

# COLLIER AREA TRANSIT - PARK AND RIDE STUDY



**JACOBS**<sup>®</sup>

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STAKEHOLDERS

# Overview



Population growth in Collier County is approximately 2% per year. This growth results in traffic congestion on its arterial network.

The development of Park & Ride facilities is being explored in an effort to help alleviate some of the congestion, providing areas where commuters can park and take public transit into the urbanized areas.

In 2005, a Park & Ride study was conducted for Collier County and the results indicated that there were favorable conditions and locations where these sites could be successful.





# Purpose

The purpose of the study is to identify and develop a standardized methodology for locating, operating, and maintaining Park & Ride sites within Collier County.

- ✓ Park & Ride sites will allow the integration of various transit modes and provide greater access to the public transit system.

This Study will re-evaluate the sites identified in 2005 Study, as well as additional sites identified by project stakeholders, to determine which sites have the highest potential to serve as Park & Ride lots.









# Site Identification and Evaluation

Sites will be analyzed and ranked based on various criteria including but not limited to:

Visibility - Is the site easy to find or close to a primary roadway? Consider safety issues such as lighting.

Transit Linkage - Does the site offer a broad range of route options? Potential near term linkages between CAT and LeeTran will also need to be addressed.

Location - Is the site close to key activity area (businesses, stores, retail, recreational, educational)? Would they benefit from having a site adjacent? In addition, is the site located in proximity of a pathway, bike route, sidewalk or major roadway? Is it a County owned site? Is the property available? Are current property owners amenable to participating?

Access - Is there easy access to and from the site? If traffic makes it consistently difficult to access the facility, customers will be discouraged from utilizing it. Access Management is a key issue - especially Bus Access.

Cost - Is it cost effective to develop this site? A currently developed site would be a much lower cost initial investment.





# Upcoming Activities – Q2 2020

- ☐ Continue reaching out and solicit input from stakeholders.
- ☐ Research funding opportunities and programs.
- ☐ Continue the Research of potential sites.
- ☐ Begin the Evaluation of potential sites.



# Upcoming Activities – Q2 2020

## Site Evaluations

CAT Park and Ride Site Evaluation Form		
Proposed Location Name and Address:		
Location ID:	No. of Proposed Spaces:	Overall Score: /360
<b>Evaluation Criteria</b>		
<b>Score Weight Total</b>		
1. Is the Site on a major arterial? <i>(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)</i>		
	3	0
2. Is the Site located on an existing transit line? If so, indicate which route. <i>(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)</i>		
	2	0
3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID. Is it a well-used stop? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i>		
	1	0
4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site? <i>(Shelter &amp; bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)</i>		
	1	0

CAT Park and Ride Site Evaluation Form		
Proposed Location Name and Address:		
Location ID:	No. of Proposed Spaces:	Overall Score: /360
<b>Evaluation Criteria</b>		
<b>Score Weight Total</b>		
1. Is the Site on a major arterial? <i>(Along major: 10 pts; Within 0.25 mi: 8 pts; Within 0.5 mi: 6 points; Within 0.75 mi: 4 pts)</i>		
	3	0
2. Is the Site located on an existing transit line? If so, indicate which route. <i>(On existing: 10 pts; Within 0.25 miles: 8 pts; Within 0.5 miles: 6 pts)</i>		
	2	0
3. Is there an existing bus stop adjacent to the Site? If so, indicate the bus stop ID. Is it a well-used stop? <i>(Yes: 10 pts; Within 250 ft: 8 pts; Within 500 ft: 6 pts; Within 750 ft: 4 pts; Within 1,000 ft: 2 pts)</i>		
	1	0
4. Does the existing bus stop have passenger amenities (shelter & bench)? If no, is there ROW available for amenities at the Site? <i>(Shelter &amp; bench: 10 pts; Bench only: 7 pts; ROW available: 6 pts)</i>		
	1	0
5. Is the Site located upstream of a congested segment based on anticipated travel path in the AM and/or PM (circle what applies)? Note: Anticipate future growth. <i>(Within 0.5 mi: 10 pts; Within 1 mi: 8 pts; Within 2 mi: 4 pts)</i>		
	2	0
6. Does the site have good visibility (from arterial)? <i>(Clearly visible: 10 pts; Partially visible: 8 pts)</i>		
	1.5	0
7. How far is the Site from the CBD or Activity Center? <i>(1-3 miles: 10 pts; Within 3 miles: 8 pts; Within 10 miles: 5 pts; &lt;1 or &gt;10 miles: 0 pts)</i>		
	1.5	0
8. Does the Site have sufficient access (ingress and egress) from the adjacent roadway? <i>(Excellent: 10 pts; Good: 8 pts; Fair: 6 pts; Poor: 0 pts)</i>		
	3	0
9. Is the location on the correct side of the road for transit pickup (serving proper direction for anticipated demand)? <i>(Yes: 10 pts; No: 0 pts)</i>		
	2	0
Reference: FDOT State Park and Ride Guide		
1		
Jacobs		





# Participation

## Online Survey:

- English Version: <https://www.surveymonkey.com/r/FH8LMNH>
- Spanish Version: <https://www.surveymonkey.com/r/FPNVH8X>
- Creole Version: <https://www.surveymonkey.com/r/3KHPKC7>







For questions or comments concerning this study please contact:

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# THANK YOU

