

Collier County Transit Development Plan

Discussion Group Meeting #2

May 13, 2020 from 10:00 to 12:00

Virtual Meeting



Today's Workshop

- Welcome and Introductions
- Update on Status of TDP
- Online Survey Summary
- Stakeholder Interview Summary
- Mobility Gap Analysis
- Initial Network Alternatives Review
- Initial Alternatives Priorities
- Next Steps
- Next Meeting (July 22)



Welcome & Introductions

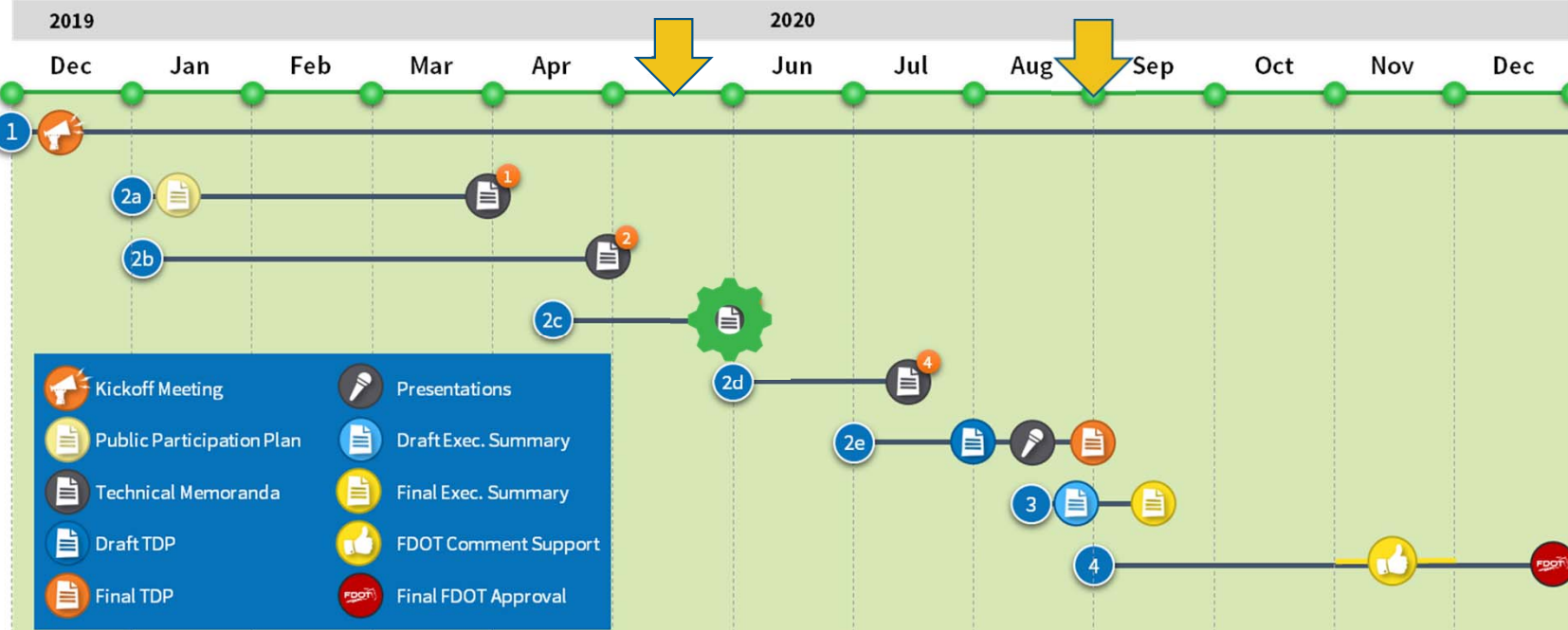
- Project Team Introductions:
 - Josephine Medina, MPO Project Manager
 - Zachary Karto, CAT Project Manager
 - Michelle Arnold, Director
- Working Group Participants:
 - Michele Forrest, FDOT
 - Mary Ross, FDOT
 - Susan Corris, Career Sources
 - Robert Codie, Lee County
 - Lorraine Lantz, County Transportation Planning
 - Leandro Goicoechea, County Engineering
 - Greg Strakaluse, Naples Transportation
 - Daniel Smith, Marco Growth Management
 - Cormac Giblin, County Housing
 - Anita Jenkins, County Zoning
 - James Caton, PTAC
 - Derek Perry, County Attorney
- Others

Today's Focus

- Mobility Needs
- New Network Alternatives
- Improvement Priorities



Study Update TDP Process and Schedule



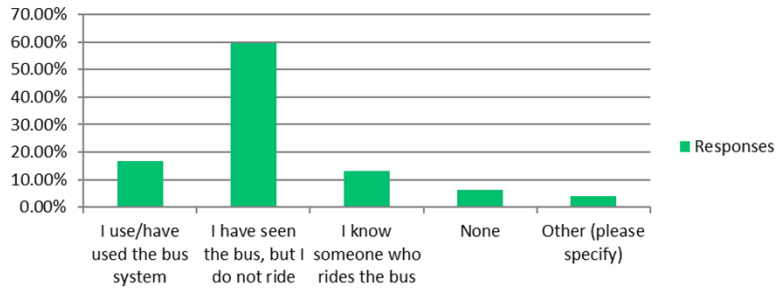
Online Survey

- Twenty-five question on-board rider survey

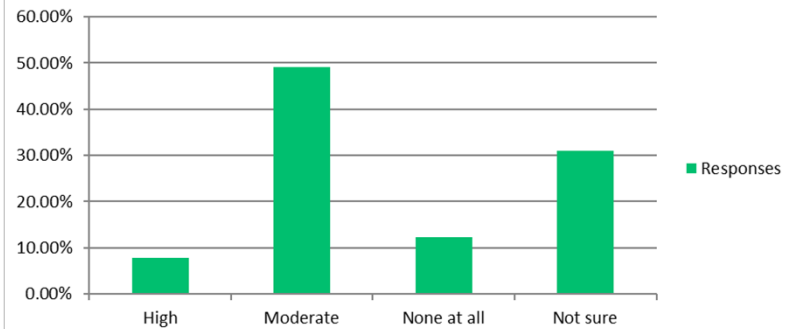


Online Survey

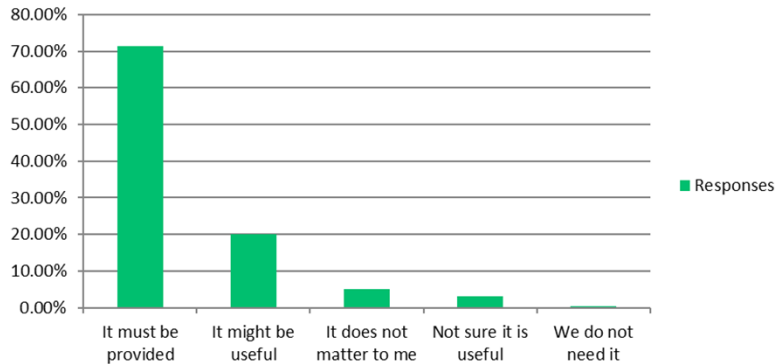
What is your understanding of and experience with Collier County's existing public transportation (CAT) and related mobility services in the area?



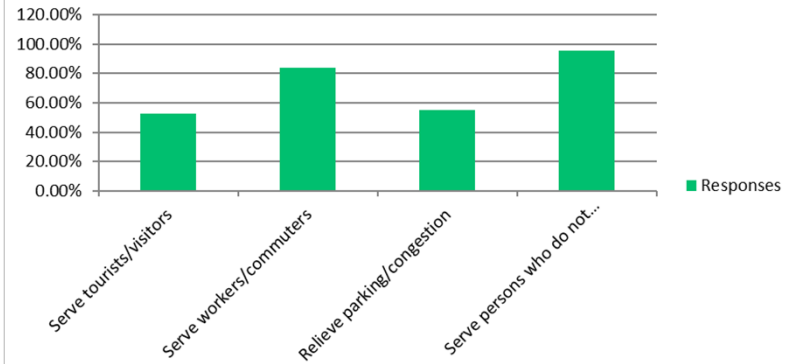
How much awareness is there in Collier County about transit/public transportation?



What is your opinion of transit services in Collier County?

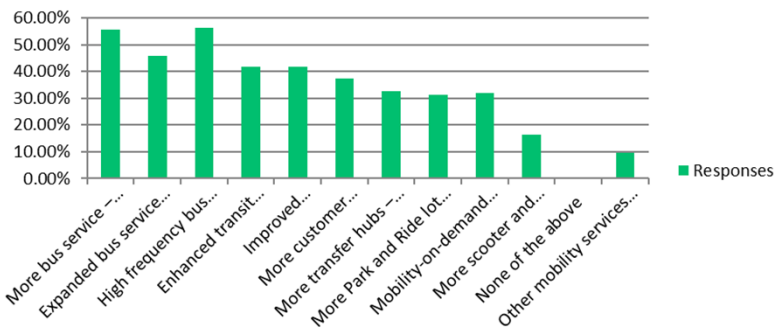


What is your perception of transit's role in Collier County? Check all that apply.

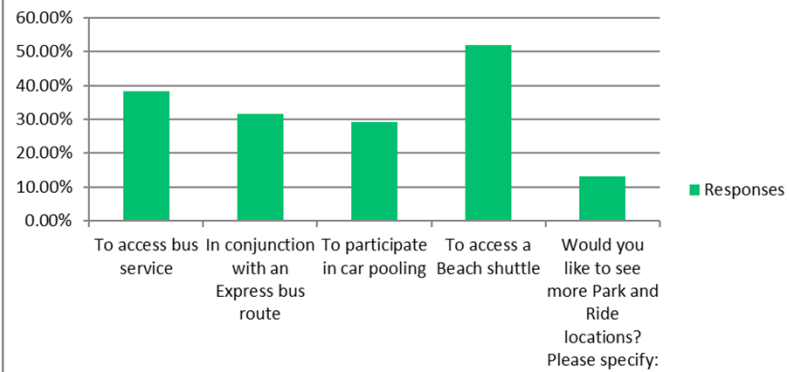


Online Survey

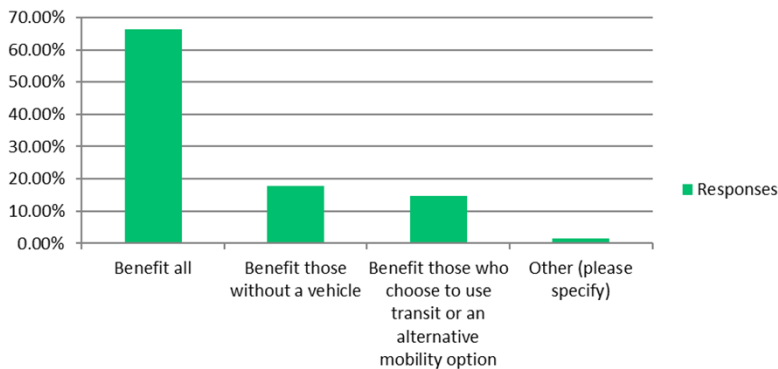
What mobility improvements would you prefer to see in Collier County? Please choose any that apply.



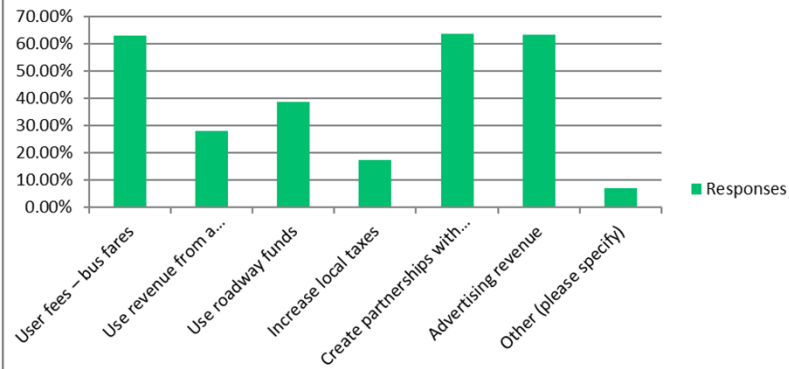
Which of the following would you utilize a Park and Ride lot for?



Who should benefit from mobility improvements?

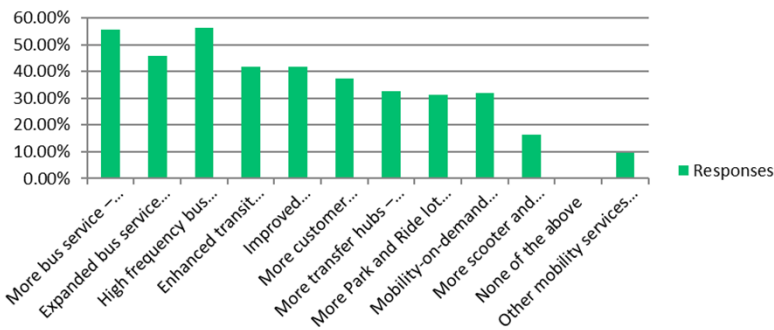


How should we pay for expanded mobility service? Check all that apply.

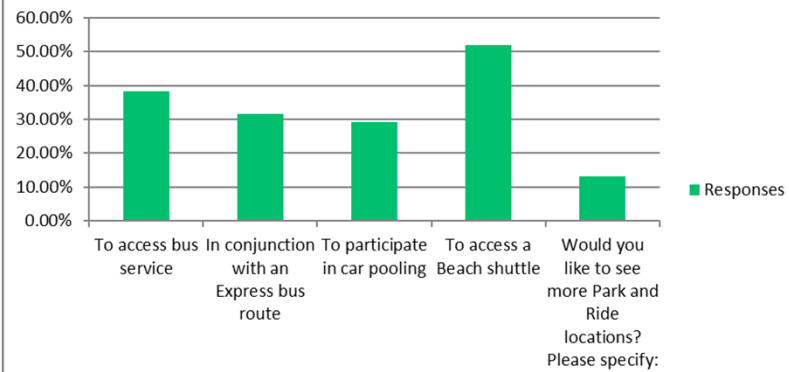


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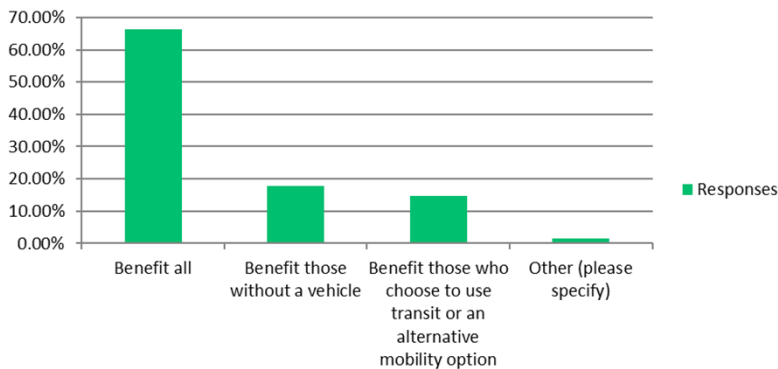
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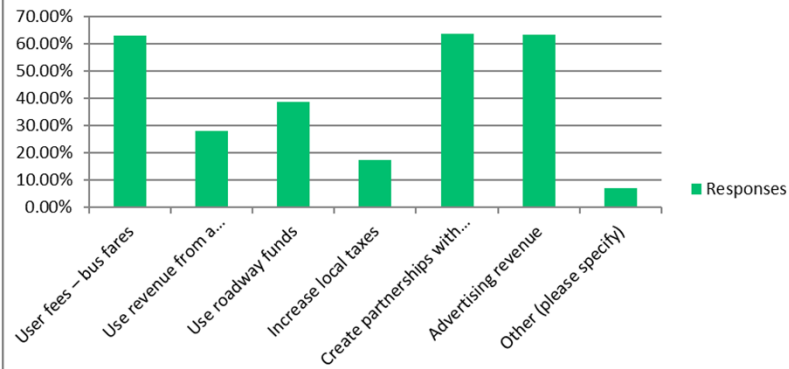
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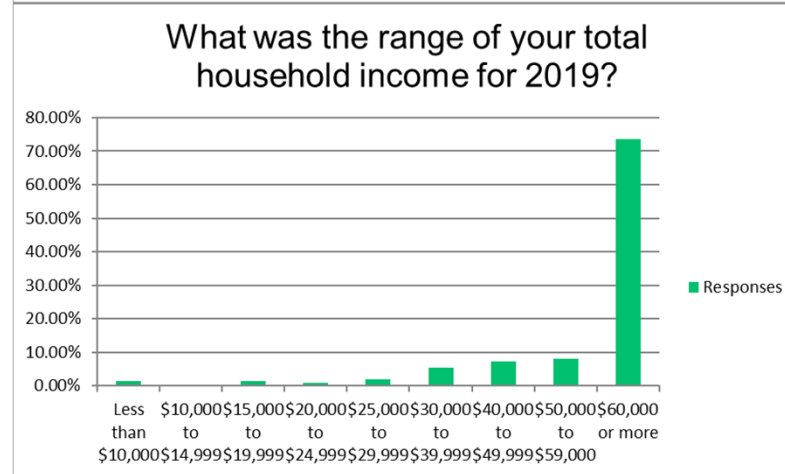
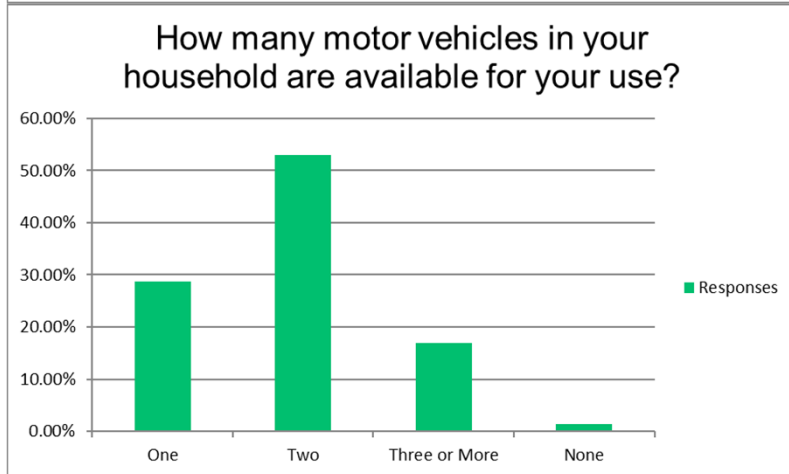
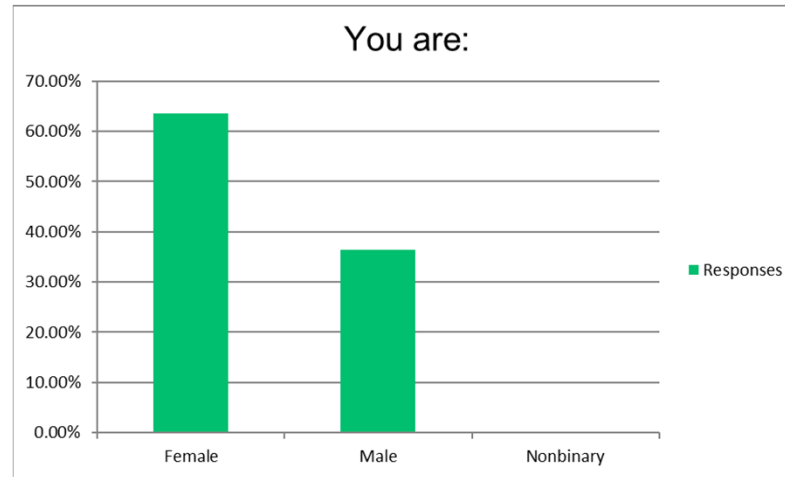
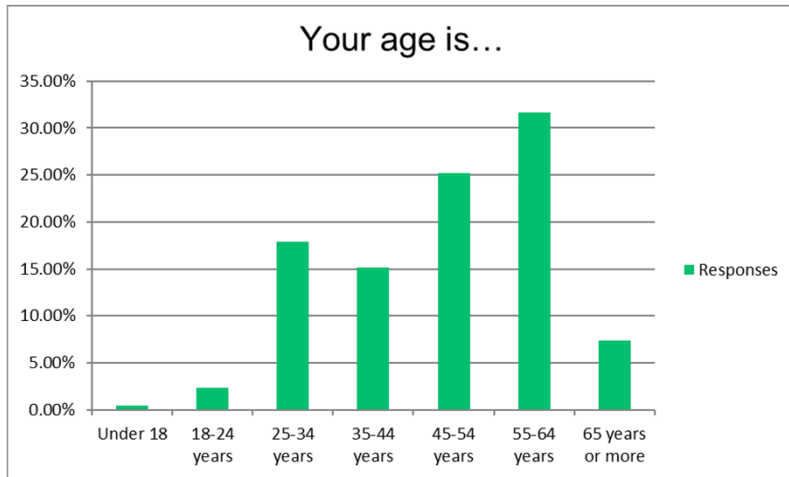
Who should benefit from mobility improvements?



How should we pay for expanded mobility service? Check all that apply.



Online Survey – Respondent Profile



Stakeholder Interview Summary



Awareness of Transit

- low to moderate, folks see the buses but unsure with system

Who should Benefit

- Persons with no vehicle, community, environment, businesses, tourists

Role of Transit

- Serve workers, persons without a vehicle, relieve parking, serve some visitors

How to Pay for Transit

- User fee, new developments, partnerships, advertising

Key Improvements

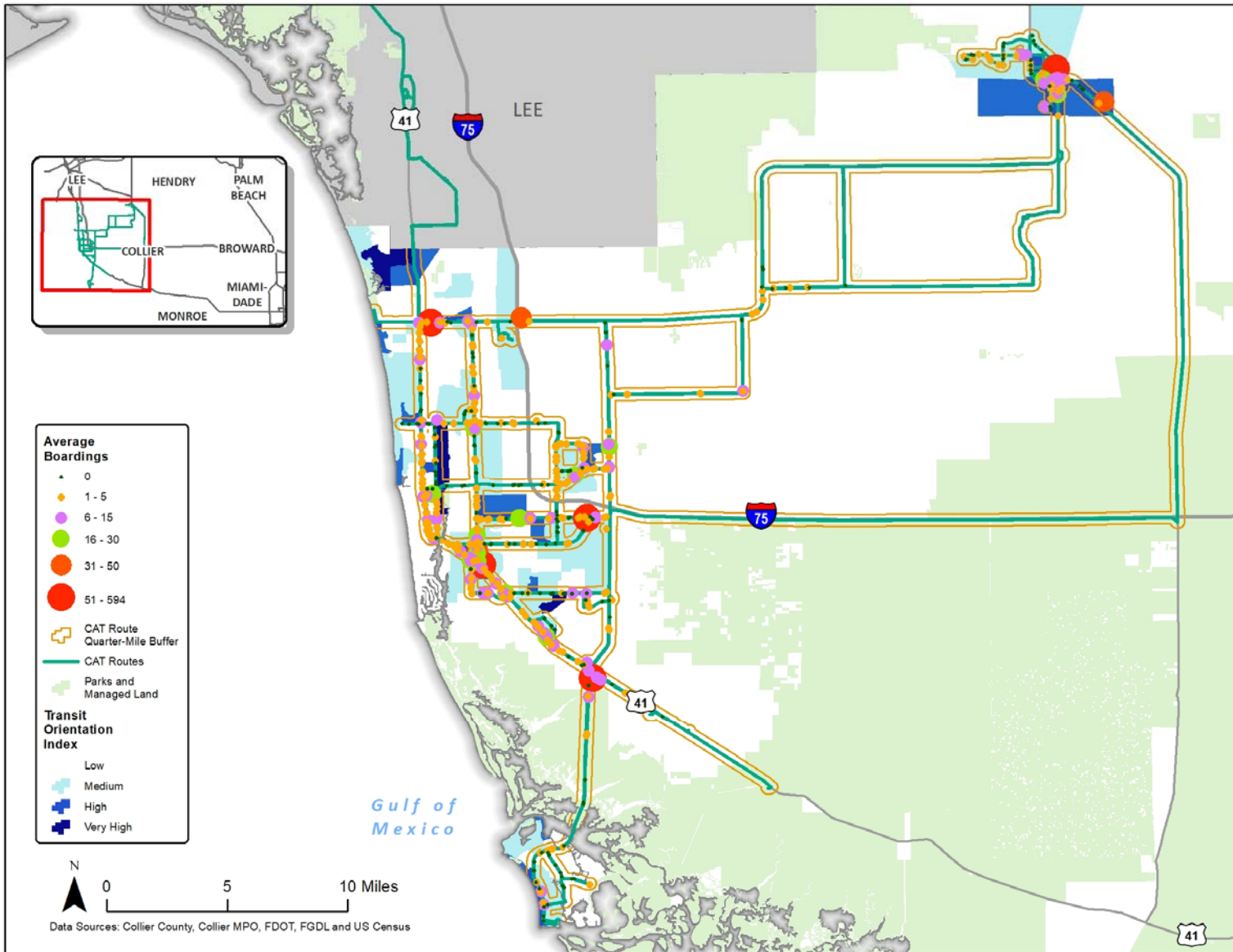
- Span, frequency, shelters, MOD, shelters, multimodal, more service options

Need more service/options

Good for community/economy



Mobility Gap Analysis



Transit Network Design Principals

- Direct and bidirectional routing
- Avoid extensive loops
- Strategic duplication for transfer opportunities
- Make good use of transit hubs at activity centers
- Higher frequency is better
 - Major commercial corridors
 - Downtown corridors
 - High demand routes
- Lower density requires creativity and flexibility
- Mobility on demand
 - As an overlay to streamlined bus network downtown
 - As a tool to serve lower densities areas

Network Alternatives

Collier Area Transit FY-19 Route Performance Metrics



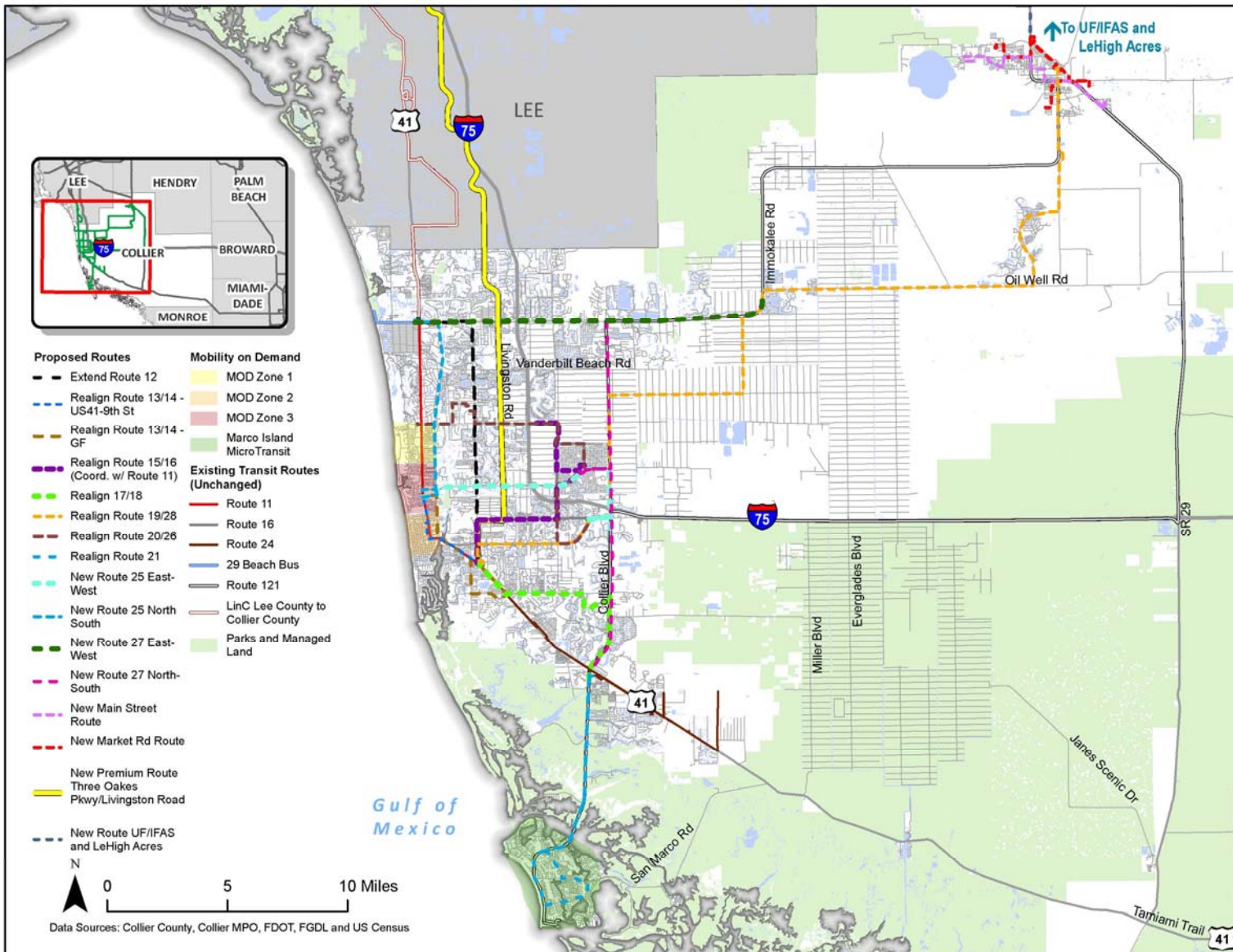
Route	Passengers	Revenue	Operating	Revenue		Passengers		Operating Cost		Pass/Hr Rank
				Miles	Hours	Per Mile	Per Hour	Per Mile	Per Pass	
121	22,229	\$34,142	\$81,256	34,570	987	0.6	22.5	\$2.35	\$3.66	1
15	86,683	\$85,941	\$417,996	78,064	5,078	1.1	17.1	\$5.35	\$4.82	2
12	74,053	\$77,372	\$400,551	72,466	4,866	1.0	15.2	\$5.53	\$5.41	3
11	96,554	\$91,889	\$544,467	97,273	6,614	1.0	14.6	\$5.60	\$5.64	4
14	51,111	\$54,396	\$301,322	45,083	3,660	1.1	14.0	\$6.68	\$5.90	5
13	66,365	\$69,644	\$396,338	62,116	4,815	1.1	13.8	\$6.38	\$5.97	6
19	64,392	\$88,167	\$415,352	155,734	5,046	0.4	12.8	\$2.67	\$6.45	7
24	49,651	\$52,627	\$338,416	65,274	4,111	0.8	12.1	\$5.18	\$6.82	8
16	43,509	\$52,179	\$331,729	60,807	4,030	0.7	10.8	\$5.46	\$7.62	9
28	27,697	\$39,142	\$216,170	88,865	2,626	0.3	10.5	\$2.43	\$7.80	10
22	49,650	\$58,905	\$406,947	103,912	4,943	0.5	10.0	\$3.92	\$8.20	11
17	41,221	\$37,232	\$372,183	65,257	4,521	0.6	9.1	\$5.70	\$9.03	12
18	27,836	\$26,564	\$292,532	50,105	3,554	0.6	7.8	\$5.84	\$10.51	13
23	27,918	\$34,158	\$349,103	116,692	4,241	0.2	6.6	\$2.99	\$12.50	14
27	29,857	\$32,435	\$383,149	85,424	4,654	0.3	6.4	\$4.49	\$12.83	15
21	11,694	\$16,959	\$151,489	39,963	1,840	0.3	6.4	\$3.79	\$12.95	16
25	15,986	\$19,069	\$235,306	55,883	2,858	0.3	5.6	\$4.21	\$14.72	17
20	6,545	\$7,279	\$119,235	25,788	1,448	0.3	4.5	\$4.62	\$18.22	18
29	6,738	\$0	\$136,607	37,709	1,659	0.2	4.1	\$3.62	\$20.27	19
26	5,730	\$7,137	\$124,358	24,387	1,511	0.2	3.8	\$5.10	\$21.70	20
System Total	805,419	\$885,236	\$6,014,508	1,365,373	73,063	0.6	11.0	\$4.41	\$7.47	

Note: Metrics in red fall below the average for the system.

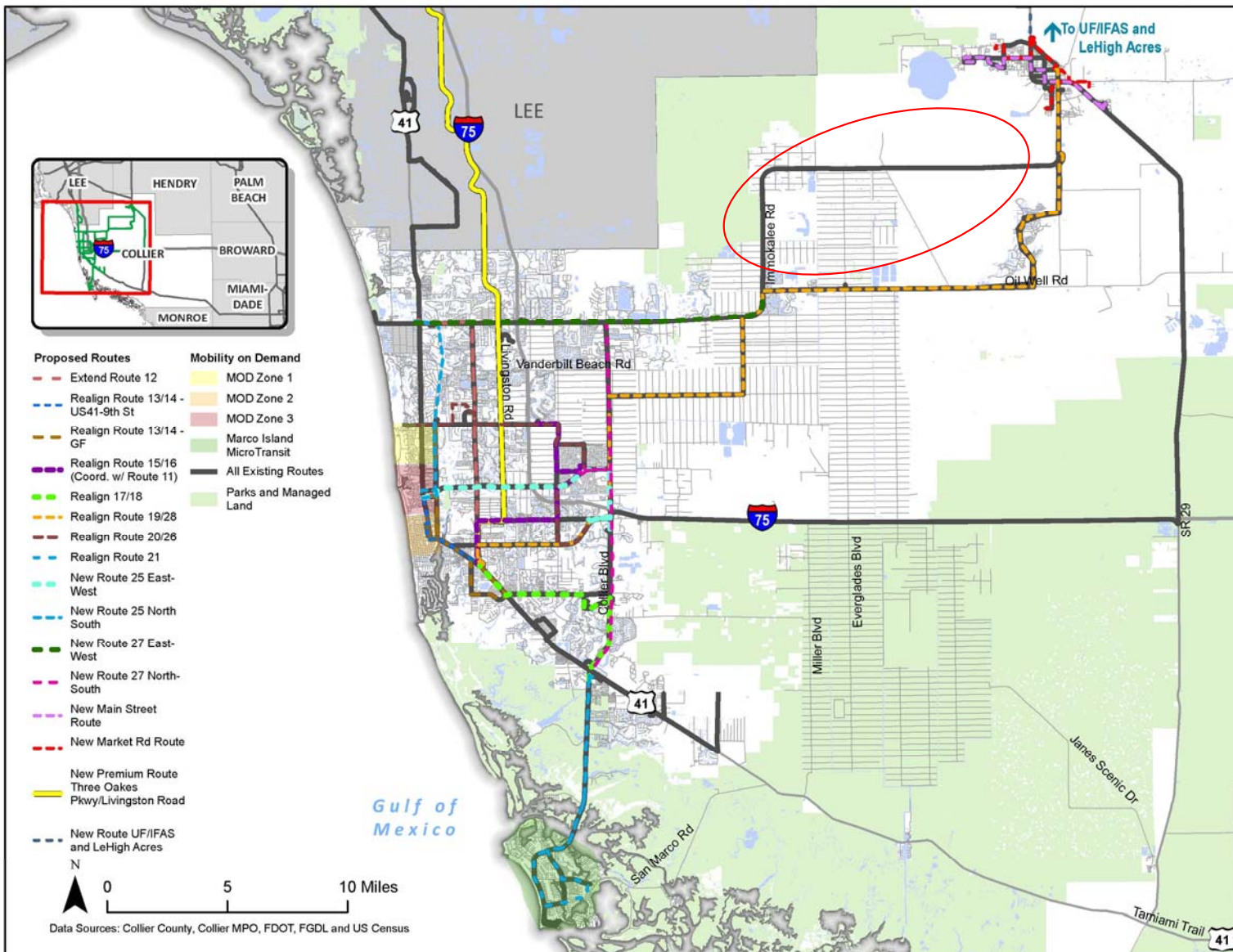
Note: MB operating costs based on FY2018 NTD \$82.32



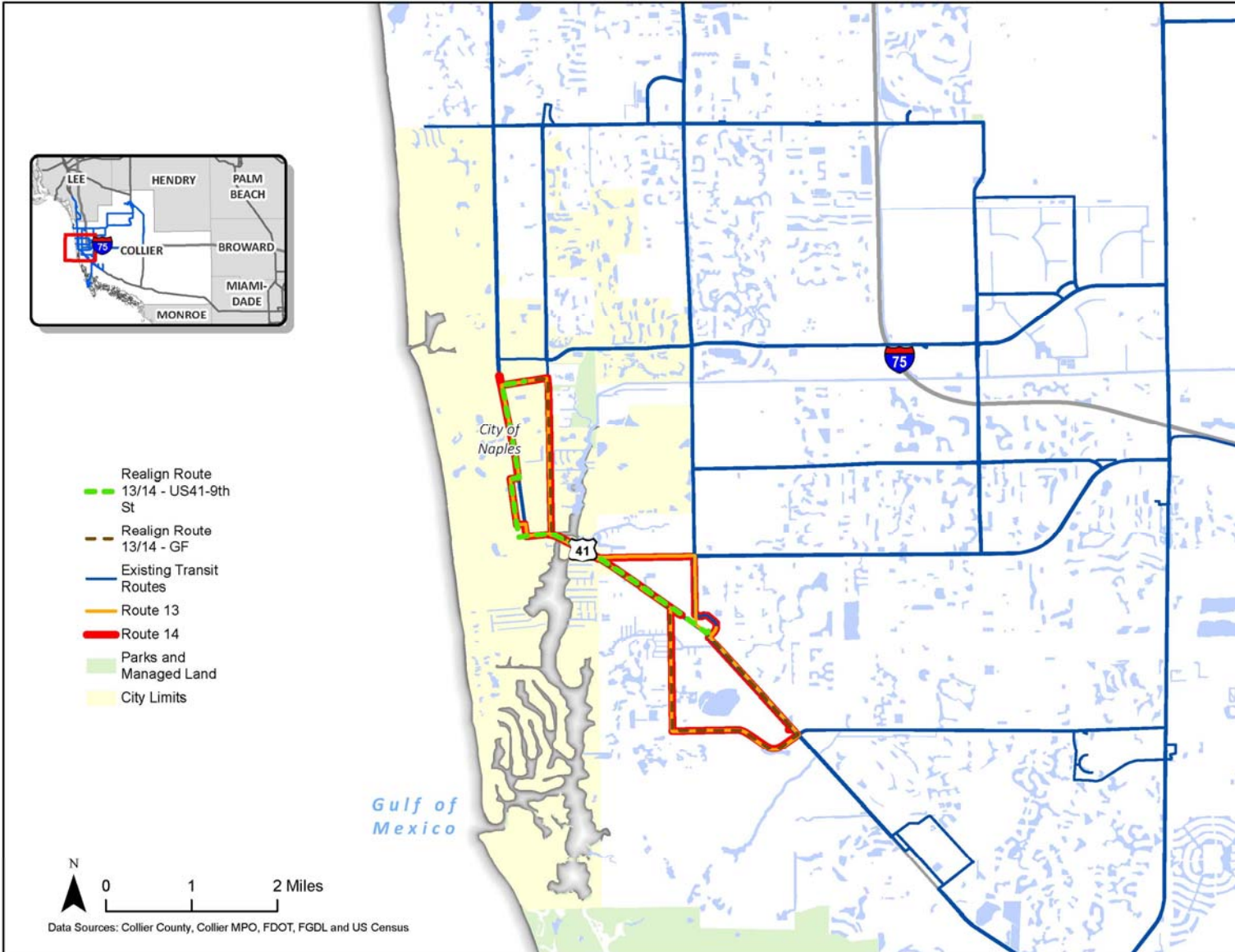
Network Alternatives



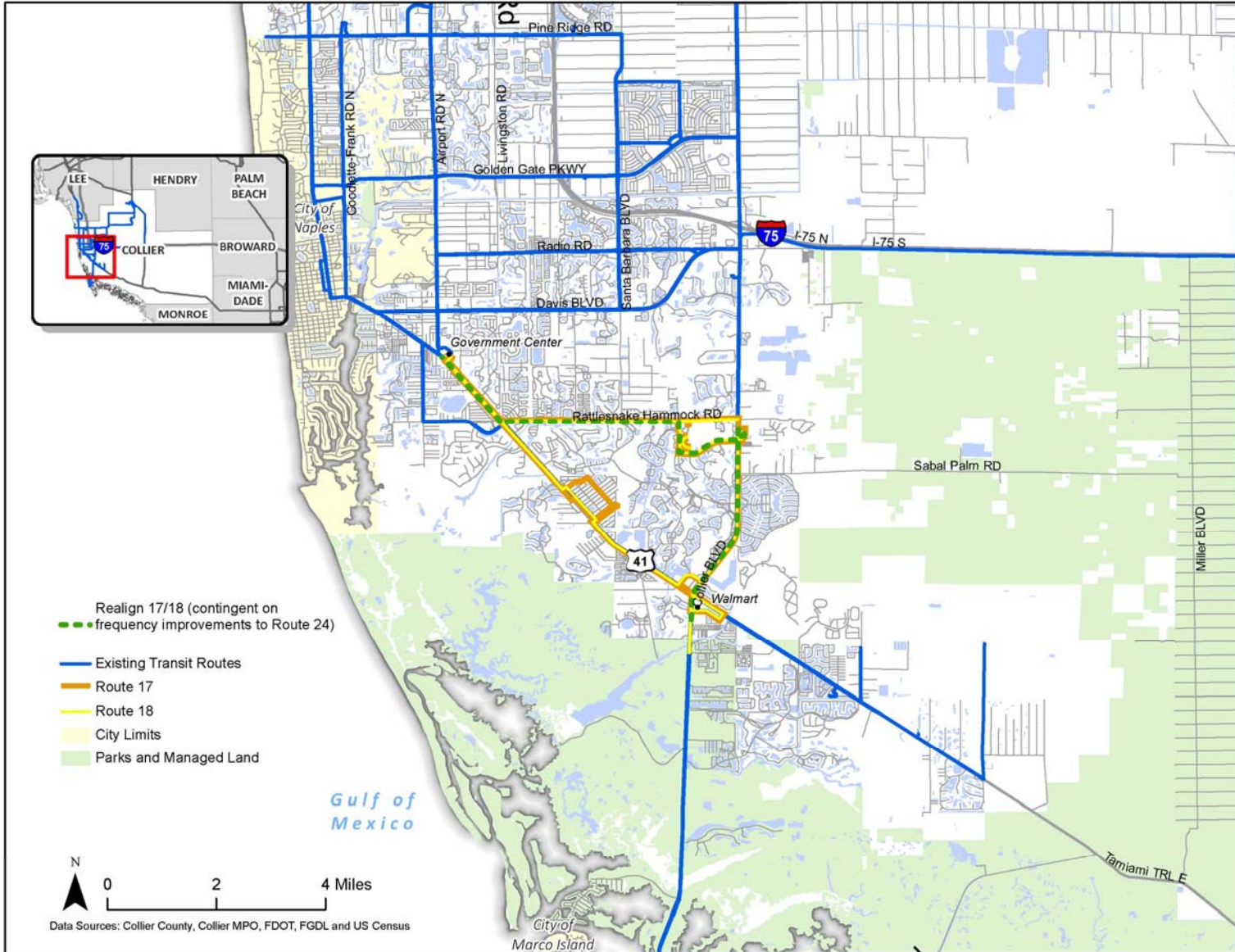
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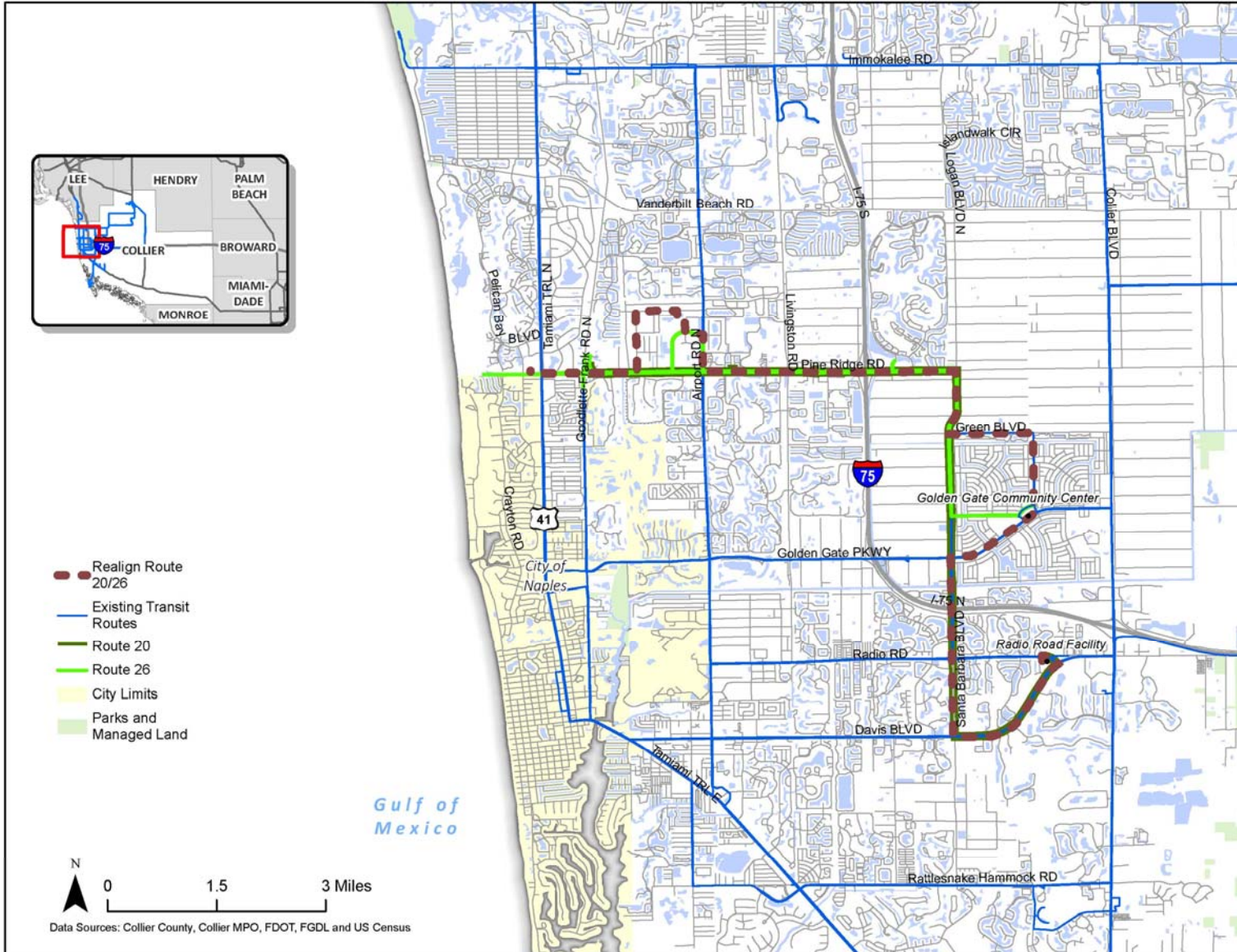
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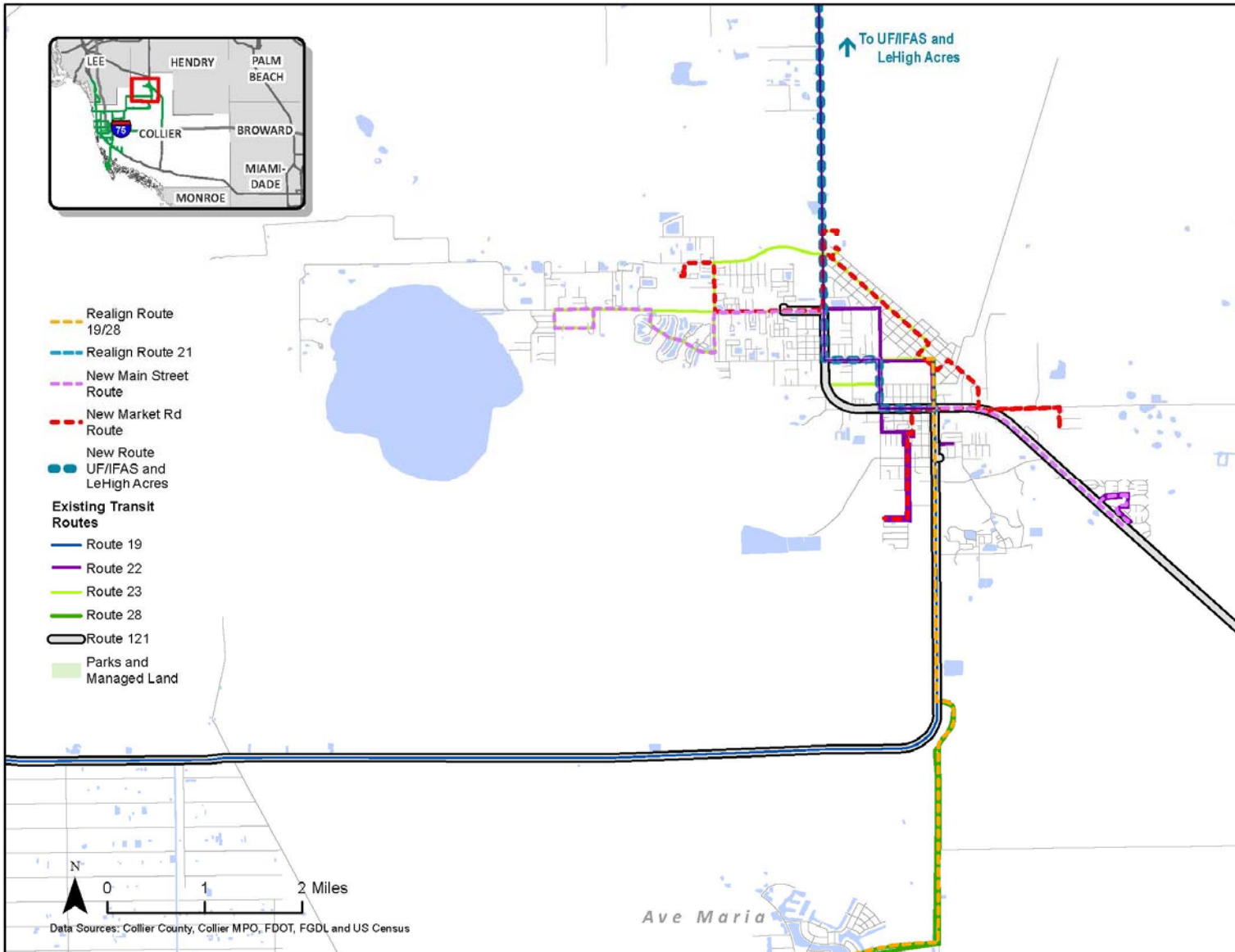
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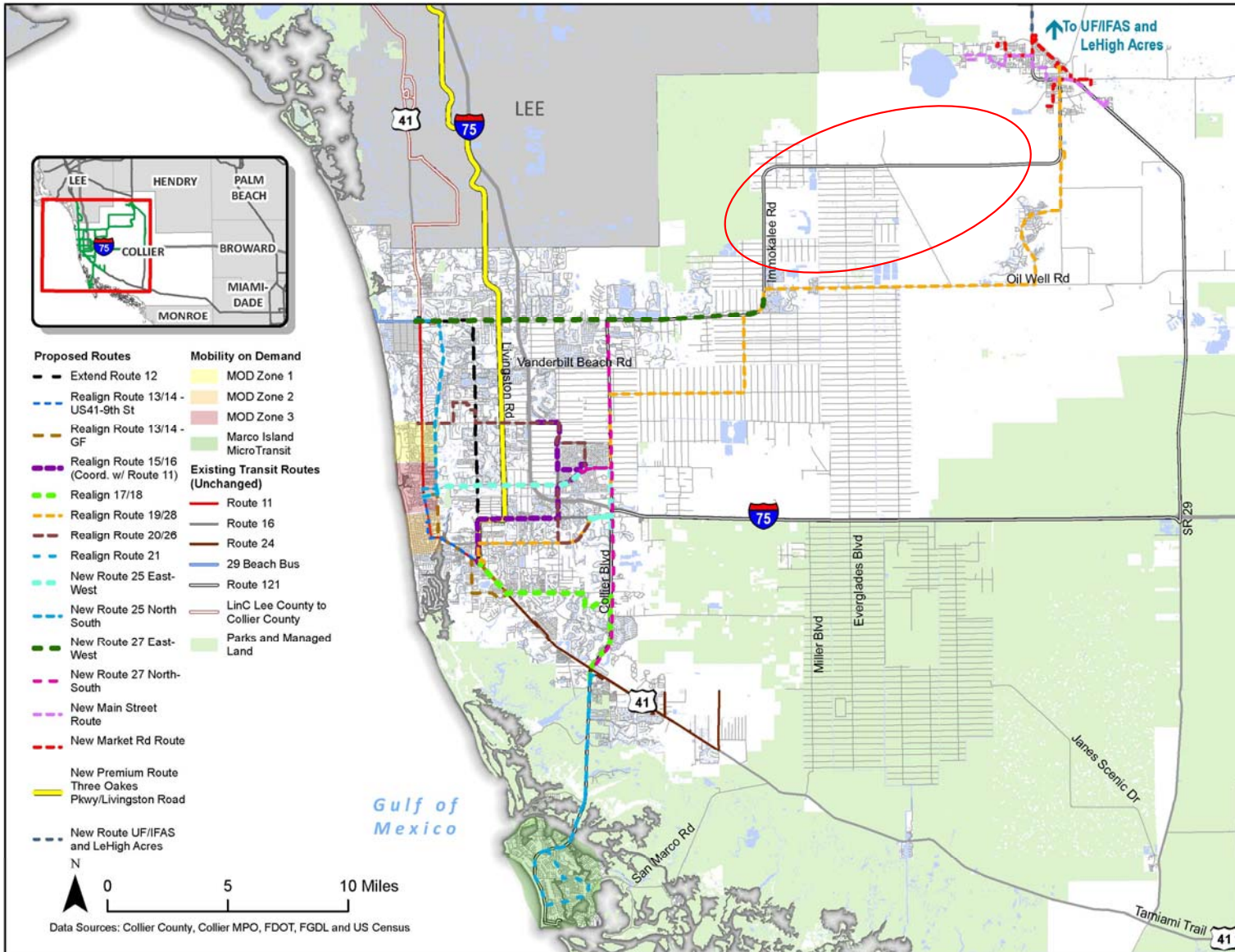
Network Alternatives



Network Alternatives



Network Alternatives



Network Alternatives

Transit Network Changes

- Eliminated extensive loops
- Created direct and bidirectional routing
- Enhanced and added service along key corridors
- Enhanced service to transit hubs at activity centers
- Saved service hours to improve frequency
- Mobility on demand downtown and Marco Island

Expected Impacts

- Increase network understandability and ease of use
- Increase service frequencies
- More direct travel and reduce travel times



Initial Alternatives Priorities

Route/Network Changes

- a) Route 12 – extend service to 41/Immokalee Road
- b) Route 13/14 – break into two bidirectional routes
- c) Route 15/16 – combine into one bidirectional route
- d) Route 17/18 – combine into one bidirectional route
- e) Route 19 eliminate, keep Route 28
- f) Route 20/26 – combine, extend to 41 and Pine Ridge Road
- g) Route 21 – streamline on Marco Island plus MOD
- h) Route 25 - E-W and N-S bidirectional routes
- i) Route 27 – E-W and N-S bidirectional routes
- j) Revised Routes in Immokalee, Lehigh Acres connection
- k) Lee County connector – Govt Center to Gulf Coast Town Center

Initial Alternatives Priorities

Technology and Policy Considerations

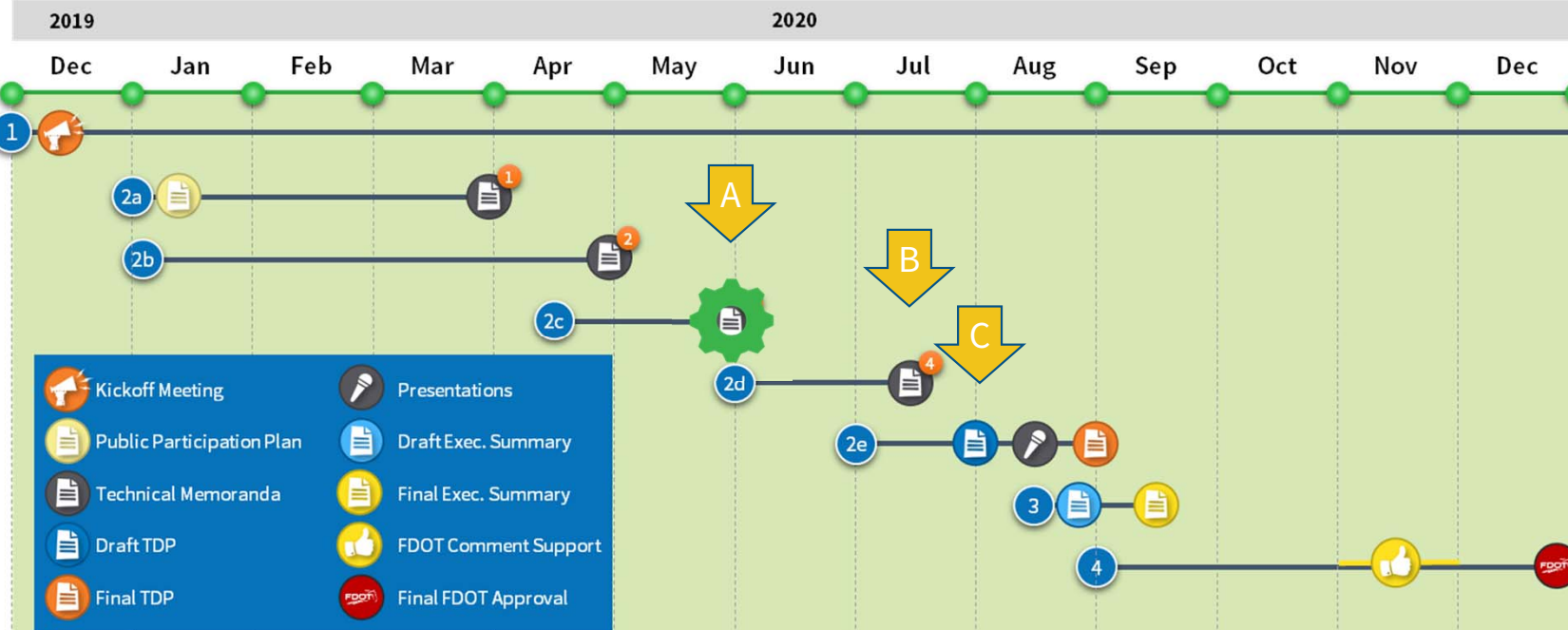
- a) MOD service zones
 - a) Naples, Marco Island
 - b) Immokalee, Golden Gate, other hard to reach areas with demand
 - c) Use of MOD for all to serve general public and growing ADA demand
- b) Emphasis on improved service frequency
 - a) Add AM and PM trip to Route 121
 - b) Add frequency to Route 24
 - c) Use saved service hours to add frequency top routes
- c) Role for premium service along key commercial corridors
- d) Role for park and ride lots, vanpools, express buses
- e) Need for more compact and connected land use
- f) Other mobility priorities

Next Steps

Thank you for participating in this Working Group meeting!
The third meeting will follow public workshops. We will review the TDP prior to it going to the MPO and BCC.
The third meeting is scheduled for July 22, 2020.



Next Steps



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Randall Farwell – rfarwell@tindaleoliver.com

Josephine Medina – Josephine.Medina@colliercountyfl.gov

Zachary Karto – Zachary.Karto@colliercountyfl.gov

