN CONFERENCE ROOM 2885 SOUTH HORSESHOE DRIVE NAPLES, FL 34104**

**January 15, 2020 Meeting Minutes
2:00 P.M.**

1. Call to Order

Mr. Khawaja called the meeting to order at 2:07 p.m.

2. Roll Call

Ms. Otero called roll and a quorum was not present.

CMC MEMBERS PRESENT

Tony Khawaja, Collier Traffic Ops, Chairman
Karen Homiak, Citizen Advisory Committee (CAC) Representative
Alison Bickett, City of Naples
Tim Pinter, City of Marco Island, Vice-chairman
Dr. Mort Friedman, Bicycle/Pedestrian Advisory Committee (BPAC) Representative
Don Scott, Lee MPO
Omar DeLeon, Public Transit and Neighborhood Enhancement (PTNE)
Lorraine Lantz, Collier County Transportation Planning

CMC MEMBERS ABSENT

Dan Summers, Collier County Emergency Management
John Kasten, Collier School District
David Rivera, City of Naples

MPO STAFF

Brandy Otero, MPO Principal Planner
Karen Intriago, Administrative Assistant

OTHERS PRESENT

Victoria Peters, Florida Department of Transportation (FDOT)
Pierre Beauvoir, Collier Traffic Ops (alternate for Tony Khawaja)
Wally Blain, Tindale Oliver
Zachary Karto, Public Transit and Neighborhood Enhancement (PTNE)

3. Approval of Agenda

Mr. DeLeon moved to approve the Agenda. Second by Mr. Pinter. Carried unanimously.

4. Approval of the September 18th Meeting Minutes

Mr. Pinter noted that Alison Bickett is mentioned as a representative to herself. Ms. Otero stated that it would be corrected.

Mr. Pinter moved to approve the September 18th Meeting Minutes as amended. Second by Ms. Homiak. Carried unanimously.

5. Open to the Public for Comment on Items not on the Agenda

None.

6. Agency Reports

(Allison Bickett arrived at the meeting at 2:15 and a quorum was attained)

A. FDOT

Ms. Peters FHWA will be hosting a Regional ITS Architecture workshop on February 24th from 8:00 a.m. – 4:00 p.m. at the Manatee Operation Center.

B. MPO Director

Ms. Otero noted that the MPO Director will be back on the 21st of January with half days following her surgery.

C. Other Agencies

Mr. DeLeon PTNE has kicked off three studies; Park & Ride, Major Update to the 10-year Transit Development Plan, Comprehensive Operational Analysis. PTNE is also working on constructing 4 bus stops on Fleischmann.

Ms. Lantz Collier County submitted a Safe Walk to School Grant for Golden Terrance Elementary South.

Mr. Beauvoir Collier Traffic Ops is currently working on a LAP project to update Collier's network and be able to share video data with the City of Naples and FDOT District 1. This item will be taken to the Board of County Commissioner on January 28th. FDOT has approved for the County to use a national contract to purchase equipment and professional services.

Mr. Khawaja noted that FDOT changed the school zone speed limit signs to active flashers and stated that they would provide the County with the flashers but stated that it's been a year and the County has not heard from FDOT regarding the flashers. **Ms. Peters** would investigate this mater.

Mr. Scott noted that each county should have discussion over being able to purchase equipment off a pre-approved contract to avoid prolonging the process. **Ms. Peters** stated that she would reach out to the District and FHWA to come up with a solution.

7. Committee Action

A. Election of Chair and Vice- Chair

Ms. Homiak nominated Mr. Khawaja as Chair. Second by Dr. Friedman. Carried unanimously.

Ms. Homiak nominated Mr. Pinter as Vice- Chair. Second by Dr. Friedman. Carried unanimously.

B. Endorse TSP Report Objectives and CMP Network Methodology

Mr. Blain introduced the PowerPoint "*Transportation System Performance Report*" for consideration. Highlights of the presentation included discussing the proposed objectives identified in the report. The presentation also included a review of the 2017 CMP measures and proposed congestion measures. Mr. Blain discussed the development of the draft CMP network, including the existing + committed projects, and the congestion methodology. He outlined the steps and sources used to develop the network and the assumptions applied in defining the congested conditions.

Mr. Khawaja is comfortable with the goals and objectives but that he would like to see each agency in their own spreadsheet in order to allow for separate comparison of each agency. Ms. Bickett agreed and stated that the City of Naples is currently reviewing their standard level of service.

Mr. Blain committed to work on the presentation of the spreadsheet.

Mr. Pinter Marco Island is not equipped with a vehicle counter so the numbers reflected on the Congestion Management Process Network spreadsheet may not be accurate for the streets internal to Marco Island, including Heathwood and Bald Eagle. He stated he was unaware of FDOT count stations on Marco Island. Mr. Blain will confirm the data source and provide the information to Mr. Pinter.

Mr. Pinter moved to endorse TSP Report Objectives and CMP Network Methodology. Second by Ms. Lantz. Carried unanimously.

8. Reports and Presentation (May Require Committee Action)

None.

9. Member Comments

Dr. Friedman question what project is currently being conducted on Livingston Rd. **Ms. Lantz** FP&L has hired a sub-contractor to clear everything in their right-of-way from Radio Rd. to the Lee County line.

10. Distribution Items (No presentation)

A. CMP Newsletter

B. CMP Survey

Committee members requested the survey to be sent out to each agency to allow the publication of it on different platforms.

11. Next Meeting Date

March 18, 2020 at 2 p.m.

12. Adjournment

With no further comments or items to attend to, Mr. Khawaja adjourned the meeting at 3:15 p.m.

EXECUTIVE SUMMARY
Committee Action
Item 7A

Transportation System Performance Report & Action Plan Update

OBJECTIVE: For the committee to receive an update on the consultant's progress and provide input on developing prioritization for identifying congestion reduction strategies for the CMP.

CONSIDERATIONS: The Congestion Management Process 2017 Update (2017 CMP Update) calls for the preparation of a Biennial Transportation System Performance (TSP) Report. Tindale Oliver will provide an update to the Congestion Management Committee for the TSP Report.

At the CMC's January meeting, the initial results of the congestion analysis were presented as one factor affecting roadway congestion. Additional factors affecting congestion will be reviewed with the committee. These include the frequency and rate of motor vehicle crashes (**Attachment 1**), congestion related to school traffic (**Attachment 2**) and recently collected data related to real-time traffic speeds from November 6, 2019 (**Attachment 3**). Collectively these data sources will identify congested areas where CMP strategies can be prioritized for implementation.

Additionally, turning movement counts were conducted at four intersection locations in February. Along with two intersection locations which were counted by Collier County Traffic Ops in February, these six locations are currently being evaluated through the FDOT Capacity Analysis at Junctions (CAP-X) tool for identification of alternative intersection strategies. These strategies will be integrated with the review of congested locations. The six intersections include:

- Immokalee and US 41
- Golden Gate Pkwy and Livingston
- Livingston and Vanderbilt
- Logan Blvd and Green Blvd
- Airport Rd and Pine Ridge Rd
- Golden Gate Pkwy and Santa Barbara Rd

As a data driven approach, the CMP relies on the selection and prioritization of strategies to address the cause of congestion. **Attachment 4** is the list of projects identified in the 2017 CMP and the related strategy. One of the gaps identified through the TSP Update is lack of screening for congested locations prior to the identification and prioritization of strategies. For the TSP update, the suggested approach is to identify the congested locations first and then select the appropriate strategy.

Two examples of evaluating congestion and identifying strategies are shown in **Attachment 5**. These examples reflect the review of strategies for addressing school related and crash related congestion issues. It's recommended that this approach be applied to the remaining congestion locations using the strategies from the 2017 CMP. The use of an expanded list of strategies will be used for screening potential solutions that can be implemented and address the cause of congestion. Priority tiers of locations and their potential strategies will be based on the congestion causing factors as part of the action plan and recommendation of the TSP. Additional recommendations of the TSP will include countywide data availability for determining system reliability as well as considerations for transportation technology advancements.

Response to Public outreach has been strong with more than 2,700 surveys completed to date. The survey has been available to the public since February 15th and will remain open through March 15th. A joint public

meeting for the TSP Update and the 2045 LRTP has been scheduled for March 26th at the Golden Gate Community Center from 5:30 to 7:30. The Committee will receive an update on the outreach and engagement at the meeting.

STAFF RECOMMENDATION: Review approach to defining congested locations through a data-driven analysis and comment on the prioritization of locations and strategies for screening potential solutions.

Prepared By: Brandy Otero, Collier MPO Principal Planner

Attachment 1: High Crash Locations

Attachment 2: School Related Congestion

Attachment 3: Peak Travel Speeds (November 2019)

Attachment 4: 2017 CMP Strategies

Attachment 5: Crash and School Congestion Strategies

Top Intersection Crash Locations (1)

2014 - 2018

Intersection	Total Crashes	Entering Volume	Crash Rate	Frequency / Rate
CR 31 - AIRPORT RD @ CR 896 - PINE RIDGE RD	424	98,886	2.349	Frequency
IMMOKALEE RD (CR 846) @ COLLIER BLVD (CR 951)	418	52,455	4.366	Both
US 41 @ IMMOKALEE RD (CR 846)/111TH AVE N	370	65,919	3.076	Both
VANDERBILT BEACH RD (CR 862) @ LIVINGSTON RD N	360	65,187	3.026	Both
PINE RIDGE RD (CR 896) @ LIVINGSTON RD S	356	81,151	2.404	Frequency
GOLDEN GATE PKWY (CR 886) @ SANTA BARBARA BLVD	350	67,056	2.860	Both
GOLDEN GATE PKWY (CR 886) @ LIVINGSTON RD S	336	75,165	2.449	Frequency
DAVIS BLVD (SR 84) @ AIRPORT RD (CR 31)	321	66,600	2.641	Both
IMMOKALEE RD (CR 846) @ LIVINGSTON RD N	314	81,345	2.115	Frequency
US 41 @ PINE RIDGE RD CR 896/SEAGATE DR	305	67,217	2.486	Frequency
US 41 (SR 90) @ COLLIER BLVD (CR/SR 951)	288	61,227	2.577	Both
GOODLETTE RD (CR 851) @ GOLDEN GATE PKWY (CR 886)	287	72,742	2.162	Frequency
CR 31 - AIRPORT RD @ VANDERBILT BEACH RD (CR 862)	281	69,825	2.205	Frequency
GOLDEN GATE PKWY (CR 886) @ AIRPORT RD (CR 31)	274	87,164	1.722	Frequency
US 41 @ VANDERBILT BEACH RD (CR 862)	267	67,331	2.173	Frequency
COLLIER BLVD (CR 951) @ DAVIS BLVD (SR 84)	247	57,736	2.344	Frequency
COLLIER BLVD (CR 951) @ VANDERBILT BEACH RD (CR 862)	244	43,831	3.050	Both
US 41 @ RATTLESNAKE HAMMOCK RD	242	58,182	2.279	Frequency
COLLIER BLVD (CR 951) @ PINE RIDGE RD (CR 896)/WHITE BLVD	241	42,026	3.142	Both
IMMOKALEE RD (CR 846) @ AIRPORT RD (CR 31)	231	65,938	1.920	Frequency
GOLDEN GATE PKWY (CR 886) @ COLLIER BLVD (CR 951)	220	35,511	3.395	Rate
US 41 @ SHADOWLAWN DR	199	39,872	2.735	Rate
COLLIER BLVD (CR 951) @ GOLDEN GATE BLVD (CR 876)	160	26,335	3.329	Rate
SR 29 - NORTH 15TH STREET @ LAKE TRAFFORD RD (CR 890)	156	19,889	4.298	Rate
SR 29 - NORTH 15TH STREET @ SR 82	144	14,680	5.375	Rate
SR 29 - NORTH 15TH STREET @ IMMOKALEE DR	137	16,716	4.491	Rate
US 41 (SR 45-9TH ST N) @ GOLDEN GATE PKWY (CR 886)	92	10,705	4.709	Rate
SR 82 @ CORKSCREW RD (CR 850)	62	12,920	2.629	Rate
US 41 @ SR 29	50	7,579	3.615	Rate
SR 29 @ OIL WELL RD (CR 858)	29	6,190	2.567	Rate
WESTCLOX ST @ CARSON RD	22	4,257	2.832	Rate
JANES SCENIC DR @ SR 29	8	1,650	2.657	Rate

(1) Locations based on the 20 highest crash frequency and 20 highest crash rate intersections.

Top Segment Crash Locations (1)
2014 - 2018

On Street	From Street	To Street	Total Crashes	Length	AADT	Crash Rate	Frequency / Rate
Golden Gate Pkwy	Santa Barbara Blvd	Collier Blvd	559	2.21	27,496	5.048	Frequency
I 75	Broward County Line	SR 29	470	29.13	22,000	0.402	Both
Airport Rd	Pine Ridge Rd	Orange Blossom Dr	455	1.45	34,686	4.943	Both
Tamiami Trail East	Airport Rd	Rattlesnake Hammock Rd	453	1.69	47,814	3.074	Frequency
Airport Rd	Radio Rd	Golden Gate Pkwy	405	1.43	44,008	3.534	Both
Immokalee Rd	I 75	Logan Blvd	402	1.37	38,245	4.210	Both
Tamiami Trail North	Immokalee Rd	Vanderbilt Beach Rd	396	1.51	35,925	4.005	Both
Golden Gate Blvd	Collier Blvd	Wilson Blvd	381	5.03	25,481	1.630	Frequency
I 75	SR 29	SR 951	366	21.23	24,970	0.378	Frequency
Immokalee Rd	Livingston Rd	I 75	355	0.71	46,874	5.886	Both
Pine Ridge Rd	Livingston Rd	I 75	351	0.95	52,322	3.869	Both
I 75	Pine Ridge Rd	Immokalee Rd	331	4.27	35,295	1.203	Frequency
Immokalee Rd	Logan Blvd	Collier Blvd	331	1.94	89,362	1.048	Frequency
Golden Gate Pkwy	Livingston Rd	I 75	293	2.05	42,756	1.835	Frequency
Davis Blvd	Lakewood Blvd	County Barn Rd	291	1.68	28,243	3.359	Frequency
Airport Rd	Golden Gate Pkwy	Pine Ridge Rd	290	2.59	46,556	1.316	Frequency
Tamiami Trail East	Rattlesnake Hammock Rd	Treetops Dr	280	2.45	37,428	1.674	Frequency
I 75	Immokalee Rd	Lee County Line	278	3.06	99,582	0.501	Frequency
Immokalee Rd	Collier Blvd	Wilson Blvd	271	5.10	29,259	0.995	Frequency
Tamiami Trail North	12th Ave N	Goodlette Rd S	269	1.66	51,500	1.727	Frequency
Radio Road	Livingston Road	Santa Barbara Boulevard	250	1.99	18,398	3.742	Rate
Santa Barbara Boulevard	Golden Gate Parkway	Green Boulevard	215	1.71	20,314	3.391	Rate
Airport Road	Davis Boulevard	North Rd	198	0.52	43,551	4.819	Rate
Collier Boulevard	Golden Gate Pwky	Green Boulevard	177	1.04	27,271	3.420	Rate
Pine Ridge Road	Goodlette-Frank Road	Shirley Street	165	0.67	36,418	3.733	Rate
Immokalee Rd	Stockade Rd	SR 29	157	1.52	6,949	8.155	Rate
Lake Trafford Rd	Carson Rd	SR 29	93	1.00	8,650	5.874	Rate
Immokalee Drive	N 29th St	Charlotte St	91	1.97	6,200	4.074	Rate
SR 29	1st St	9th Street	79	0.50	11,796	7.296	Rate
SR 29	9th Street	Immokalee Dr	76	0.87	12,295	3.893	Rate
Naples Boulevard	Pine Ridge Rd	Airport Rd	66	0.87	12,400	3.372	Rate
Shadowlawn Dr	US 41	Davis Blvd	21	0.59	4,526	4.287	Rate
47th Avenue NE	20th St NE	Golden Gate Main Canal	1	0.37	300	4.936	Rate


(1) Locations based on the 20 highest crash frequency and 20 highest crash rate segments





Collier County Schools with Congestion


SCHOOL NAME	SCHOOL ABBREVIATION	CONGESTION AM	CONGESTION PM
Eden Park Elementary (EPE)	EPE	X	X
Gulf Coast High	GCH	X	X
Golden Gate Elementary North	GGE (N)	X	X
Golden Gate Elementary North	GGE (S)	X	X
Golden Gate High	GGH	X	X
Golden Gate Middle	GGM	X	X
Golden Terrace Elementary (N)	GTE(N)	X	X
Golden Terrace Elementary (S)	GTE(S)	X	X
Immokalee High	I.H.S	X	X
Immokalee Middle	IMS	X	X
Laurel Oak Elementary	LOE	X	X
Lake Trafford Elementary	LTE	X	X
Marco Island Academy	MIA	X	X
Naples High	NHS	X	X
North Naples Middle	NNM	X	X
Naples Park Elementary	NPE	X	X
Osceola Elementary	OES	X	X
Oakridge Middle School	ORM	X	X
Pelican Marsh Elementary	PME	X	X
Palmetto Ridge High	PRH	X	X
Pine Ridge Middle	PRM	X	X
Parkside Elementary	PSE		X



 School

 City Limits

 Parks and Managed Land



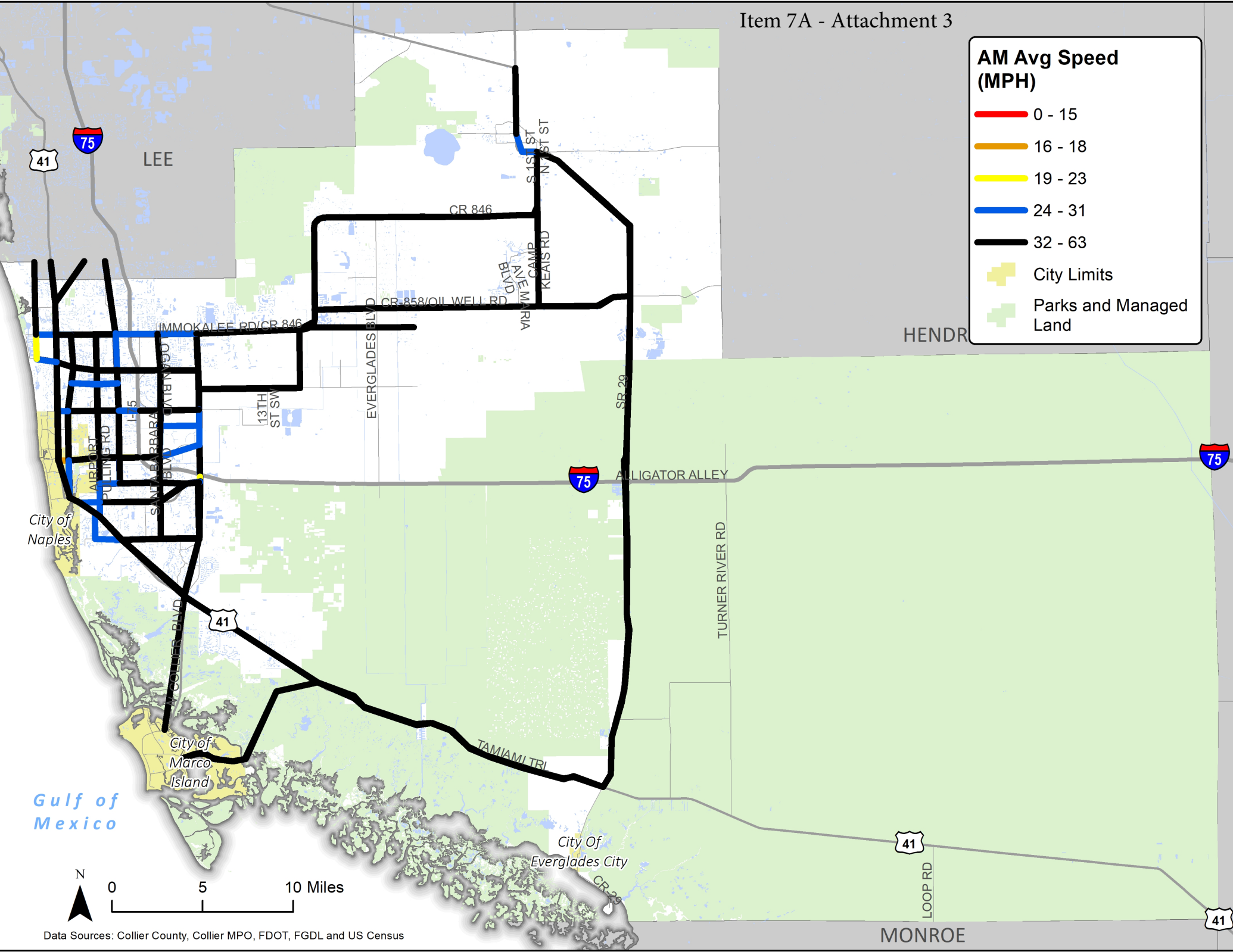
0510 Miles

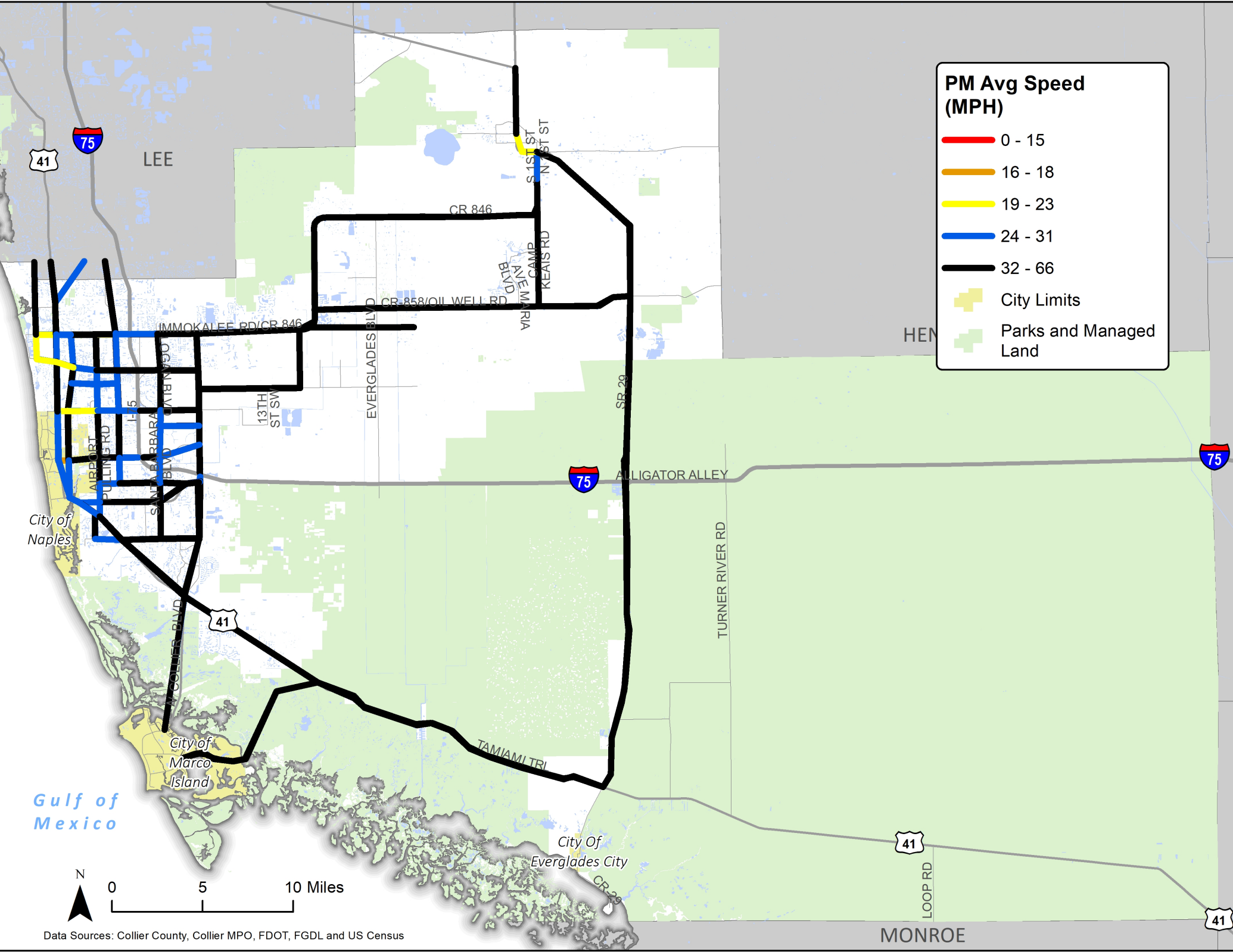
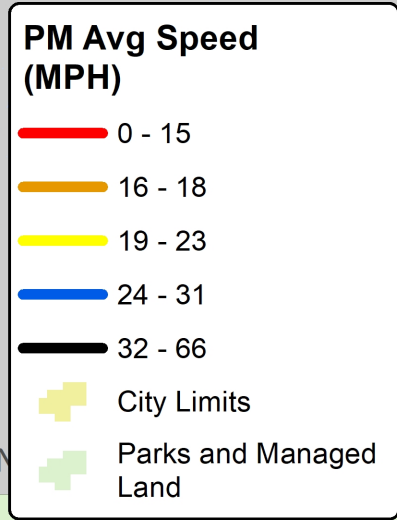
Data Sources: Collier County, Collier MPO, FDOT, FGDL and US Census

**AM Avg Speed
(MPH)**

- 0 - 15
- 16 - 18
- 19 - 23
- 24 - 31
- 32 - 63

- City Limits
- Parks and Managed Land





[illegible]

Table 1: Potential Effectiveness of Road Network Congestion Management Strategies for Schools in Collier County with High Traffic Congestion

ROAD NETWORK CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> • Reduces congestion • Lowers motor vehicle speeds in school zones • Improves pedestrian and bicyclist safety 	
EXAMPLES		Circulation Improvement: <ul style="list-style-type: none"> - Evaluate and optimize traffic signals around school dismissal times - Evaluate pedestrian signal timing (crossing and wait times) - Evaluate the street network to optimize routing to and from school sites 	Infrastructure Tools: <ul style="list-style-type: none"> - Traffic calming measures (curb extensions, chicanes, lateral shifts, roundabouts, etc.) - Traffic control devices (traffic signals, variable message signs, pedestrian hybrid beacons) - Pavement markings and signage (Marked crosswalks, guidance signage, warning signage, speed feedback signage)
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	Medium	Low
	Laurel Oak Elementary (LOE)	Medium	Low
	Marco Island Academy (MIA)	Low	Low
	Naples High (NHS)	High	Medium
	North Naples Middle (NNM)	Medium	Low
	Oakridge Middle School (OMS)	Medium	Medium
	Pelican Marsh Elementary (PME)	Medium	Medium
	Palmetto Ridge High (PRH)	Medium	Low
	Pine Ridge Middle (PRM)	High	Medium

Table 2: Potential Effectiveness of School Site Congestion Management Strategies for Schools in Collier County with High Traffic Congestion

SCHOOL SITE CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> Eliminates peak volume times, reducing congestion Reduces congestion in drop-off and pick-up areas 	
EXAMPLES		Site-Design: <ul style="list-style-type: none"> Establish off-site waiting lots and curbing and parking zones Designate separate entrances and additional entrances for different modes of travel (bus, drop-off/ pick-up, pedestrians/ bicyclists) Establish a priority parking and loading zone for carpool vehicles Provide a pull-through lane to the left side of the on-site drop-off zones to permit passing 	Demand scheduling: <ul style="list-style-type: none"> Stagger dismissal times School Dismissal Automation Software (e.g. PikMyKid, School Pass)
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	Medium	High
	Laurel Oak Elementary (LOE)	High	High
	Marco Island Academy (MIA)	High	Medium
	Naples High (NHS)	Medium	High
	North Naples Middle (NNM)	Medium	Medium
	Oakridge Middle School (OMS)	High	Medium
	Pelican Marsh Elementary (PME)	High	Medium
	Palmetto Ridge High (PRH)	Low	High
	Pine Ridge Middle (PRM)	High	Medium

Table 3: Potential Effectiveness of Transportation Mode Congestion Management Strategies for Schools in Collier County with High Traffic Congestion

TRANSPORTATION MODE CONGESTION MANAGEMENT STRATEGIES			
RESULTS		<ul style="list-style-type: none"> Reduces volume of vehicle traffic Improves pedestrian and bicyclist safety 	
EXAMPLES		Encouragement Solutions: <ul style="list-style-type: none"> Awareness campaign about school bus routes among eligible students School Carpooling Apps (e.g GoKid, KiD CarPool, Carpool to School, Carpools-Kids, Zūm, Hop Skip Drive, Sheprd, Kango) Waking/biking school bus Walk/ride to school days 	Infrastructure Solutions: <ul style="list-style-type: none"> Fill gaps in the pedestrian and bicycle network Path and trail connection from school to adjacent properties Secure and convenient bicycle parking
POTENTIAL EFFECTIVENESS OF CONGESTION MANAGEMENT STRATEGIES	Gulf Coast High (GCH)	High	Medium
	Laurel Oak Elementary (LOE)	High	Low
	Marco Island Academy (MIA)	High	Low
	Naples High (NHS)	High	High
	North Naples Middle (NNM)	High	Low
	Oakridge Middle School (OMS)	High	Medium
	Pelican Marsh Elementary (PME)	High	Medium
	Palmetto Ridge High (PRH)	High	Low
	Pine Ridge Middle (PRM)	High	Low

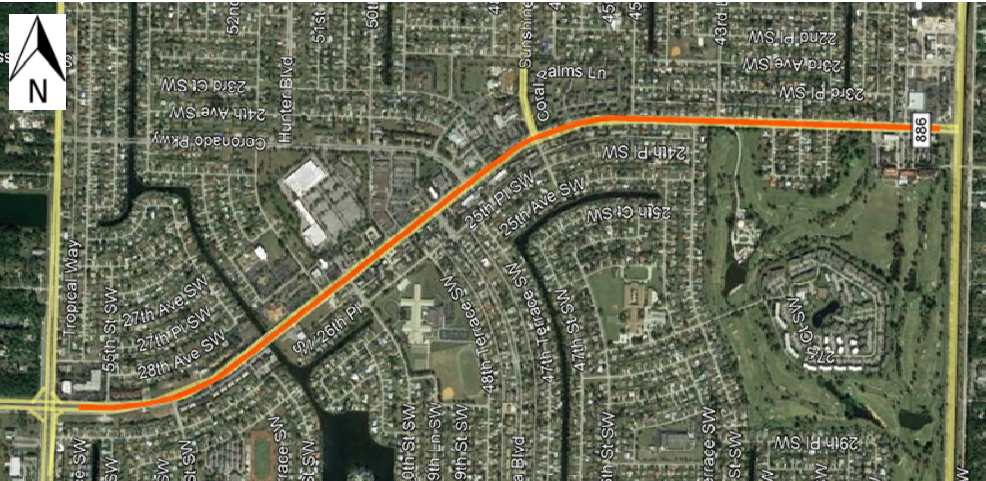
CR-886 (GOLDEN GATE PARKWAY) FROM EAST OF SANTA BARBARA BOULEVARD TO WEST OF CR-951 (COLLIER BOULEVARD)

Corridor Statistics									
AADT	27,496								
Crash Rate	5.048	Higher than Statewide Avg. for Urban 4-Lane Divided, Raised: 3.634							
Preliminary Ranking by Crash Frequency		1							
Preliminary Ranking by Crash Rate		5							
	2014	2015	2016	2017	2018	5-Yr Total	Mean Crashes Per Yr	Serious Injury Crashes	%
Angle	14	16	32	27	21	110	22	1	19.7%
Bike	2	1	1	1	2	7	1.4	1	1.3%
Head-On	2	2	4	1	1	10	2	0	1.8%
Hit Fixed Object	8	4	5	0	2	19	3.8	0	3.4%
Hit Non-Fixed Object	0	0	0	0	1	1	0.2	0	0.2%
Left-turn	22	11	9	14	14	70	14	3	12.5%
Parking Lot	0	1	2	1	0	4	0.8	0	0.7%
Pedestrian	1	1	1	0	0	3	0.6	0	0.5%
Rear-end	37	45	50	51	42	225	45	1	40.3%
Right-turn	3	2	3	2	3	13	2.6	1	2.3%
Sideswipe	15	8	20	16	14	73	14.6	0	13.1%
Single Vehicle	0	0	0	0	1	1	0.2	0	0.2%
Unknown	5	6	2	0	2	15	3	0	2.7%
U-Turn	1	0	2	3	2	8	1.6	0	1.4%
Total	110	97	131	116	105	559	111.8	7	100%
Fatal	0	0	0	0	0	0	0	-	0.0%
Incapacitating	0	1	1	2	3	7	1.4	-	1.3%
Non-Incapacitating	12	8	8	12	9	49	9.8	-	8.8%
Possible	15	9	16	8	13	61	12.2	-	10.9%
None	83	79	106	94	80	442	88.4	-	79.1%
Total	110	97	131	116	105	559	111.8	-	100%
Daylight	82	72	104	83	82	423	84.6	3	75.7%
Dawn	2	1	1	1	1	6	1.2	0	1.1%
Dusk	3	0	2	2	5	12	2.4	0	2.1%
Dark-Lighted	21	20	21	30	17	109	21.8	4	19.5%
Dark-Not Lighted	1	4	3	0	0	8	1.6	0	1.4%
Lighting	1	0	0	0	0	1	0.2	0	0.2%
Total	110	97	131	116	105	559	111.8	7	100%
Dry Roadway	90	82	110	97	87	466	93.2	7	83.4%
Wet Roadway	20	15	21	19	18	93	18.6	0	16.6%
Total	110	97	131	116	105	559	111.8	7	100%

Nighttime Crashes	24.3%	Lower than Statewide Average of 30%
Wet Roadway Crashes	16.6%	

Observations & Recommendations		
Location Description	Crash Trends/ Google Maps Observations	Recommendation
Corridor-wide	225 rear-end crashes; all at intersections; 184 (82%) of all rear-end crashes at signalized intersections; 42 (19%) of all rear-end crashes occurred during wet surface conditions; 47 (21%) of all rear-end crashes occurred at signalized T-intersection at Coronado Pkwy; 40 (18%) of all rear-end crashes occurred at signalized 4-leg intersection at Tropicana Blvd	Review yellow change and all-red clearance intervals. Consider corridor signal retiming study. After signal retiming is completed, monitor crashes to determine if crashes are reduced; if signal retiming does not help with signal progression, consider conducting ICE analysis.
	110 angle crashes; 92 (84%) of all angle crashes occurred at signalized intersections; 29 (26%) of all angle crashes occurred at signalized 4-leg intersection at Sunshine Blvd/47th St SW; 27 (25%) of all angle crashes occurred at signalized 4-leg intersection at Tropicana Blvd	Review yellow change and all-red clearance intervals. Consider corridor signal retiming study. After signal retiming is completed, monitor crashes to determine if crashes are reduced; if signal retiming does not help with signal progression, consider conducting ICE analysis.
	73 sideswipe crashes; 51 (70%) of all sideswipe crashes occurred at signalized intersections; based on preliminary review from Google Maps, there are no advanced street name signs	Install advanced street name signs for signalized intersections; has a Crash Reduction Factor (CRF) of 10% for sideswipe crashes
	70 left-turn crashes; 41 (59%) occurred at signalized intersections; 29 (41%) occurred at unsignalized intersections; 14 left-turn crashes occurred at signalized 4-leg intersection at Sunshine Blvd/47th St SW; some left-turn approaches at intersections have 4-section flashing left-turn signals; 11 left-turn crashes occurred at median opening of 41st St SW	Continue to monitor left-turn crashes at signalized intersections; evaluate feasibility of installing 4-section flashing left turn signals at additional problematic approaches Landscaping along median may cause a sight issue for left turning vehicles; evaluate sight distance and trim or remove landscaping near median openings if obscuring drivers' line of sight
	Signalized Intersections	Based on preliminary review from Google Maps, there are no yellow retroreflective backplates on traffic signals at signalized intersections except: Tropicana Blvd, 47th St SW, and 44th St SW
		Based on preliminary review from Google Maps, there are R10-15s, TURNING VEHICLE YIELD TO PED signs, at all signalized intersections
School Zone	School zone within study corridor; SCHOOL markings on roadway and S1-1 School zone signs present on median and shoulder; children observed crossing CR-886 within school zone in Google Maps; 10 bike/ped crashes; one incapacitating bike crash; nearest crossings across CR-886 within school zone are approximately 0.46 mile apart	Conduct mid-block crossing analysis within school zone to determine if a mid-block crossing is warranted.
		Per FHWA MUTCD Section 7B.15, review state and local statute and conduct an engineering study to determine if a school zone is appropriate for Golden Gate Middle School along CR-886.
At 50th St SW, Coronado Pkwy, and 44th St SW	Based on preliminary review from Google Maps, crosswalk legs are missing from the following signalized intersections: - 50th St SW (Southwest leg) - Coronado Pkwy (Northeast leg) - 44th St SW (East leg)	Determine feasibility of installing special emphasis crosswalks on missing legs of the three intersections with pedestrian signals.

- Other Roadway Characteristics/Observations:
- Segment Funtional Classification: Minor Urban Arterial
 - 4-Lane divided roadway
 - Speed Limit: 35 mph
 - Median is curbed and landscaped with trees
 - Sidewalk and street lighting on both sides
 - No bike lanes



EXECUTIVE SUMMARY
Committee Reports & Presentations
Item 8A

Local Roads Safety Plan Update

OBJECTIVE: For the committee to receive a presentation on the Local Roads Safety Plan.

CONSIDERATIONS: The MPO has hired Tindale Oliver to develop a Local Roads Safety Plan. The project was conceptualized and prioritized by the Congestion Management Committee in 2013. The projected completion date is October 2020. The LRSP will address the “4 Es” of transportation safety – Engineering, Education, Enforcement and Emergency Response.

The Board voiced enthusiasm at their February 14th meeting for developing a Traffic Safety Education Campaign in response to Joe Bonness’s comments as the Bicycle and Pedestrian Advisory Committee Chair regarding the recent fatal crash involving a right-turning vehicle and a cyclist at the intersection of Livingston Rd and Marbella Lakes Drive. Mr. Bonness referred to drivers’ failure to yield to bicyclists and pedestrians in crosswalks as an “epidemic.” Following a lengthy discussion on traffic safety, the Board passed a motion to ask the Community Traffic Safety Team (CTST), which FDOT oversees, to become involved in enhancing the educational prospects of pedestrian and bicycle traffic.

Staff will give a brief presentation on the LRSP, shown in **Attachment 1**. The Scope of Work is included as **Attachment 2**.

The Draft FY21/22 Unified Planning Work Program sets aside \$100,000 for consultant services to implement the public education component of the LRSP.

STAFF RECOMMENDATION: That the committee receive a presentation on the Local Roads Safety Plan

Prepared By: Anne McLaughlin, Executive Director

Attachment 1: Presentation on LRSP

Attachment 2: Scope of Work - LRSP



8B Attachment 1 CMC
3/18/20

Collier MPO Local Road Safety Plan

By: Eric Ortman and Anne McLaughlin, Collier MPO

Presented to: Community Traffic Safety Team - January 2020;
MPO Board, CMC, BPAC, CAC, TAC - March 2020



INTRODUCTION

- Collier MPO's Local Road Safety Plan (LRSP) will **identify transportation safety issues** and **provide a framework for reducing fatalities and serious injuries** on highways and local public roads.
- The framework will be developed through:
 - ✓ Data analysis
 - ✓ Public outreach
 - ✓ Collaboration and coalition building
 - ✓ Development and adoption of recommendations
- Project team will coordinate with MPO advisory committees, FDOT's Community Traffic Safety Team (CTST) and other critical stakeholders at key project milestones.

INTRODUCTION (cont.)

➤ Stakeholders:

- ✓ MPO Advisory Committees: BPAC, CAC, TAC, CMC
- ✓ Safety Engineer - FDOT District 1
- ✓ Community Traffic Safety Team (CTST) & Coordinator - FDOT District 1
- ✓ Collier County Traffic Operations (CMC & TAC)
- ✓ Collier County Transportation Planning (TAC)
- ✓ Collier County Sheriff's Office (CTST)
- ✓ Municipal Police Rep. (CTST)
- ✓ Municipalities (TAC & CMC)
- ✓ Collier County Health Department (BPAC)
- ✓ Collier County School Board (TAC)
- ✓ Cycling & Other Advocacy Groups
- ✓ General Public



LRSP SCOPE AND BUDGET

- Collier MPO's LRSP scope of work encompasses **6 tasks** to be completed in **11 months** (as illustrated on the next slide).

Task	Deliverables	Budget
Task 1: Project Management	<ul style="list-style-type: none">• Project Management Plan (PMP) – Draft and Final• Data Needs Memo	\$25,660
Task 2: Public Outreach	<ul style="list-style-type: none">• Public Involvement Plan (PIP) – Draft and Final• Content for staff to post on the Collier MPO website, online surveys and WikiMap page• Public Involvement Activity Materials and Meeting/Event Attendance• Summary of Public Involvement Activities/Outcomes Technical Memorandum – Draft and Final	\$23,240
Task 3: Crash Data QC and Clean-Up	<ul style="list-style-type: none">• Crash Data QC Technical Memorandum – Draft and Final• Sign Inventory and Analysis Technical Appendix• Other Data Evaluation Technical Appendix	\$34,940
Task 4: Statistical Analysis	<ul style="list-style-type: none">• Statistical Analysis Technical Memorandum – Draft and Final• Infographics and Presentation Materials to Support Public Outreach	\$36,120
Task 5: Recommendations	<ul style="list-style-type: none">• Recommendations, Funding, and Implementation Technical Memorandum – Draft and Final• Infographics and Presentation Materials of Strategies and Demonstration Projects to Support Public Outreach	\$44,240
Task 6: Draft and Final Documents/Presentations	<ul style="list-style-type: none">• Draft LRSP Report• Draft Final LRSP Report• LRSP Presentation• Final LRSP Report (Electronic and 20 Printed Copies)• Data Archive	\$20,550
Total		\$184,750

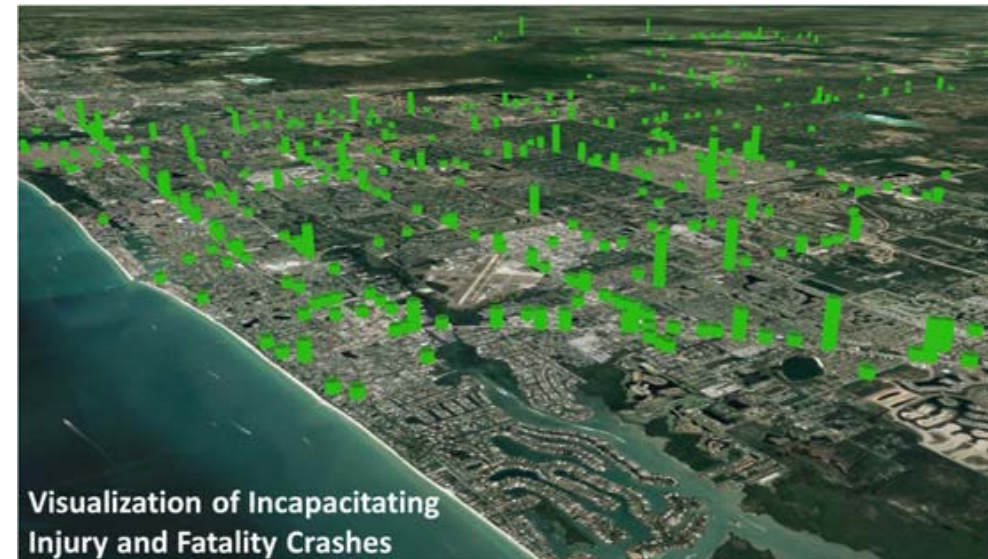
LRSP SCHEDULE

- Collier MPO's LRSP is set to be completed by the end of **September 2020**.
- Collier MPO and the consultant, Tindale Oliver, will regularly communicate to ensure project deliverables are completed within budget and on schedule.

TASKS DESCRIPTION	2019				2020																	
	Nov		Dec		Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sept	
	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	1st half	2nd half	
TASK 1: PROJECT MANAGEMENT																						
TASK 2: PUBLIC OUTREACH																						
TASK 3: CRASH DATA QC AND CLEAN-UP																						
TASK 4: STATISTICAL ANALYSIS																						
TASK 5: RECOMMENDATIONS																						
TASK 6: DRAFT AND FINAL DOCUMENTS/PRESENTATIONS																						

Task Duration

- The data analysis task reviewed **crash data from 2014 to 2018** through:
 - ✓ Crash Data clean up and analysis
 - ✓ Inventory and analysis of Collier County traffic signs
 - ✓ Production of a technical memorandum summarizing findings
 - ✓ Identify key messaging content, target audiences for educational component



RECOMMENDATIONS



- Demonstration Projects
- Best Practices
- Proven Safety Countermeasures
- 4Es – Engineering, Education, Enforcement and Emergency Response
- Framework for Public Coalition

Contact Information



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COUNTY-WIDE STRATEGIC HIGHWAY SAFETY PLAN

SCOPE OF WORK

BACKGROUND

Collier County's Traffic Operations Division submitted the original project description to the Congestion Management Committee (CMC) for prioritization in 2013. The MPO Board approved the project in its list of priorities for its Transportation Management Area (TMA) Surface Transportation-Urban (SU)) funds in 2013.

The County-wide Strategic Highway Safety Plan (SHSP) is called for in the Collier MPO's Unified Planning Work Program (UPWP) and in the MPO's Transportation Improvement Program (TIP) – FPN# 4350411. Work is scheduled to begin in FY 2019. The project definition in the original CMC application reads:

“To develop a comprehensive SHSP with input from a broad range of stakeholders within a strategic planning process through public input meetings, workshops with focus groups, and partnership with federal, state and local agencies. The outcome is to prioritize opportunities to improve highway safety; budget programs and projects; implement highway safety strategies; and reduce the loss of life, injuries and property damage while improving the performance and capacity of the county-wide street and highway network. A SHSP for Collier County will better position the County and incorporated cities within the county to identify projects and to obtain state and federal funding to improve the safety of the streets and highways within Collier County. The purpose of the SHSP is to:

1. *Identify and define areas to improve the safety of Collier County's streets and highways.*
2. *Define strategies and projects, including: improvements to infrastructure (Engineering); driver, bicycle and pedestrian behavior (Education); law enforcement programs (Enforcement); and response of emergency medical services (Emergency Services).*
3. *Identify federal, state and local funding programs.*
4. *Provide structure for evaluating the progress in reducing crashes and fatalities.”*

The Florida Department of Transportation (FDOT) 2016 SHSP is another point of reference. FDOT relies on the “4 Es” – engineering, education, enforcement, and emergency response – as a tool to guide decision-making for improving roadway safety. The 4 E's are used to help identify and organize overarching strategies in a comprehensive manner.

See: http://www.fdot.gov/safety/SHSP2016/FDOT_2016SHSP_Final.pdf

The Collier MPO uses the County's Web-based Crash Data Management System (CDMS) for its crash related data. To maintain continuity of data, the CDMS will provide the statistical basis for developing the SHSP. The CDMS provides GIS mapping, crash data records management, analysis and safety project development.

SAFETY PERFORMANCE MEASURES AND TARGETS

Safety is the first national goal identified in the Fixing America's Surface Transportation (FAST) Act. Under the Highway Safety Improvement Program and Safety Performance Management Measures Rule published in the Federal Register in March 2016, all Metropolitan Planning Organizations (MPOs) were required to adopt Safety Performance Targets by the end of February 2018, and report progress to the State DOT.

FDOT adopted "Vision Zero" targets to meet its goal of no fatalities or injuries for the State. Collier MPO adopted FDOT's Vision Zero safety targets for the national Safety Performance Measures as follow:

1. Number of Fatalities – 0
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) - 0
3. Number of Serious Injuries - 0
4. Rate of Serious Injuries per 100 million VMT - 0
5. Number of Non-motorized Fatalities and Serious Injuries - 0

The SHSP is intended to guide the Collier MPO in identifying projects and programs that support FDOT's Vision Zero safety targets.

TASKS

PART ONE – PROJECT MANAGEMENT & PUBLIC OUTREACH

1. Project Management - provide over-all project management, QA/QC review of documents and provide support services as needed. Activities include a project kick-off meeting, and management and oversight of the activities and products produced by the consultant team members. If subconsultants are used, primary consultant will coordinate delivery of sub-consultant work products, provide technical support during staff review of products and communicate needed revisions to the sub-consultants.
2. Public Outreach – Consultant will develop a Public Involvement Plan (PIP) for the project. PIP will provide on-line opportunities for public input by establishing an interactive project web site and use of social media. Consultant will provide on-line surveys, prepare necessary materials, exhibits, presentations, and handouts for meetings with the MPO Board and Advisory Committees. Consultant will hold one general, public meeting with outreach conducted to the MPO's Advisory Network. Staff will provide the Consultant with the MPO's Advisor Network email list-serve. Consultant will take minutes and record verbal and documented comments from the public, staff and elected officials and keep a record of how comments were addressed. Staff may choose to supplement the consultant-supported outreach by giving presentations to local homeowner's and civic associations and by hosting informational booths at special events. The MPO will follow its Government to Government Public Outreach policy to conduct outreach to Tribal entities. MPO

staff will present to the CAC and BPAC. ***MPO staff will coordinate periodic courtesy reviews by FDOT and incorporate suggested revisions into staff comments provided to the Consultant.***

The Consultant will present to the following entities during the development of the draft and final SHSP. The Consultant should plan on presenting at six meetings:

- (2) MPO Board Meetings (draft and final report)
 - (1) Congestion Management Committee Meeting
 - (2) Technical Advisory Committee Meetings (draft and final report)
 - (1) Public Meeting/Advisor Network list-serve
3. GIS & Other Data - The Consultant will ensure the MPO receives all data pertinent to completion of the report and action plan, including GIS shapefiles, spreadsheets, databases, and all exhibits in PDF or JPEG format.
 4. Crash Report Consistency – The Consultant will collaborate with law enforcement agencies (LEA) including the: Florida Highway Patrol, Collier County Sheriff’s Office (CCSO), City of Naples Police Department and the Marco Island Police Department, to improve the consistency between crash forms used by each LEA, and to improve consistency between the data input into the forms. The Consultant will compare the size and function of each LEA to each other and, for the CCSO to other similar counties.
 5. Traffic Control Signs – The Consultant will address the visibility and size of signs, particularly as it relates to aging drivers; and will develop a dynamic “stepped approach” traffic control sign enhancement program based on metrics

PART TWO – STATISTICAL ANALYSIS

1. The Consultant will have access to the County’s CDMS to conduct a comprehensive analysis ***of***
 - crash locations
 - types
 - conditions
 - causative factors
 - demographics of persons involved
 - trends in the number of crashes, particularly traffic fatalities and serious injuries
2. The Consultant will establish base line metrics for the following statistics
 - a. Fatalities
 - b. Fatal and serious injury crashes for all road users
 - c. Fatal and serious injury crashes for drivers under 24
 - d. Fatal and serious injury crashes for drivers over 60
 - e. Fatal and serious injury crashes for bicyclists and pedestrians
 - f. Fatal and serious injury crashes for intoxicated bicyclists and pedestrians
3. The Consultant will analyze CDMS data for 2013-2017 using the mapping and analytical tools available in the CDMS unless otherwise agreed upon by MPO staff.
4. The analysis will include CDMS-generated Heat Maps to identify high crash locations and corridors.
5. **The analysis will address each of FDOT’s SHSP 12 *Emphasis Areas* as they relate to Collier MPO member entities**, presented in order of the number of statewide fatalities each represents, from greatest to least. FDOT ranked the following list based on statewide statistics. **The Consultant will**

re-order the list based on Collier County statistics (inclusive of Cities of Naples, Marco Island and Everglades City.)

1	Lane Departure Crashes	7	Aging Drivers
2	Impaired Driving crashes	8	Speeding and Aggressive Driving Crashes
3	Pedestrians and Bicyclists (aka "Vulnerable Road Users")	9	Commercial Motor Vehicle Crashes
4	Intersection Crashes	10	Teen Driver Crashes
5	Unrestrained Occupants	11	Distracted Driving Crashes
6	Motorcyclists (aka "Vulnerable Road User")	12	Work Zone Crashes

PART THREE – RECOMMENDATIONS

1. The Consultant will develop program and project recommendations that address the 4 Es for the Emphasis Areas that prove to be most significant in Collier County in terms of causing significant injuries and fatalities. Engineering recommendations will conform to FHWA's Proven Safety Countermeasures. See: <https://safety.fhwa.dot.gov/provencountermeasures/>
2. The Consultant will link each recommended program and project to currently available federal, state and local funding programs based on eligibility.
3. The Consultant will consider projected revenues provided by the MPO to propose a timeline for implementing the recommendations within the following categories
 - a. Short-term – 5-yr TIP; 2-yr UPWP (up to two cycles, 4 years)
 - b. Mid-term – 6-10 years out
 - c. Long-term – 11-15 years out
4. The Consultant will provide a structure for evaluating the progress in reducing crashes and fatalities based on the MPO's adoption of FDOT's Vision Zero safety targets for the national Safety Performance Measures.

PART FOUR – DRAFT AND FINAL DOCUMENT

1. The Consultant will compile a comprehensive first draft of the SHSP for review by MPO staff, followed by the MPO TAC, CMC, CAC, BPAC, and Board
2. The Consultant will prepare a final draft SHSP based on comments received, for review by MPO staff, followed by the MPO TAC, CMS, CAC, BPAC and Board
3. The Consultant will make any final changes necessary based on actions taken by the MPO Board when voting on the SHSP for adoption.
4. The Consultant will submit all associated electronic files, spreadsheets, original graphics and GIS shapefiles to the MPO
5. The Consultant will provide twenty (20) hard copies of final report

Evaluation Committee:

1. Eric Ortman, Collier MPO
2. Greg Strakaluse (or designee), City of Naples, Streets and Drainage Division
3. Andrew Holland (or designee), City of Naples, Planning
4. Trinity Scott (or designee), Collier County, Transportation Planning
5. Tony Khawaja (or designee), Collier County, Traffic Operations
6. Kyle Kemmish, Collier County, CDMS Manager, Traffic Engineering

7. Daniel Smith (or designee), City of Marco Island, Planning

Evaluation Criteria and Scoring

The Consultant must complete the final report within nine (9) months of the issuance of the Notice to Proceed (NTP). The cost proposal must fall within the available budget of \$200,000 to be considered.

- | | |
|---|---------------|
| 1. Ability of Professional Personnel | 20 pts |
| 2. Certified Minority Business Enterprise | 5 pts |
| 3. Past Performance | 25 pts |
| 4. Project Approach, Willingness to Meet Time and Budget Requirements | 20 pts |
| 5. Location | 10 pts |
| 6. Recent, Current and Projected Workloads of the Firm | <u>20 pts</u> |
| | 100 pts |

EXECUTIVE SUMMARY
Committee Reports & Presentations
Item 8B

Calendar Year 2020 Call for Projects

OBJECTIVE: For the committee to receive an update on the calendar year 2020 Call for Projects.

CONSIDERATIONS: The MPO is entering the 5th year of its 5-year allocation cycle for SU/TMA funds. Congestion Management System projects are slated to receive a programming amount for FY 2027 of approximately \$4.13 million. The Transportation System Performance Report (TSPR), intended to guide the development of CMC projects, is scheduled for completion in June 2020. Tindale Oliver is the consultant.

Committee members should come prepared to propose/discuss a new process for the MPO to follow this year and the type of eligibility criteria and submittal requirements that would be most appropriate in light of the draft TSPR.

The proposed schedule for the CMC Call for projects is as follows:

- **March 18, 2020 CMC Meeting** – TSPR Update, Preliminary Notice of Call for Projects, discussion of submittal requirements, reviews and prioritization criteria
- **April 2020** – Additional/special CMC meeting, date TBD, to review Draft TSPR & Action Plan, discuss ramifications for project submittals
- **May 20, 2020 CMC Meeting** –Endorse Draft TSPR & Action Plan; Call for Projects
- **June 12, 2020 MPO Board Meeting** – Approve TSPR & Action Plan
- **July 15, 2020 CMC Meeting** – check-in point for Call for Projects, TSPR implementation
- **August 24, 2020** – Project Concept Sheets Due to MPO
- **September 16, 2020 CMC Meeting** – Preliminary Review of Project Concept Sheets for eligibility, budget and scheduling
- **October 30, 2020** – FDOT D1 Priority Project Information Packet Due to MPO
- **November 18, 2020 CMC Meeting** – Second Review of Project Submittals – FDOT D1 Priority Project Information Packets – Preliminary Rating and Ranking of Projects
- **January 2021 CMC Meeting** – Final Prioritization of Projects
- **February 2021** – MPO submits priority project list to FDOT for review and comment

STAFF RECOMMENDATION: That the committee to receive an update on the calendar year 2020 Call for Projects.

Prepared By: Anne McLaughlin, Executive Director

Attachment 1: 2018 Project Concept Sheet
Attachment 2: 2018 Eligibility Checklist



Collier MPO Congestion Management - Project Concept Sheet

A. REQUIRED PROJECT INFORMATION:

1. Name of Project _____
2. Name of Applicant _____
3. Name of Submitting Jurisdiction _____
4. If this is a multi-jurisdictional application, please list the jurisdictions involved

5. Describe the project and its purpose, including the project limits (if applicable). Attachment? ☐

6. Amount of CMC/ITS funds being requested \$ _____ Estimated Total Project Cost \$ _____
7. Are there specific technical and/or monetary local contributions for this project? If yes, please explain.
YES ☐ NO ☐

8. Anticipated time to complete the project _____
9. Does this project require the acquisition of Right-of-Way? YES ☐ NO ☐

B. PROJECT SPECIFIC DESCRIPTION:

CHECK ALL STATEMENTS BELOW THAT APPLY TO THE PROJECT WITH DOCUMENTED EXPLANATION OF HOW IT APPLIES:

- ☐ 1. CMS/ITS Operations - Uses a Transportation System Management (TSM) approach through management and operations enhancements (i.e. intersection improvements, signal improvements, special events management strategies, incident management). Describe how the project addresses one or more of the following Performance Measures:
- a. Maintains concurrency with FDOT Regional ITS architecture and technological advances in TOC equipment and operations.

- b. Increases the number of signalized intersections connected to ITS by adding _____ intersections.
- c. Improves Travel Time Reliability – Describe how before/after conditions will be measured.

- ☐ 2. Capacity Enhancement – Describe how the project will improve the current LOS of an arterial road segment and/or intersection and how submitting agency will measure results (ie. Current and projected post-construction LOS)

- ☐ 3. Transit – Describe how project addresses one or more of the following Performance Measures:
- a. Increased ridership on existing route AND Increased number of riders identified at specific transit stops before/after installation of shelters

- b. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requirements

- ☐ 4. Nonmotorized Transportation – Describe how project addresses one or more of the following performance measures:

- a. Reduces miles of gaps in cycling network identified in Bike/Ped Inventory 2016

- b. Addresses problem area identified in Bike/Ped Safety Study, Community Walkability Study and/or a Bike/Ped Safety Audit

- ☐ 5. Studies – Project is a study to determine the efficacy of one or more of the following: (Provide supplemental information in attachment)

- a. TDM Program (identify) _____

- b. New network Connections _____

Intermodal Hubs _____

CMS/ITS Project Eligibility Checklist

2018 VERSION

CHECK ALL THAT APPLY

Project ID #	Project Name	Submitting Agency/ Jurisdiction	Eligibility Category #1 CMS/ITS Operations- a) Maintains concurrency w/FDOT Regional ITS &/or Technical advances. CHECK BOX IF YES	Eligibility Category #1 b. Increases # signalized intersections connected CHECK BOX IF YES	Eligibility Category #1 - c. Improves Travel Time Reliability CHECK BOX IF YES	Eligibility Category #2 Capacity Enhancement CHECK BOX IF YES	Eligibility Category #3 - Transit a) Increases ridership on existing route & increases # riders at specific transit stops before/after install. CHECK BOX IF YES	Eligibility Category #3 Transit b) Improves bike/ped connections to bus shelters, inclusive of meeting ADA CHECK BOX IF YES	Eligibility Category #4 Nonmotorized Transport a) reduces miles of gaps in cycling network per 2016 Inventory CHECK BOX IF YES	Eligibility Category #4 b) addresses problem area identified in B/P safety study, Walkability Study or B/P Safety Audit; CHECK BOX IF YES	Eligibility Category #5 Studies - TDM related CHECK BOX IF YES	Eligibility Category # 5 Studies - New Network Connections CHECK BOX IF YES	Eligibility Category # 5 Studies - Intermodal Hubs CHECK BOX IF YES	Estimated Total Funding Request	
1														\$ -	
2														\$ -	
3														\$ -	
4														\$ -	
5														\$ -	
6														\$ -	
7														\$ -	
8														\$ -	
9														\$ -	
														Total Funding Request	\$ -
														Available Budget	\$ 4,134,000

EXECUTIVE SUMMARY
Committee Reports & Presentations
Item 8C

Congestion Management Process – Performance Measures Reporting – Data Request

OBJECTIVE: For the committee to receive a request from the MPO for data pertaining to reporting on performance measures per the (2017) Congestion Management Process.

CONSIDERATIONS: The MPO is preparing for its quadrennial federal certification review this summer. The MPO received a Corrective Action pertaining to the congestion management program during the previous review in 2016:

“Congestion Management Process (CMP): As identified by 23 CFR 450.322(d)(6), the CMP needs to contain evaluation measures that must be used to provide feedback to determine the effectiveness of strategies in the CMP. The MPO has not determined the effectiveness of the CMP strategies. The MPO needs to submit follow-up correspondence and documentation in the CMP that provides an evaluation of the effectiveness of the identified strategies by June 30, 2017. This analysis must clearly reflect the results of the evaluation and how it will guide the selection and use of strategies for future implementation.”

The MPO is requesting the assistance of Collier County Traffic Operations and Public Transit and Neighborhood Enhancements in reporting data on the 2017 CMP performance measures in order to demonstrate continued compliance with this Corrective Action. (**Attachment 1**). The 2017 CMP Performance Measures are shown in **Attachment 2**.

STAFF RECOMMENDATION: That the committee to receive a request from the MPO for data pertaining to reporting on performance measures per the (2017) Congestion Management Process

Prepared By: Anne McLaughlin, Executive Director

Attachment 1: CMP Evaluation Matrix – Projects Completed FYs 2017-2020

Attachment 2: 2017 CMP – Performance Measures

CMP EVALUATION MATRIX - PROJECTS COMPLETED FFY 2017-2020 *Note: projects completed in FY 2020 may only have been in place for a month or two - not enough time to measure results yet*

Compiled from 2017-2021 & 2018-2022 TIPs

	PROJECTS BY COUNTY OPS	FPN	Funded Amt	TIP YR	Description	Performance Measures Per CMP 2017*	Evaluation - Benefits Achieved	Prioritization Date(s)
1	SR 82 (Immokalee Rd) at CR 850 (Corkscrew Rd)	4331751	\$ 906,348	CST 2017	add turn lanes	Identify current benchmark thresholds LOS in the TSPR & establish post-construction LOS during peak season for completed projects- did LOS improve or decline?	TSPR won't achieve intersection LOS, does Traffic Ops have before/after data?	Priority 2012-02 (4 locations)
2	Arterial Monitoring Cameras	4331801	\$ 424,651	CAP 2018	ITS Surveillance System	Maintain concurrency with FDOT Regional ITS Architecture & technological advances in TOC equipment & operations	Yes	Priority 2012-08
3	Airport-Pulling Rd & Pine Ridge Rd Signal Timing	4350191	\$ 452,560	CST 2019	ATMS - Arterial Traffic MGMT	Identify current benchmark thresholds LOS in the TSPR & establish post-construction LOS during peak season for completed projects- did LOS improve or decline?	TSPR won't achieve intersection LOS, does Traffic Ops have before/after data?	Priority 2015-03
4	Traffic Count Stations Updates Collier County	4369711	\$ 345,000	CST 2018	Traffic Ops Improvement	Maintain concurrency with FDOT Regional ITS Architecture & technological advances in TOC equipment & operations	Yes	Priority 2014-02
5	Collier TMC Ops Fund Countywide	4371031	\$ 324,000	2016-2020	Other ITS; \$81,000/yr continuous	Maintain concurrency with FDOT Regional ITS Architecture & technological advances in TOC equipment & operations	Yes	n/a
	PROJECTS BY PTNE	FPN	Funded Amt	TIP YR	Description	Performance Measures Per CMP 2017	Evaluation	Prioritization Date(s)
1	US41 from CR 846 (111th Ave) to N of 91st Ave	4350291	\$ 1,075,658	PE2017 ENV 2019 CST 2020	6' sidewalk on east side and 3 bus shelters	increased ridership on existing routes & increased number of riders identified at specific transit stops before/after installation of shelters. Improved bike/ped connections to bus shelters, inclusive of meeting ADA requiements	Per PTNE shelters have not been installed, still waiting on sidewalk construction. MPO has received data for stops prior to installation for comparison after construction.	Priority 2013-06
2	US 41 from N of Pine Ridge Rd to S of Pelican Bay Blvd	4350401	\$ 2,253,587	CST 2017	Sidewalk	Improved bike/ped connections to bus shelters, inclusive of meeting ADA requiements	Yes	Priority 2015-04, 2014-05
	BIKE/PED PROJECTS BY COUNTY	FPN	Funded Amt	TIP YR	Description	Performance Measures Per CMP 2017	Evaluation	Prioritization Date(s)
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	PROJECTS BY CITY OF NAPLES	FPN	Funded Amt	TIP YR	Description	Performance Measures Per CMP 2017	Evaluation	Prioritization Date(s)
1	Naples TMC Ops Fund City Wide	4371041	\$ 170,000	2016-2020	Other ITS; \$30,000/yr continuous plus \$50k in 2020	Maintain concurrency with FDOT Regional ITS Architecture & technological advances in TOC equipment & operations	Yes	n/a
2	Signal Pre-emption City of Naples	4380941	\$ 234,200	CAP 2018	Traffic Control Devices/System (22 intersections)	not addressed by 2017 CMP	fundamental health/safety improvement - yes	Priority 2015-06

**Note: projects prioritized before 2017 did not have the 2017 CMP as a reference point*

Refer to: P12 and 13 of 2017 CONGESTION MANAGEMENT PROCESS

2017 Update Adopts the Following Performance Measures

The 2017 Update expressly adopts the following performance measures representing a compilation from the 2040 LRTP and applicable measures identified in the foregoing research. Sponsoring agencies are responsible for evaluating and reporting on the following performance measures to the CMS/ITS Committee and to the MPO Board as part of the Biennial Transportation System Performance Report.

Following establishment of baseline measures in the first iteration of the Transportation System Performance Report, the CMS/ITS Committee will propose targets for the MPO Board to consider and adopt for these and, if called for, additional performance measures

CMS/ITS Operations:

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

Capacity Enhancement

- Identify current benchmark thresholds of current Level of Service (LOS) on arterial road segments and at intersections in the biennial Transportation System Performance Report
- Establish post-construction LOS performance during the peak season for completed projects; include analysis of new developments that may have come on-line during the same time period; report on whether LOS improved or declined post-construction; comment on results

Transit:

- Increased ridership on existing routes, and
- Increased number of riders identified at specific transit stops before/after installation of shelters
- Improved bicycle/pedestrian connections to bus shelters, inclusive of meeting ADA requirements

Nonmotorized Transportation:

- Reduction in the miles of gaps in the cycling network identified in the Comprehensive Pathways Plan (CPP) 2017/18 Update (to be incorporated by reference upon adoption)
- Address problem areas specifically identified for bicycle/pedestrian network connections in recent and future Bicycle/Pedestrian Safety Studies, Community Walkability Studies and Bicycle/Pedestrian Safety Audits

Customer Service

- Report on nature of comments/responses and whether numbers indicate an increase in customer satisfaction - comments/responses to County congestion management website.