



Agenda CAC

Citizens Advisory Committee

IN-PERSON MEETING

Transportation Management Services Department
MAIN CONFERENCE ROOM
2885 South Horseshoe Dr.
Naples, FL, 34104

October 28, 2024, 2:00 P.M.

1. **Call to Order**
2. **Roll Call**
3. **Approval of the Agenda**
4. **Approval of the September 23, 2024 Meeting Minutes**
5. **Open to Public for Comments Items Not on the Agenda**
6. **Agency Updates**
 - A. FDOT
 - B. MPO Executive Director
7. **Committee Action**
 - A. Safe Streets and Roads for All Comprehensive Safety Action Plan: Presentation, Review and Comment on Draft Existing Conditions & Safety Analysis Memo
 - B. Endorse the 2050 Long Range Transportation Plan Revised Draft Chapter 3: Planning Context & Decision-Making Framework
8. **Reports & Presentations (May Require Committee Action)**
 - A. Update on 2050 LRTP Existing Plus Committed (E+C) Model Run
 - B. Current Status and Opportunities to Participate in the Development of the Bicycle & Pedestrian Master Plan Update
9. **Member Comments**
10. **Distribution Items**
 - A. Administrative Modification #2 to the FY 2025-2029 Transportation Improvement Program (County Barn Road Bike/Ped, Marco Island Collier Alternate Bike Lane, and Capital & Operating Assistance Transit projects)
11. **Next Meeting Date**

November 25, 2024
12. **Adjournment**

PLEASE NOTE:

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are 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 should contact the MPO Director at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory 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) 252-5814. 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 Title VI Coordinator, Ms. Suzanne Miceli (239) 252-5814 or by email at: Suzanne.Miceli@colliercountyfl.gov, or in writing to the Collier MPO, attention: Ms. Miceli, at 2885 South Horseshoe Dr., Naples, FL 34104.

**CITIZENS ADVISORY COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
September 23, 2024, 2:00 p.m.**

1. Call to Order

Ms. Middelstaedt called the meeting to order at approximately 2:05 p.m.

2. Roll Call

Ms. Miceli called the roll and confirmed a quorum was present.

CAC Members Present

Elaine Middelstaedt, *Chair*

Neal Gelfand, *Vice-Chair*

Josh Rincon

Karen Homiak

Misty Phillips

Michelle Arnold

CAC Members Absent

Dennis DiDonna

Fred Sasser

Dennis Stalzer

MPO Staff

Anne McLaughlin, Executive Director

Sean Kingston, Principal Planner

Suzanne Miceli, Operations Support Specialist II

Others Present

Carmen Maldonado, FDOT

Kathy Eastley, Collier County Transportation Planner

Monica Ramos, Public

3. **Approval of the Agenda**

Ms. Homiak moved to approve the amended agenda. Mr. Rincon seconded. Carried unanimously.

4. **Approval of the August 26, 2024 Meeting Minutes**

Ms. Homiak moved to approve the August 26, 2024 meeting minutes. Mr. Rincon seconded. Carried unanimously.

5. **Public Comments for Items not on the Agenda**

Item 5 was heard after item 7.A.

Ms. Ramos said she was in attendance to speak about a petition she had initiated informed by a recent Board of Collier County Commissioners meeting. The Board had discussed the topic of safer roads in regard to the 2025 budget, and that additional funding to put toward safer roads was anticipated in the future.

Ms. McLaughlin invited **Ms. Ramos** to participate in the upcoming Safe Streets and Roads for All Safety Action Plan virtual public workshop and to join the Steering Committee as a concerned citizen.

6. **Agency Updates**

A. FDOT

None.

B. MPO Executive Director

None.

7. **Committee Action**

A. Endorse Amendment 1 to the FY 24/25-25/26 Unified Planning Work Program

Ms. McLaughlin said the Unified Planning Work Program was the current budget for the MPO for a two-year period from July 1, 2024, through June 30, 2026. It was approved by the MPO Board on May 10, 2024. The MPO reconciled consultant billing through June 30, 2024, for ongoing plans with the budget set forth in the UPWP. FDOT awarded the MPO an additional approximately \$13,000 for transit planning funds and asked the MPO to amend the UPWP. With the reconciliation, the MPO was able to find funding to for a Collier and Lee MPO joint regional Congestion Management Process (CMP) plan to start in FY25, as well as an increase in MPO Staff salaries/fringe benefits, and transit-related travel for professional development and training. The amendment was anticipated to be presented to the MPO Board

for approval on October 11, 2024, and had been endorsed by the Technical Advisory Committee (TAC) that morning.

Mr. Gelfand moved to endorse an Amendment 1 to the FY 24/25-25/26 Unified Planning Work Program, and Ms. Homiak seconded. Carried unanimously.

B. Endorse the 2050 Long Range Transportation Plan Public Involvement Plan, and Chapters 1 & 3

Ms. McLaughlin said that Jacobs Engineering, Collier MPO's consultant for the 2050 Long Range Transportation Plan (LRTP), presented an overview of the draft 2050 LRTP at the August CAC meeting, including the Public Involvement Plan (PIP), and Chapter 1 (which is an introduction to the Long Range Transportation Plan) and Chapter 3 (which discusses how projects will be evaluated). Updates to the PIP were informed by new legislation. Since that presentation, the Florida Department of Transportation (FDOT) had recently provided additional comments focused on Chapter 3.

She mentioned that at the TAC meeting that morning, the Committee decided that in light of FDOT's comments being provided after the Committee had reviewed the draft, members agreed that more time for the Committee to review Chapter 3, as well as further discussions with FDOT with more specific details about Collier County, were needed and agreed to endorse the PIP and Chapter 1 and defer Chapter 3 for further review.

Mr. Gelfand suggested adding The Housing Alliance, a recently formed affordable housing organization in our region, to Collier MPO's Adviser Network list. **Ms. McLaughlin** said she would follow up on it.

CAC also agreed to endorse the PIP and Chapter 1 and defer Chapter 3 for further review.

Ms. Arnold moved to endorse the 2050 Long Range Transportation Plan Public Involvement Plan and Chapter 1 as shown and defer Chapter 3, and Mr. Rincon seconded. Carried unanimously.

C. Endorse an Amendment to the FY 25-29 Transportation Improvement Program (Transit)

Mr. Kingston said that the Florida Department of Transportation (FDOT) has requested that Collier MPO amend its FY25-29 Transportation Improvement Program (TIP) to add a transit project, a non-budgeted FTA funds to Purchase vehicles/equipment for a replacement bus over 30 feet.

A group discussion followed, regarding fuel options and electric possibilities.

Ms. Homiak moved to endorse an Amendment to the FY 25-29 Transportation Improvement Program (Transit) and Ms. Phillips seconded. Carried unanimously.

D. Endorse MPO's Amended Public Participation Plan

Ms. McLaughlin said the 2020 Public Participation Plan (PPP) included considerations for the Covid pandemic and hurricane preparedness and recovery. The newly amended PPP was informed by the MPO's Federal Certification Review in July 2024, which prompted staff to update the PPP to reflect updated demographics and recently instated federal requirements. FHWA reviewed and provided comments on the preliminary draft. The PPP followed the required public notification process. TAC had endorsed the amended plan that morning.

Ms. Homiak moved to endorse the MPO's Amended Public Participation Plan and Mr. Rincon seconded. Carried unanimously.

E. Endorse the 2025 MPO Meeting Schedule

Ms. McLaughlin said the 2025 schedule follows established meeting locations, dates and times with the exception of two MPO Board meeting dates being listed for December 2025, to allow for the 2050 Long Range Transportation Plan (LRTP) to be adopted by the December 11, 2025 deadline, as the regularly scheduled MPO Board meeting falls on December 12, 2025. She said earlier that morning, after some discussion, TAC had come to the conclusion that pushing the LRTP adoption up to a November MPO Board meeting would cause a domino effect of the deadline being pushed further up in the year in the future and agreed that scheduling one MPO Board meeting date in December 2025 prior to December 12 would be the best course of action.

Ms. Arnold moved to endorse the 2025 MPO Meeting Schedule and Ms. Phillips seconded. Carried unanimously.

8 Reports & Presentations (May Require Committee Action)

A. Update on the Development of the Comprehensive Safety Action Plan

Ms. McLaughlin said the schedule, process, and current status of the Comprehensive Safety Action Plan (CSAP), funded by Safe Streets and Roads for All (SS4A) grant would be covered in the presentation. The MPO and its consultant, TYLin, convened a Steering Committee comprised of members of the Bicycle and Pedestrian, Citizens and Technical Advisory Committees, the Community Traffic Safety Team, Local Law Enforcement Officials and the County's Emergency Management Services, as required by the SS4A grant. The MPO would follow its usual committee process, with the addition of the Steering Committee. The MPO and TYLin hosted a virtual Steering Committee kick-off meeting on August 28, 2024. A follow-up virtual meeting was scheduled for October 10, 2024. Public outreach was in place to encourage citizens to participate in the development of the plan.

Mr. Kingston provided a presentation (which can be viewed in the September 23, 2024 CAC agenda packet).

Ms. Arnold asked how the CSAP would affect previously programmed projects that had not yet been fully funded.

Ms. McLaughlin responded that the CSAP targets new federal discretionary grant funding and is directly focused on safety projects informed by statistical analysis, identifying problem areas and finding solutions in the form of proven safety countermeasures to address those issues, rather than on adding funds to an existing project.

A group discussion followed, and various possibilities for safety measures that could be put in place were discussed.

B. Update on 2050 Long Range Transportation Plan Model Runs, Existing & Committed (E+C) Network Deficiencies

Ms. McLaughlin explained that FDOT’s consultant team, Traf-O-Data, recently released the first model run - the E+C roadway network and 2050 socioeconomic (SE) data, utilizing information provided by all District 1 MPO’s and TPOs, and had developed a dashboard web application identifying potential roadway capacity deficiencies based on the assigned 2050 Average Annual Daily Traffic (AADT) model volumes and the assumed FDOT Level of Service D (LOS D) services volume. More information will be available at the October meeting.

Ms. McLaughlin reviewed the draft timeline and proposed model runs (which can be viewed in the September 23, 2024 CAC agenda packet).

9 Member Comments

None.

10 Distribution Items

None.

11. Next Meeting Date

October 28, 2024, 2:00 p.m. –Transportation Management Services Bldg. Main Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

Ms. Middelstaedt adjourned the meeting at 3:14 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP): Presentation, Review and Comment on Draft Existing Conditions and Safety Analysis Memorandum

OBJECTIVE: For the Committee to receive a presentation on the Comprehensive Safety Action Plan (CSAP) development and provide comments on the Draft Existing Conditions and Safety Analysis Memorandum.

CONSIDERATIONS: TY Lin International will provide a presentation introducing the project (**Attachment 1**), provide an overview of the Draft Existing Conditions and Safety Analysis Memorandum (**Attachment 2**), open the floor for a question-and-answer session, and receive comments on the Draft Memorandum.

STAFF RECOMMENDATION: Committee members' comments will assist in the development of the CSAP.

Prepared By: Anne McLaughlin, MPO Executive Director

ATTACHMENTS:

1. Presentation on project, existing conditions, next steps, and Q&A
2. Existing Conditions & Safety Analysis Memorandum



TAC/CAC Meetings

7A Attachment 1
TAC/CAC 10/28/24

Collier Metropolitan Planning Organization (MPO) Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (SAP)

October 28, 2024

Contract No. 18-7432 MP



Agenda

1. Project Introduction
2. Existing Conditions Overview
3. Next Steps
4. Question & Answer Session



Comprehensive Safety Action Plan (CSAP)

- Aimed at reducing and eliminating **serious-injury and fatal** crashes affecting **all roadway users** on **all public roads**.
- Adopts a Safe Systems Approach
- Aligns with the Florida Strategic Highway Safety Plan
- Focuses on safety needs and issues of the city, county, or region.



Purpose & Benefits of CSAP

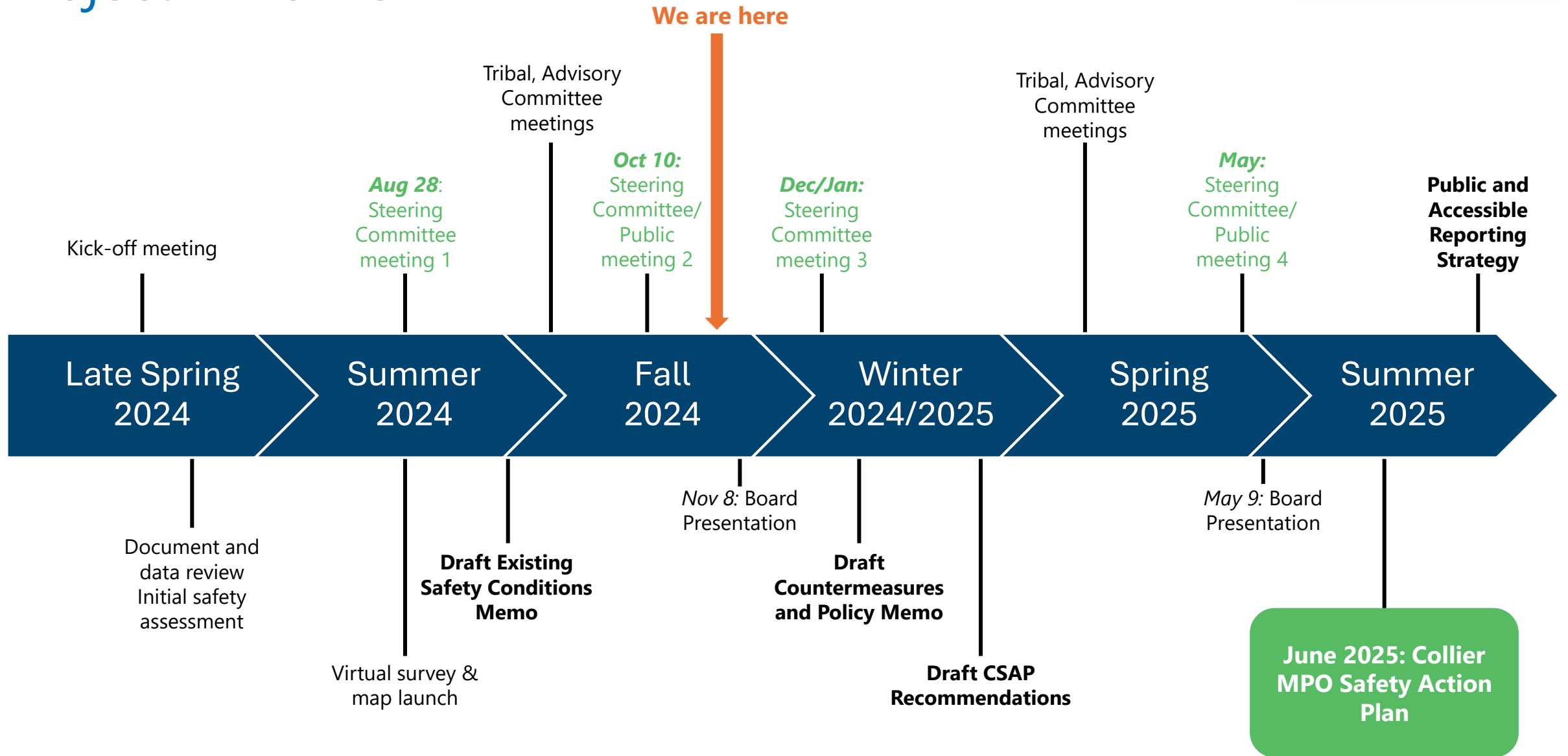
Purpose

- Establish a framework for implementing strategies to eliminate serious and fatal injuries for all roadway users.
- Supports revision and adoption of policies and procedures
- Guides decision making and funding allocation.

Benefits

- Allows agencies and organizations to take a **proactive approach** to understanding and addressing safety concerns.
- **Improve relationships** with the public and other key stakeholders.
- **Increase multi-disciplinary collaboration** to reduce traffic-related fatalities and injuries.
- Identifies safety needs and includes strategies and a list of prioritized projects to pursue to better leverage existing and future **funding**.

Project Timeline



Safe System/Vision Zero Principles

Death and Serious Injuries are Unacceptable

We can and must design a system where tragedies don't happen. Our primary focus should be on severe crashes.

Humans Make Mistakes

We can't expect perfect behavior. Our system should anticipate mistakes and mitigate the chance of death when they occur.

Humans Are Vulnerable

Our bodies have physical limits for tolerating crash forces, the design of our system should account for these human vulnerabilities.

Responsibility is Shared

We all (govt, industry, researchers, the public) have a responsibility to prevent fatalities and serious injuries on our roadways.

Safety is Proactive

We should use tools that identify and address issues in our system, rather than waiting for severe crashes to occur and react after.

Redundancy is Crucial

We need all parts of the system to be strengthened so that if one part fails, others still protect people.

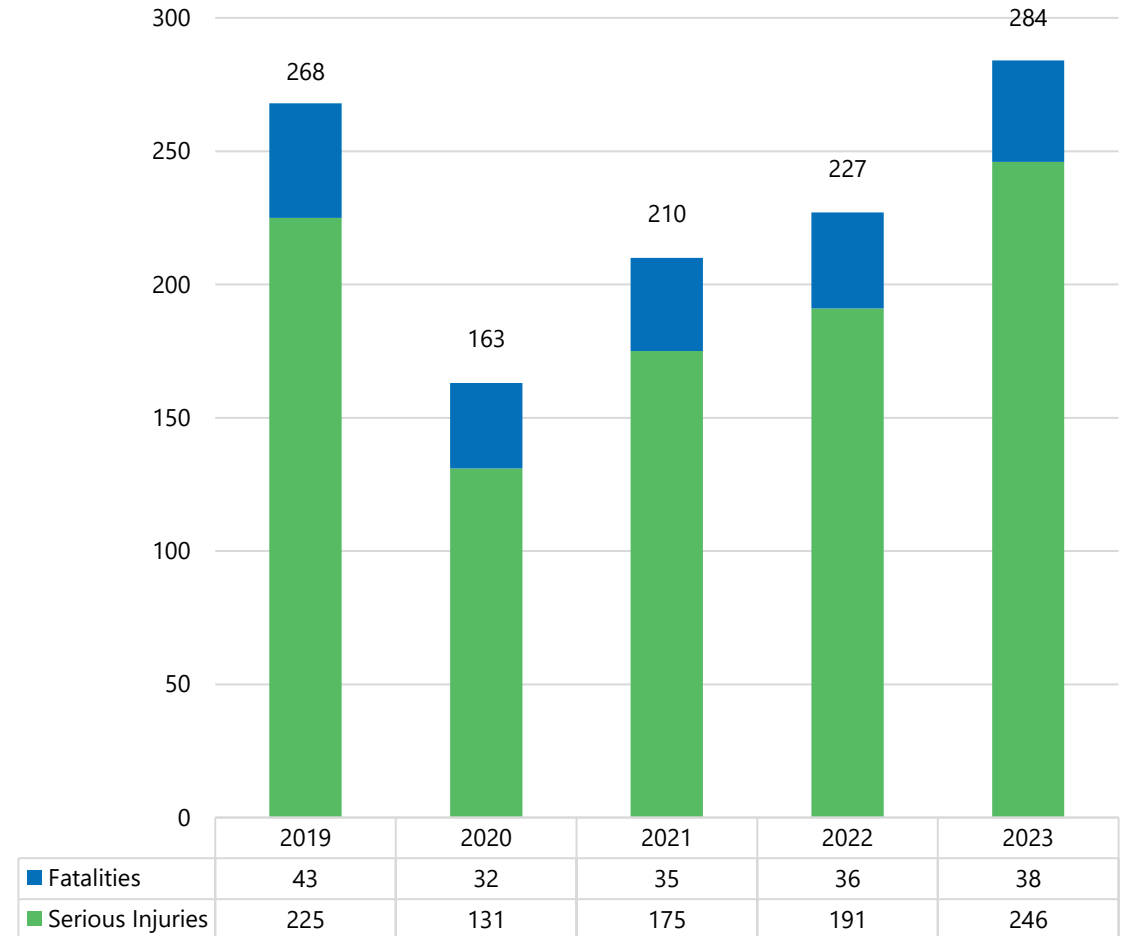
Existing Safety Conditions

Crash Trends: Overall

- Fatal and Serious Injury (KSI) crashes have been rising since 2020
- 20- to 30-year-olds are involved in the most KSI crashes (24%), even though they make up just 9% of the population

| Year | Total Crashes | Fatal and Serious Injury Crashes |
|-----------|---------------|----------------------------------|
| 2019 | 11,410 | 216 |
| 2020 | 9,395 | 137 |
| 2021 | 11,494 | 172 |
| 2022 | 12,236 | 186 |
| 2023 | 12,470 | 218 |
| 2019-2023 | 57,005 | 929 |

People Seriously Injured or Killed in Collier County (2019-2023)



Existing Safety Conditions

Crash Trends: Overall

Collier County experiences an average of

36 fatalities per year

or

1 fatality every **10 days**

and

193 serious injuries per year

or

1 serious injury every **2 days**

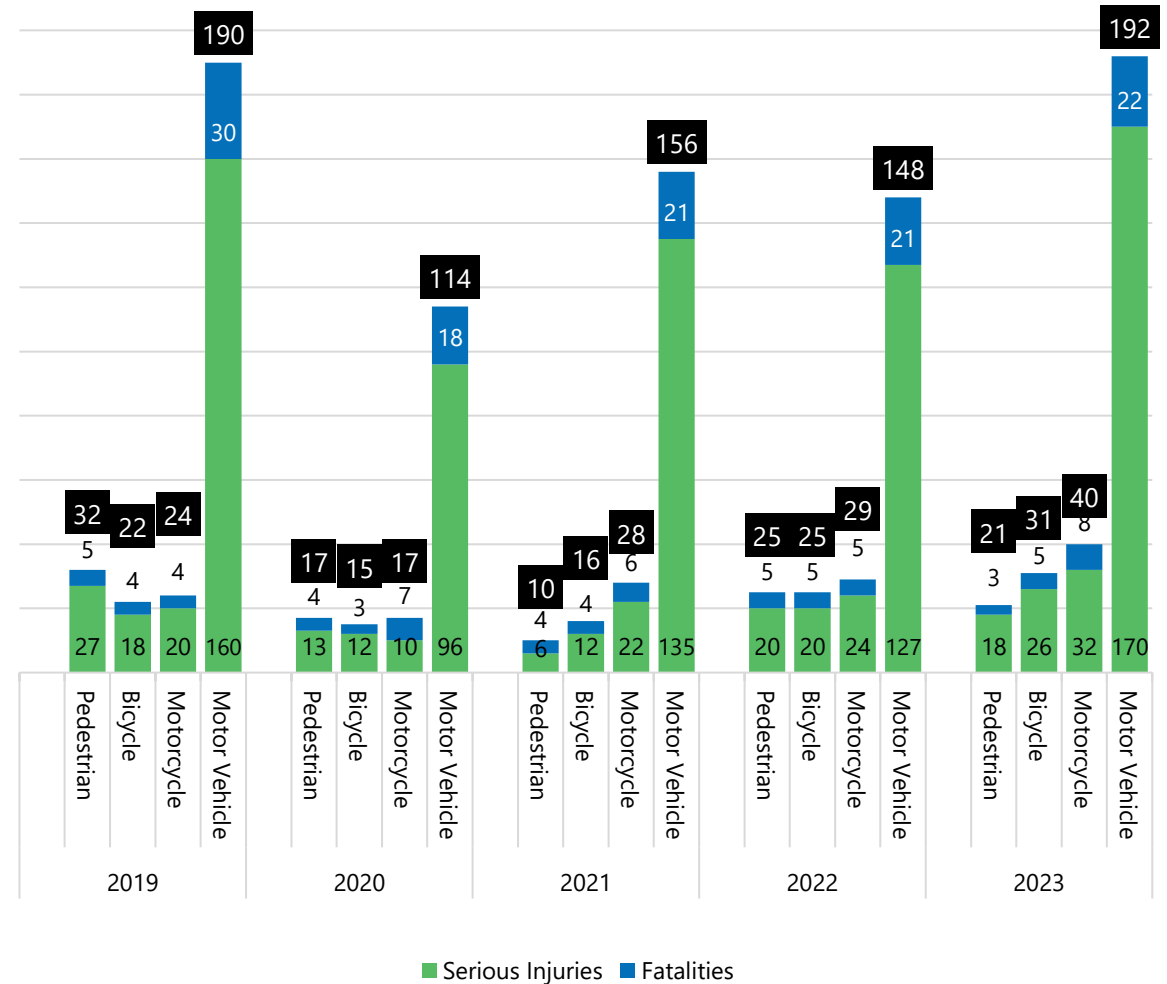
Existing Safety Conditions

Crash Trends: By Mode

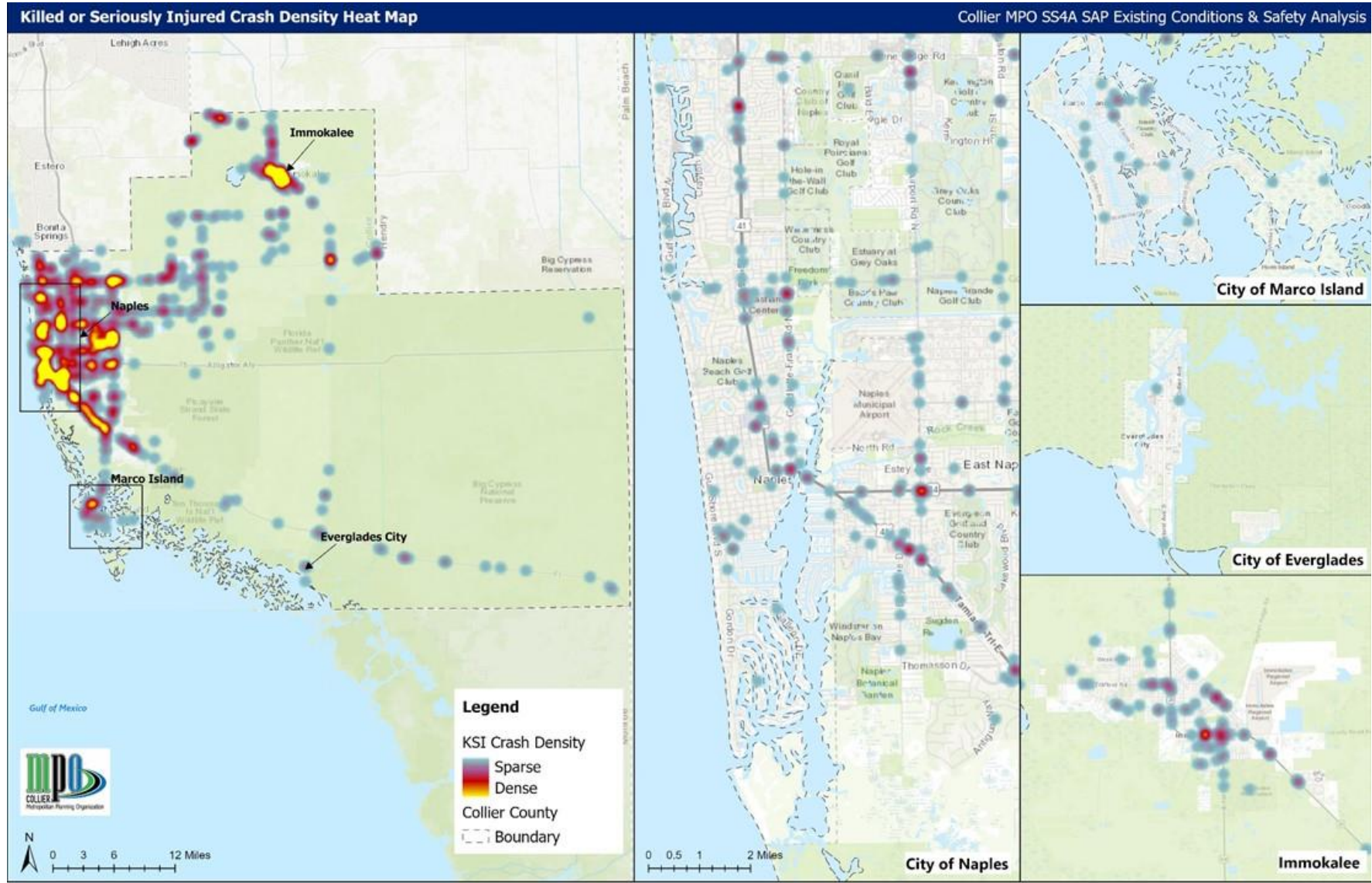
- Fatalities and Serious Injuries are over-represented among Motorcyclist, Bicycle, and Pedestrian crashes
- Motorist crashes are most common (96%), but are less severe than all other crashes
- Children and teens (0-19) are the most common victims in pedestrian and bicyclist KSI crashes, disproportionate to their share of the population

| User Type | % Crashes | % of KSI Crashes | Relative Severity |
|---------------|-----------|------------------|-------------------|
| Pedestrian | 2% | 11% | 6.1 |
| Bicycle | 2% | 12% | 7.1 |
| Motorcycle | 1% | 14% | 14.8 |
| Motor Vehicle | 96% | 63% | 0.7 |

People Killed or Seriously Injured in Collier County, by Mode



Existing Safety Conditions

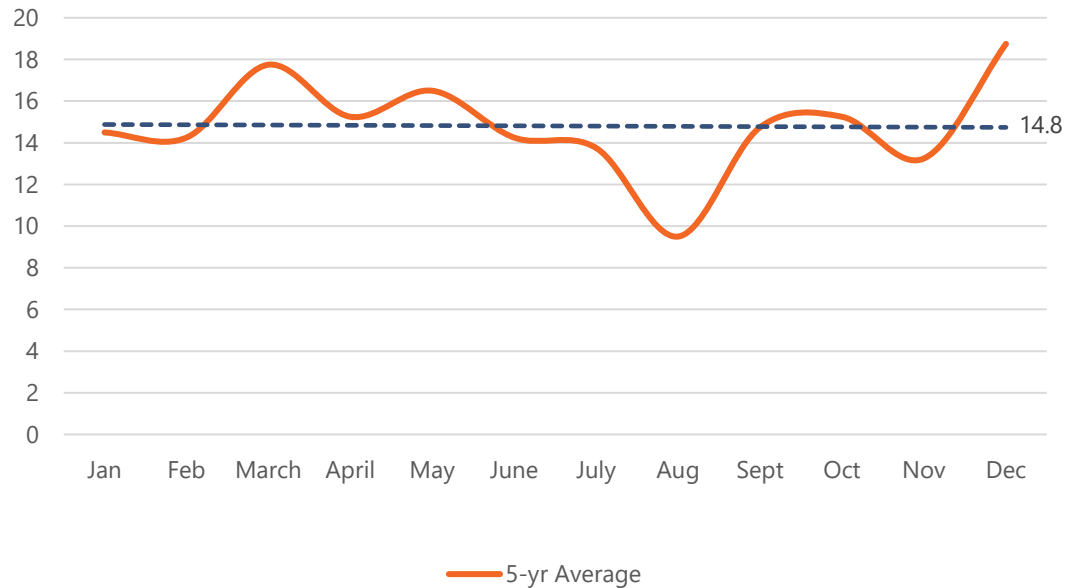


Existing Safety Conditions

Crash Trends: By Season

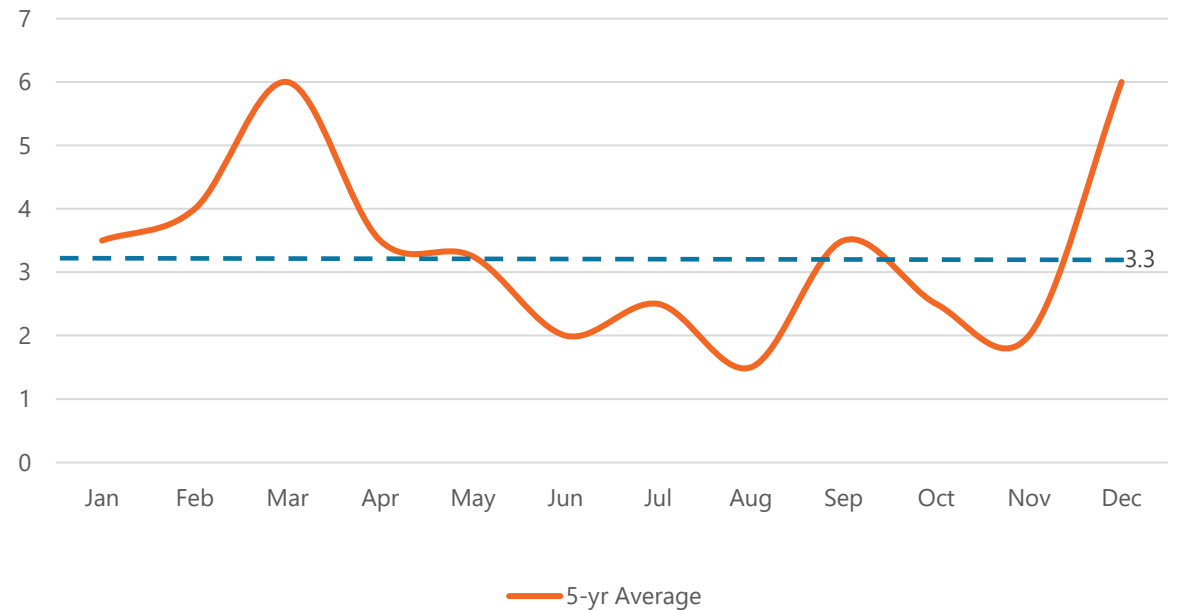
All Modes

Crashes are highest in Winter and Spring



Bicyclists and Pedestrians

More likely to have been in a crash in the winter and spring, with these periods representing 66% of all KSI crashes.



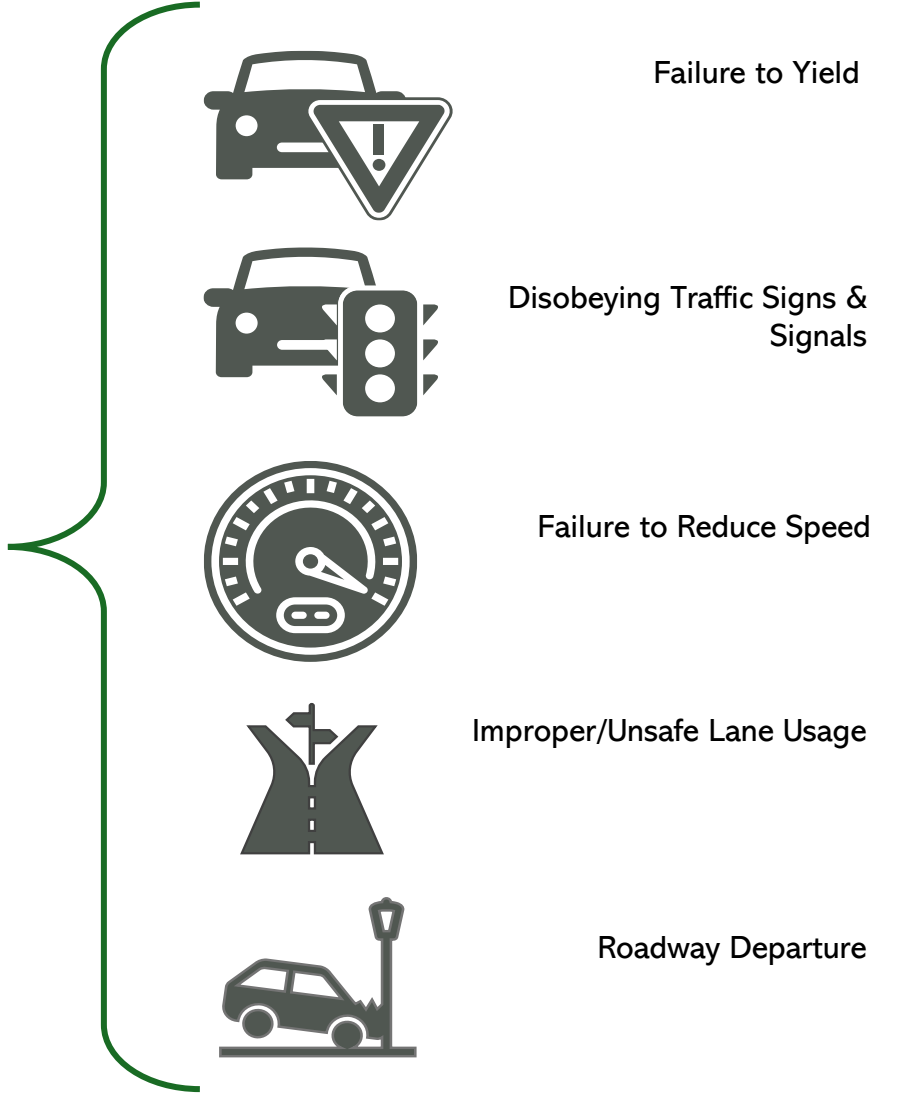
Existing Safety Conditions

Crash Trends: Driver Contributing Action

- Over half (65%) of all fatal and severe injury crashes result from five primary causes: failure to yield, roadway departure, reckless driving, disregarding traffic signals, and speeding.

| | % Share of Fatal or Severe Injury Crashes |
|------------------------------|---|
| Reckless Driving | 24% |
| Failure to Yield | 18% |
| Roadway Departure | 12% |
| Disregarding Traffic Signals | 8% |
| Speeding | 4% |

65%
of all fatal and serious injury crashes between 2019 and 2023



Existing Conditions

| Crash Type | % Share of Crashes | % Share of KSI Crashes | Relative Severity |
|------------------------------|--------------------|------------------------|-------------------|
| Left Turn | 7% | 17% | 2.5 |
| Angle | 6% | 8% | 1.3 |
| Rear End | 34% | 15% | 0.4 |
| Right turn | 2% | 2% | 0.9 |
| Ran off Roadway/Fixed Object | 9% | 19% | 2.3 |
| Head On | 1% | 6% | 5.8 |
| Rollover | 0% | 5% | 10.9 |
| Sideswipe | 12% | 4% | 0.4 |
| Other/ Non-Collision | 27% | 2% | 0.1 |
| Animal | 1% | 0% | 0.3 |

Crash Type and High-Risk Features

- Rear end crashes are common but tend to be less severe when they occur.
- Left turn and angle crashes, while only moderately common, tend to be more severe when they occur.
- Right turn crashes are less common and less severe.
- The relative risk tends to be higher at high-volume intersections with a greater number of lanes
- The greatest risk occurs at 6+ lane, high-volume, non-signalized intersections.
- The greatest risk for bicycle crashes and bicycle KSI crashes occur on 6+ lane roadway segments.

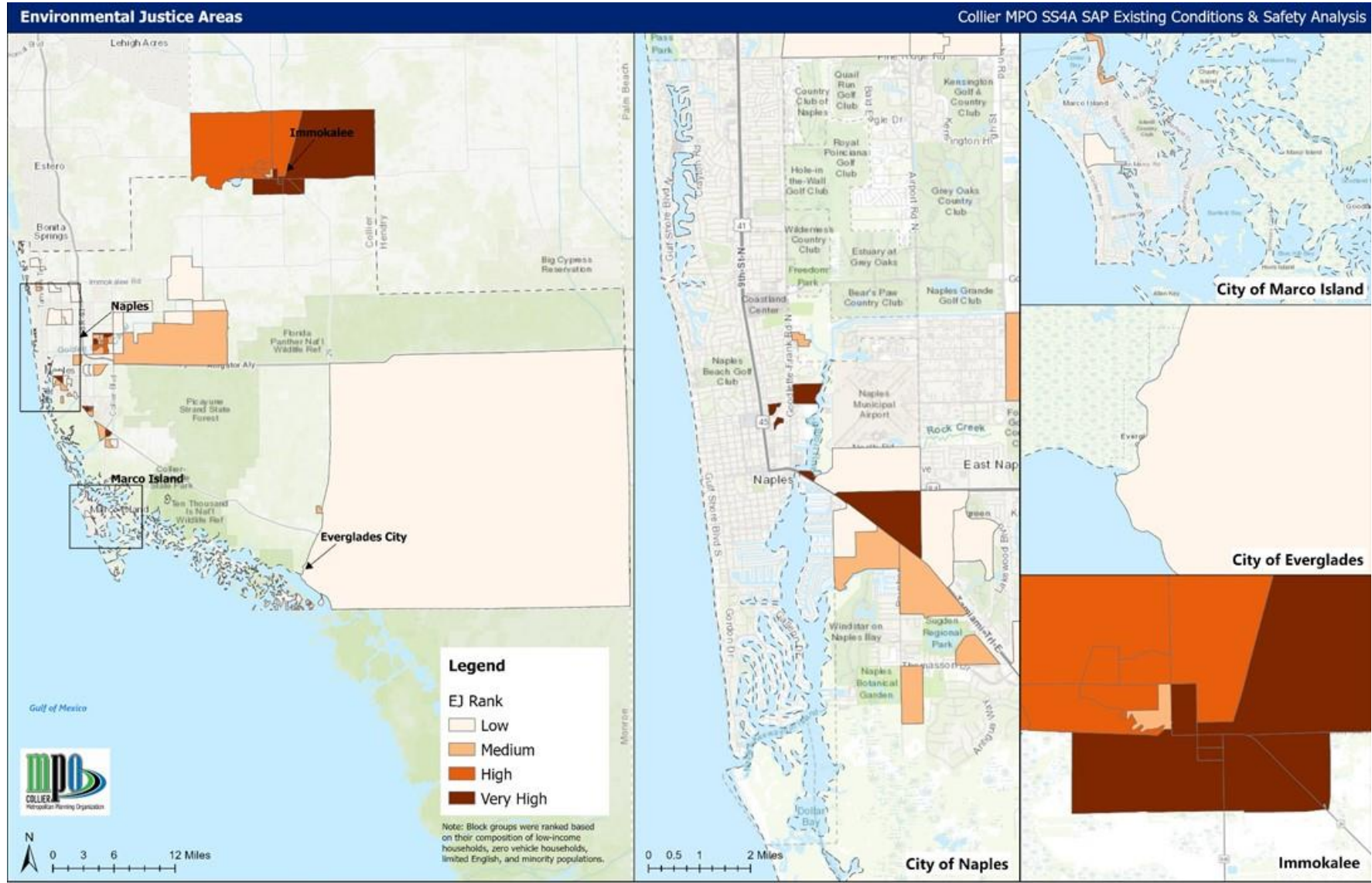
Existing Conditions

Crash Trends: Equity Considerations

- Non-whites make up a smaller portion of the overall population and crashes, but bear a disproportionate number of traffic fatalities.
- Areas with a high equity need are overrepresented in the County's crashes and KSI crashes: 3% of the county's roadway miles but 9% of KSI crashes

| | White (Non-Hispanic) | Hispanic or Latino | Black or African American (Non-Hispanic) | Asian (Non-Hispanic) |
|---|-------------------------|-----------------------|--|-------------------------|
| Population in Collier County | 233,909 | 108,822 | 24,232 | 5,338 |
| Share of Collier County (%) | 61.5% | 28.6% | 6.4% | 1.4% |
| Persons Killed in Fatal Crashes | 104 | 71 | 20 | 5 |
| Share of Fatalities, 2017-2021 (%) | 51% | 35% | 10% | 2% |
| Fatalities per 100,000 Residents | 44.46 | 65.24 | 82.54 | 93.67 |

Existing Safety Conditions

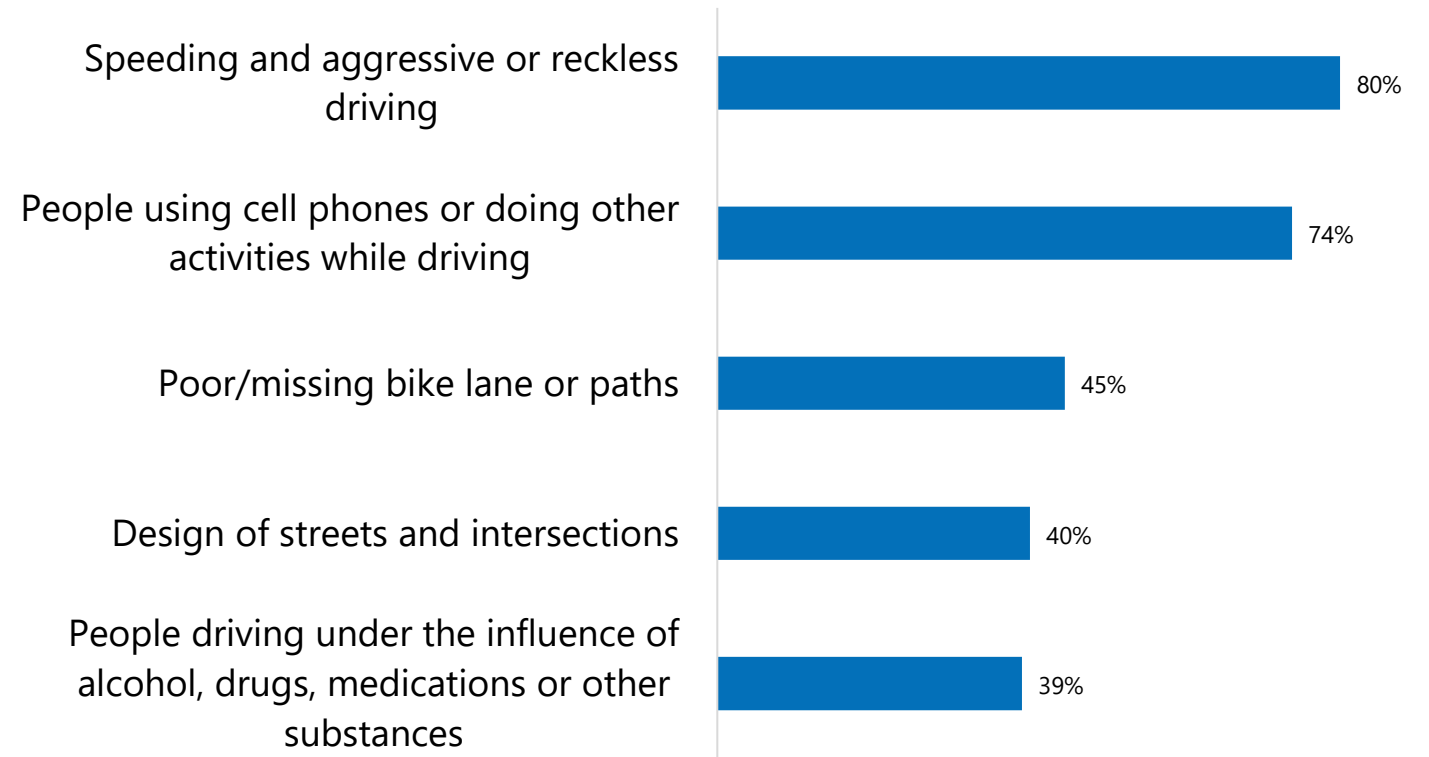


What We've Heard So Far

Online Survey Highlights

- 290+ survey replies
- Many (80%) have changed plans due to traffic safety concerns

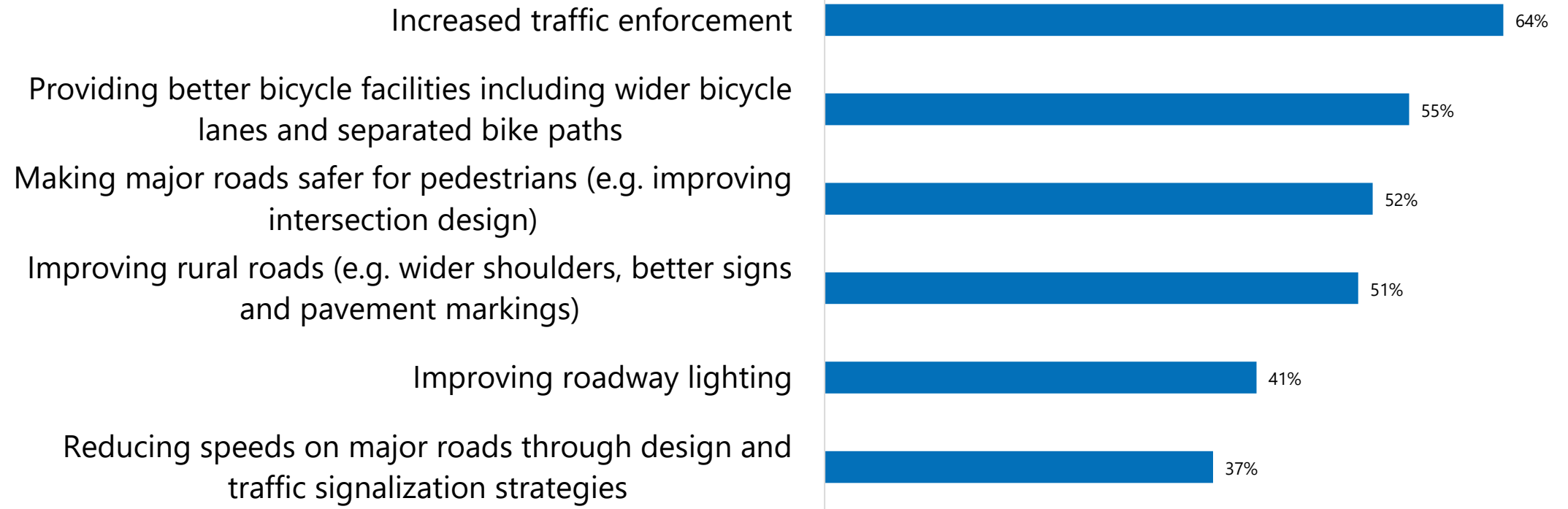
"Contributes A Lot" to Safety Concerns



What We've Heard So Far

Online Survey Highlights

"Very Supportive" of Intervention for Increasing Safety



Next Steps

- Please visit and share:
 - Survey: <https://arcg.is/bS4TG>
 - Map: <https://map.proxi.co/r/CollierMPO-SafetyActionPlan> add jipOs
- Additional meetings:
 - Tribal Meetings: 10/17, 10/18
 - TAC & CAC Committee Meetings: 10/28
 - Board Presentation: 11/8



Question & Answers



Any questions?

Contact:

Sean Kingston, Collier MPO (sean.kingston@colliercountyfl.gov)

Stacey Meekins, TYLin (Stacey.meekins@tylin.com)

x



Collier County Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (SAP)

DRAFT Existing Conditions & Safety Analysis Memorandum

September 20, 2024 — Contract # 18-7432 MP
Collier Metropolitan Planning Organization (MPO)



TYLin

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EXECUTIVE SUMMARY

Collier MPO has included safety goals in many preceding plans which reflect considerable thought, effort, and engagement. The previous plans are fundamental in shaping the Safety Action Plan, providing a foundation and areas for alignment.

Between 2019 and 2023, Collier County reported 929 killed or serious injury (KSI) crashes, an average of about 186 per year over the five-year period (152 serious injury crashes, and 34 fatal crashes annually). As a result of these crashes, there have been 184 fatalities, or an average of 36 traffic deaths per year.

The number of KSI crashes dipped slightly in 2020, in contrast to nationwide trends, but have since surpassed 2019 levels, highlighting a troubling increase in traffic incidents and the urgent need for improved safety measures.

Crash data reveals several patterns that provide a better understanding of traffic safety issues in Collier County:

- **Seasonality:** More crashes occur in winter and spring, accounting for nearly 60% of all KSI crashes. Concurrently, over half of pedestrian and bicycle KSI crashes, 66%, occur in winter or spring. This contrasts national trends but aligns with the annual population fluctuations to the region during these periods.
- **Age of Victim:** In Collier County, 20- to 30-year-olds are involved in the most KSI crashes (24%), even though they make up just 9% of the population. Children and teens (0-19) are the most common victims in pedestrian and bicyclist KSI crashes, disproportionate to their share of the population, highlighting their vulnerability.
- **Contributing Factors:** While only as complete as the reported data, crash data indicates that over half (65%) of all fatal and severe injury crashes result from five primary causes: failure to yield, roadway departure, reckless driving, disregarding traffic signals, and speeding.
- **Location:** A large portion of crashes (25%) occur in parking lots. Parking lot locations accounted for 10% of all fatal and serious injury crashes for pedestrians and cyclists, which is disproportionately higher than for all road users (6%).

A systemic analysis reveals the relative severity of different types of crashes and types of crash locations:

- **Crashes by Mode:** Motor vehicle crashes comprise most crashes, as well as most serious injuries and fatality crashes. However, when non-motor vehicle crashes occur, they tend to be more severe. Pedestrians and cyclists represent just 4% of all crashes but 23% of all KSI crashes; motorcyclists are involved in just 1% of all crashes but account for 14% of KSI crashes.

For pedestrian crashes, 1 in every 10 crashes leads to a fatality or serious injury. For cyclists, this number is just 1 in every 9 crashes and for motorcyclists 1 in every 4 crashes. Motor vehicle crashes, by contrast, result in a fatal or serious injury every 95 crashes.

- **Motor Vehicle Crash Types:** While rear end, sideswipe, and other / non-collision crashes are the most common motor vehicle crash types, the most severe crash types are roll-over, head-on, left-turn, and ran-off roadway / fixed object crashes (where a motor vehicle strikes a parked car, tree, or other non-moving object).
- **Intersection Crashes:** Risk was assessed for both urban and rural intersections. At urban intersections, the relative risk for crashes and KSI crashes tends to be higher at high-volume intersections with a greater number of lanes. However, the highest risk for pedestrian KSI crashes is at

signalized 1 or 2 lane intersections with low average daily traffic (under 25k vehicles). All crash types examined are more frequent at intersections with 6+ lanes, the greatest risk occurring at 6+ lane, high-volume, non-signalized intersections.

At rural intersections, non-signalized rural intersections have a greater frequency of KSI crashes and pedestrian and cyclist crashes are uncommon at rural intersections. The highest risk was identified to be speed-related on 6+ lane signalized intersections.

- **Segment Crashes:** Risk was assessed for both urban and rural roadway segments. On urban roadway segments, the relative risk for roadways with 1 or 2 lanes is consistently low, regardless of average daily vehicle traffic. In general, risk increases with the number of lanes and daily traffic: the risk of KSI crashes is greatest on 6+ lane segments with moderate Average Annual Daily Traffic (AADT,) and of the crash types examined, all occur more frequently than average on 3 to 6+ lane roadway segments with moderate AADT.

On rural roadway segments, rural roadways have low AADT and risk increases with the number of lanes.

- **Equity Assessment:** Based on an equity score comprised of demographic and socio-economic factors, areas with a high equity need are overrepresented in the County's crashes and KSI crashes. Although containing only 3% of the county's roadway miles, 9% of KSI crashes occurred in the most disadvantaged communities.

A high injury network (HIN) was developed to support Collier MPO in prioritizing safety projects throughout the county. The HIN includes both intersection and segment locations, and was developed based on three equally weighted criteria: Severe Crash Risk Score, Facility Risk Score, and Relative Risk Score.

PREVIOUS PLANS

This existing conditions assessment began with a review of relevant past studies and plans which set safety goals that may affect the region and any future projects. The existing MPO plans and their goals reflect considerable thought, effort, and engagement, and are fundamental in shaping the Safety Action Plan, providing a foundation and areas for alignment. Relevant excerpts from these resources are documented below.

Several major themes emerged across the plans reviewed:

- Increased safety of the transportation system for motorized and non-motorized users.
- Safe, connected, efficient, and convenient mobility options including transit.
- Accessibility for people walking and biking through investments in the built environment.
- Equitable community input and inclusive transportation network outcomes.

Overall, Collier MPO's existing plans reflect an intention for a Complete Streets approach where the design, management, operations, and maintenance of the County's streets and transportation systems reflect the needs of all users. These plans are guided by and optimized for broader social, economic, and environmental outcomes, rather than solely focusing on motor vehicle traffic.

Plan Findings

Excerpts from plans are presented below. Not all plans reviewed contained goals, priorities, or recommendations applicable to a Comprehensive Safety Action Plan. These plans have been omitted.

Local Roads Safety Plan (LRSP), May 2021

"The purpose is to prioritize opportunities **to improve roadway safety** on locally owned and maintained roadways **in support of FDOT's Vision Zero goal of achieving zero fatalities and serious injuries Statewide.**"

2045 Long Range Transportation Plan (LRTP)

- **Goal #6: Increase the Safety of the Transportation System for Users**
- **Goal #7: Promote Multimodal Solutions**

Transportation Improvement Program (TIP)

Projects identified in the TIP are prioritized by the MPO and its partners to implement, support, and **enhance regional mobility, and improve the safety, condition, and efficiency of the region's transportation system.** The TIP includes project for all transportation modes including roadways, bicycle and pedestrian, transit, and aviation. Development of the TIP includes input from all transportation system users, including those **traditionally underserved by existing transportation systems** who may face challenges accessing employment and other services.

The MPO's LRTP and TIP are developed with consideration of the ten planning factors from MAP-21 and the

FAST Act, a selection of which are listed below.

- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for the motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Enhance travel and tourism.

FY22-24 Unified Planning Work Program (UPWP)

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a **state target of zero traffic fatalities** and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long-Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Congestion Management Process (CMP), April 2022

The following Objectives were reviewed by the CMC and approved by the MPO Board for providing more specific guidance and direction in evaluating the performance measures and strategies of the CMP.

- Objective 1: Improve the safety of transportation facilities.
- Objective 3: Develop, maintain, expand, and close gaps in pedestrian, bicycle, and shared-use path facility networks for efficient and safe movement of people. Connect these pedestrian and bicycle facilities to existing and future transit stops.
- Objective 4: Reduce vehicle miles traveled (VMT) by encouraging alternative modes of transportation, supporting sustainable land use development, and creating an integrated multimodal transportation system.
- Objective 6: Promote transportation investments that support the LRTP's priorities, goals, and objectives.
 - LRTP Goal #6: Increase the Safety of the Transportation System for Users; CMP-Related Objectives:
 - **Reduce the number of fatalities, injuries, and crashes.**
 - Ensure **adequate bicycle and pedestrian facilities** are incorporated into new highway and transit projects.
 - Implement **safety-related improvements on high crash corridors.**
 - LRTP Goal #7: Promote Multi modal Solutions; CMP-Related Objectives:
 - Improve frequency and reliability of public transit service routes and **improve access** to park-and-ride lots.
 - **Improve pedestrian and bicycle facilities.**

- **Implement Complete Streets policies.**

Bicycle and Pedestrian Master Plan, March 2020

Vision: To **provide a safe and comprehensive bicycle and pedestrian network** that promotes and encourages community use and enjoyment. The purpose of this Plan is to build on prior efforts to develop a first-class bicycle and pedestrian network throughout Collier County. This Plan is not intended to duplicate or conflict with existing local plans and ongoing bicycle and pedestrian projects, but rather, to unify planning efforts and influence facility improvement priorities at the county level.

Strategies and objectives of the plan includes:

- **Safety: Increase safety for people who walk and bicycle in Collier County.**
 - Objectives:
 - Reduce the number and **severity of bicycle crashes.**
 - Reduce the number and **severity of pedestrian crashes.**
 - Strategies:
 - **Identify high-crash locations** for RSAs. Projects identified in RSAs will be a high priority for funding.
 - Collaborate with law enforcement to develop and deploy **enforcement/education campaigns.**
 - Work with FDOT and law enforcement agencies to seek funding for **High Visibility Enforcement (HVE)** for pedestrian and bicycle safety.
 - **Adopt a Complete Streets Policy and work with local governments and the County to develop and adopt their own Complete Streets policies.**
 - Work with FDOT, MPO member entities, and other transportation agencies to reduce the number of crashes, particularly those with severe or fatal injuries
- **Safety Performance Targets:**
 - Number of fatalities: 0
 - Rate of fatalities per 100 million vehicle miles traveled (VMT): 0
 - Number of serious injuries: 0
 - Rate of serious injuries per 100 million VMT: 0
 - Number of non-motorized fatalities and serious injuries: 0

CRASH TRENDS

Unless otherwise noted, all crash analyses were done using crash data from the Florida Department of Highway Safety and Motor Vehicles (FLHSMV), queried via Signal Four Analytics for the years 2019-2023. All crashes marked as Interstate were removed for analysis, so crashes along I-75 will not be included. Crash data only includes reported crashes that meet the state’s definition of a crash. Throughout the analysis, the term KSI crash is used to describe crashes resulting in fatalities or serious injuries.

Overall Crash Numbers – Including Interstate Crashes

For the period of 2019 through 2023, Collier County saw over **60,000 traffic crashes and over 1,000 fatal or serious injury crashes** (Table 1). For both total crashes and fatal and serious injury crashes, 2023 represented a peak year at 13,399 and 253, respectively. Likewise, while both fatal and serious injury crashes (also known as killed or serious injury crashes, or KSI) saw a decrease between 2019 and 2020, numbers have been steadily rising thereafter.

These figures are inclusive of Interstate crashes, which are left out of the subsequent sections of this report. Interstates have been excluded from the remainder of the crash analysis due to differences in jurisdiction, traffic volumes, and the scope of countermeasures and strategies.

| Year | Total Crashes | KSI Crashes |
|--------------|---------------|--------------|
| 2019 | 11,933 | 238 |
| 2020 | 9,849 | 151 |
| 2021 | 12,100 | 198 |
| 2022 | 12,947 | 214 |
| 2023 | 13,399 | 253 |
| Total | 60,228 | 1,054 |

Table 1. Total crashes and total fatal and serious injury crashes in Collier County from 2019-2023, including interstate crashes.

Overall Crash Numbers – Non-Interstate Crashes

Excluding Interstate crashes, **Collier County saw just over 57,000 crashes between 2019 and 2023** (Table 2). Of those, **929 were serious or fatal injury crashes**. This equates to an average of 11,401 crashes, 152 serious injury crashes, and 34 fatal crashes per year. Once again, both crashes and KSI crashes decreased below 2019 levels, but have been steadily increasing since.

| Year | Total Crashes | KSI Crashes |
|--------------|---------------|-------------|
| 2019 | 11,410 | 216 |
| 2020 | 9,395 | 137 |
| 2021 | 11,494 | 172 |
| 2022 | 12,236 | 186 |
| 2023 | 12,470 | 218 |
| Total | 57,005 | 929 |

Table 2. Total crashes and total fatal and serious injury crashes in Collier County from 2019-2023, excluding interstate crashes.

Examining serious injury and fatal crashes more closely (Table 3), both fatal and serious injury crashes follow similar trends with a decrease in 2020 from the 2019 level and increases since. Serious injury crashes peaked at 184 in 2023, and fatal crashes peaked at 35 in 2022.

| Year | Serious Injury Crashes | Fatal Crashes |
|--------------|------------------------|---------------|
| 2019 | 177 | 39 |
| 2020 | 108 | 29 |
| 2021 | 139 | 33 |
| 2022 | 151 | 35 |
| 2023 | 184 | 34 |
| Total | 759 | 170 |

Table 3. Total fatal and serious injury crashes in Collier County from 2019-2023.

Table 4 and Table 5 summarize non-interstate crashes for three major cities in Collier County, highlighting the total number of crashes and those resulting in fatal or serious injuries. Between 2019 and 2023, the City of Naples accounted for 4,199 crashes, representing 7% of the county's total crashes. However, these crashes were more severe, making up 11% of the county's KSI crashes.

Meanwhile, the City of Marco Island experienced 943 crashes, constituting 2% of the total crashes. Of these, 24 were KSI crashes. The City of Everglades reported 43 crashes, representing less than 1% of the county's total.

| City | Total Crashes | KSI Crashes |
|-----------------------------|---------------|-------------|
| <i>City of Naples</i> | 4,199 | 104 |
| <i>City of Marco Island</i> | 943 | 24 |
| <i>City of Everglades</i> | 43 | 3 |

Table 4. Total crashes and total fatal and serious injury crashes within Major Cities from 2019-2023, excluding interstate crashes.

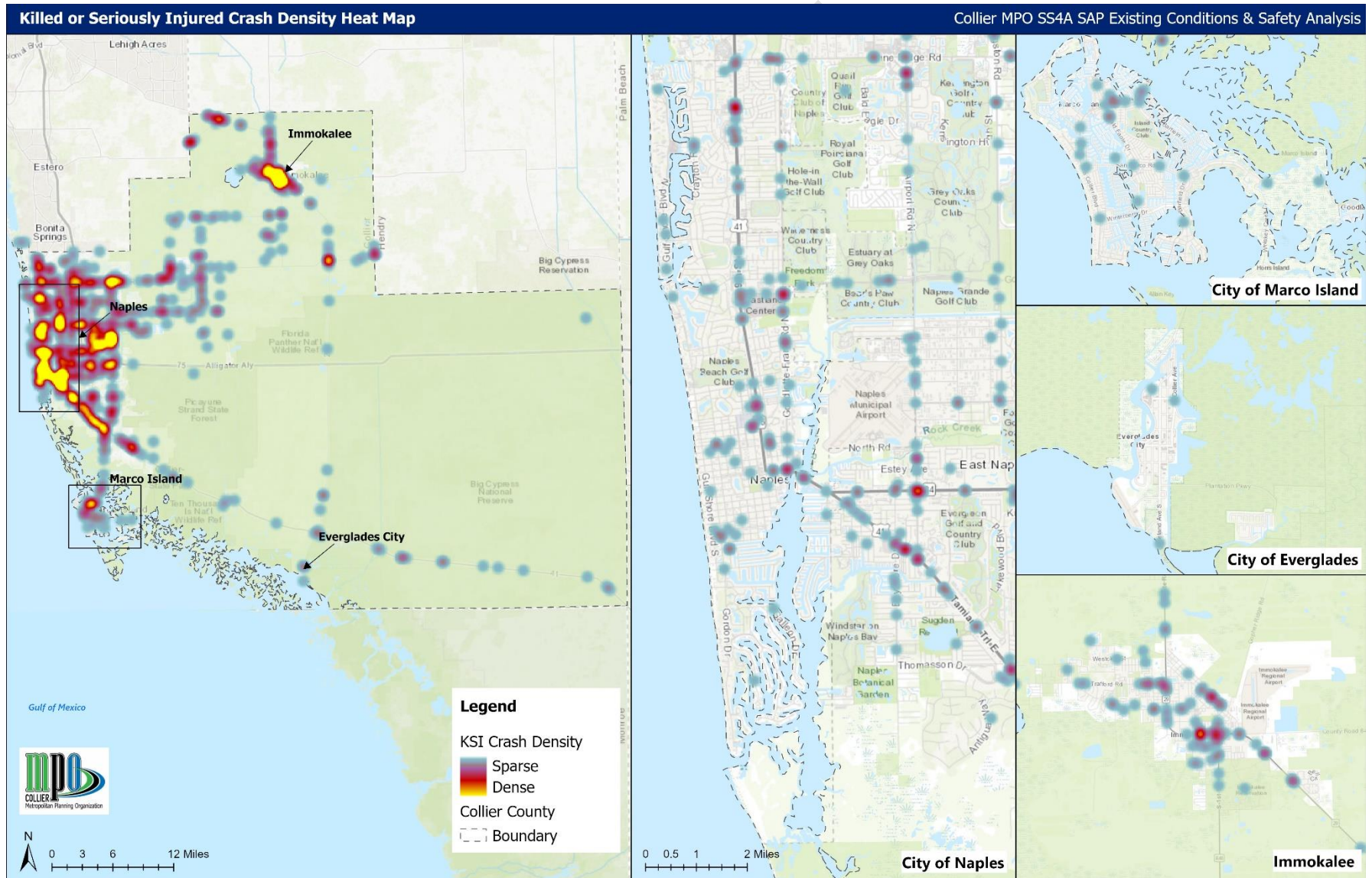
| City | Serious Injury Crashes | Fatal Crashes |
|-----------------------------|------------------------|---------------|
| <i>City of Naples</i> | 100 | 4 |
| <i>City of Marco Island</i> | 21 | 3 |
| <i>City of Everglades</i> | 3 | 0 |

Table 5. Total fatal and serious injury crashes within Major Cities from 2019-2023.

Figure 1 shows a heatmap of crash locations, which are most dense in the city of Naples, Marco Island, and Immokalee, consistent with population centers.

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Figure 1. Crash Density Heat Map: KSI Crashes



As a result of these crashes, there have been **184 fatalities in Collier County associated with traffic crashes from 2019-2023, or an average of 36 traffic fatalities per year** (Figure 2). Likewise, there were **968 individuals that were seriously injured from a crash, with an average of 193 annually**. Following crash data trends, both fatalities and serious injuries saw a dip from 2019-2020, followed by a steady increase to 2023. Fatalities saw a peak in 2019 at 43 deaths, and serious injuries saw a peak in 2023 at 246.

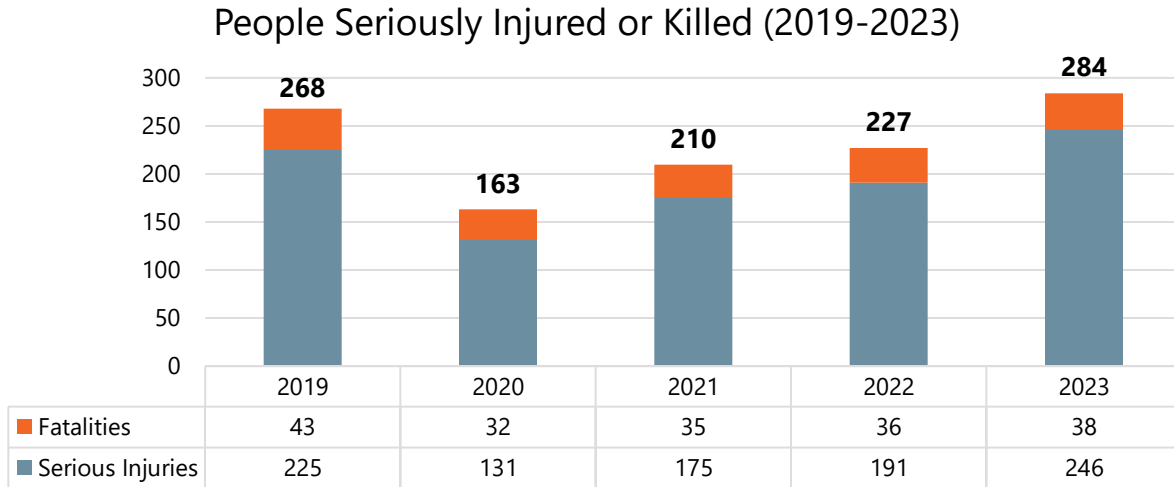


Figure 2. People seriously injured or killed in traffic crashes in Collier County from 2019-2023.

Peer Geography Fatalities Comparison

The following analysis includes a peer geography comparison for fatal crash records from the National Highway Traffic Safety Administration’s (NHTSA) Fatality Analysis Reporting System (FARS). Based on limitations of the FARS data query tool, the data do not filter out the fatal crashes on interstates. The most recent available data is for the period 2019-2022, resulting in this section not perfectly aligning with the timeframe used in the previous and preceding sections.

Compared to overall state levels and several neighboring peer counties, **Collier County has one of the lowest traffic fatality rates at 0.46 fatalities per 1,000 people** (Table 6). This rate is lower than Florida’s average of 0.63 but only slightly lower than Miami-Dade County’s rate of 0.47.

Collier County’s **traffic fatality rate is similar to neighboring Lee and Broward Counties**, both of which have rates just over 0.5 per 1,000 people. In contrast, Hendry County, to the north, has a much higher rate of 1.5 per 1,000 people.

| County | Fatalities (2019 – 2022) | Population (2022) | Fatalities Per 1,000 People |
|-----------------------|--------------------------|-------------------|-----------------------------|
| <i>Collier County</i> | 178 | 380,221 | 0.46 |
| <i>Lee County</i> | 456 | 772,902 | 0.58 |
| <i>Hendry County</i> | 60 | 39,902 | 1.50 |
| <i>Broward County</i> | 1,049 | 1,940,907 | 0.54 |
| <i>Miami-Dade</i> | 1,267 | 2,688,237 | 0.47 |
| <i>Florida State</i> | 13,785 | 21,634,529 | 0.63 |

Table 6. Collier County traffic fatalities per 1,000 people compared to peer counties

Naples, the largest city in Collier County, had a traffic fatality rate of 0.36 per 1,000 people, lower than other large cities like Fort Myers, Fort Lauderdale, and Miami, which all had rates above 0.5 (Table 7).

| City | Fatalities (2019 – 2022) | Population (2022) | Fatalities Per 1,000 People |
|------------------------|--------------------------|-------------------|-----------------------------|
| <i>Naples</i> | 7 | 19,315 | 0.36 |
| <i>Fort Myers</i> | 70 | 88,699 | 0.78 |
| <i>Fort Lauderdale</i> | 177 | 182,673 | 0.96 |
| <i>Miami</i> | 259 | 443,665 | 0.58 |

Table 7. City of Naples traffic fatalities per 1,000 compared to peer cities

Crashes by Mode

Between 2019-2023, an average of **21 pedestrian, 21.8 cyclist, 27.6 motorcyclist, and 160 motorist fatalities or serious injuries** occur from crashes every year in Collier County. Of the 184 fatalities in the county over this period, most were motorists (112), followed by motorcyclists (30), and pedestrians and cyclists (21 each). On average per year, this breaks down to 22.4 motorist fatalities, 6 motorcyclist fatalities, and 4.2 fatalities each for pedestrians and cyclists.

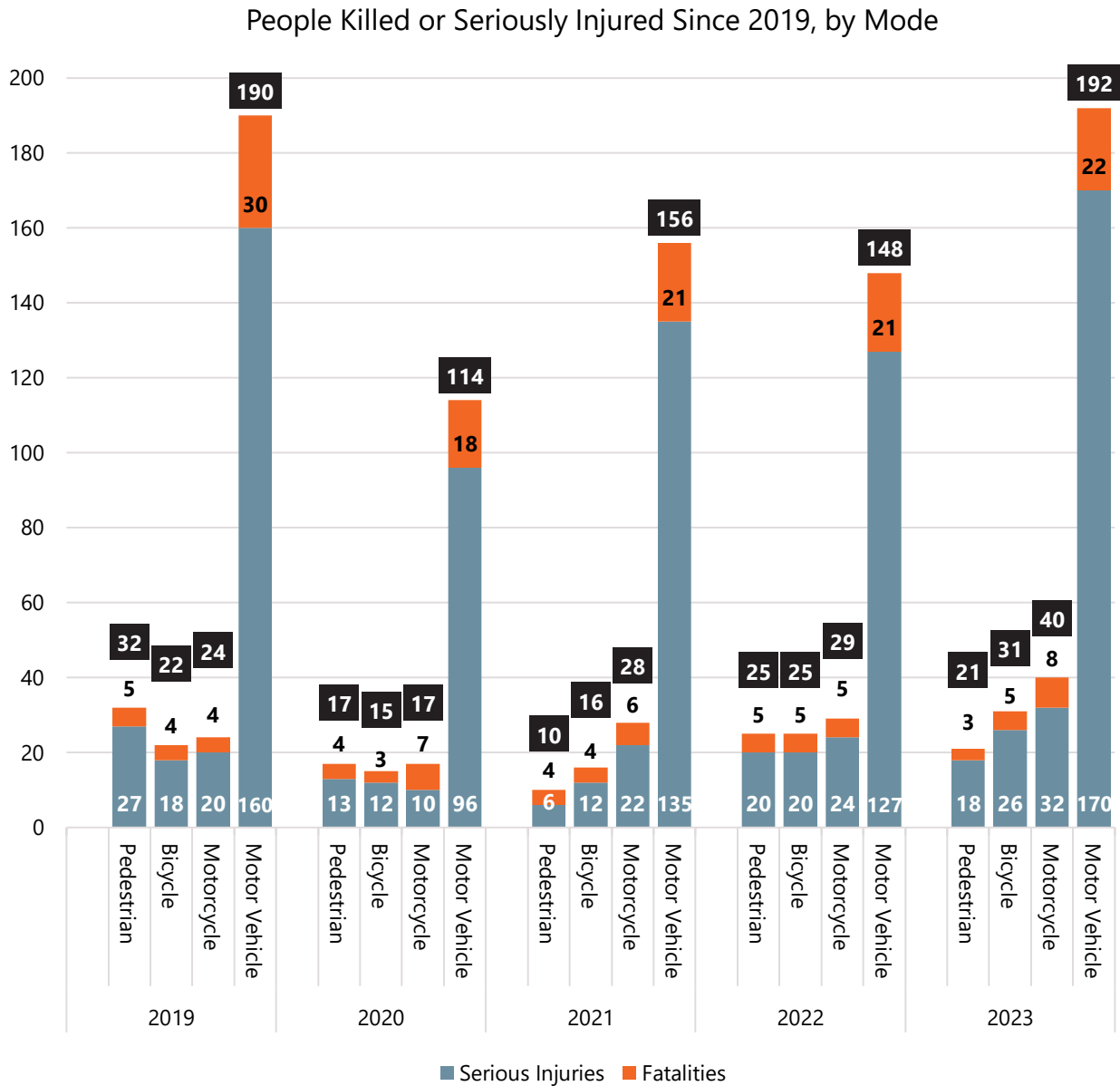


Figure 3. Total fatalities and serious injuries in Collier County from 2019-2023, by mode (pedestrian, bicycle, motorcycle, and motor vehicle).

Fatal and serious injuries dropped across most transportation modes from 2019 to 2020, then increased from 2021 to 2023, reaching or surpassing 2019 levels. For example, pedestrian injuries fell from 32 to 10, then rose to 21 by 2023. Motorist injuries dropped from 160 to 96, then increased to 170 by 2023. Injuries among cyclists and motorcyclists exceeded 2019 levels, rising from 22 to 31 and 24 to 40, respectively.

Calculating crash severity shows how severe crashes are for different types of transportation compared to how often they happen. Table 8 Table 8. Total percentage of crashes, total percentage of KSI crashes, and relative severity of crashes in Collier County from 2019-2023, by mode (pedestrian, bicycle, motorcycle, and motor vehicle).shows the percentage of total crashes and KSI crashes for each mode from 2019-2023. The relative severity score indicates how much more frequent severe crashes are for a specific mode. For example,

a pedestrian severity score of 6.1 means severe pedestrian crashes are 6.1 times more common than expected based on the total number of crashes.

From 2019-2023, motorist crashes made up 95% of all crashes and 63% of the most severe (KSI) crashes. The remaining KSI crashes were fairly evenly split among pedestrians, cyclists, and motorcyclists, even though these groups account for only 5% of all crashes. The relative severity is the ratio of the percent of KSI crashes to the percent of crashes; where the relative severity exceeds 1, KSI are overrepresented for that crash type relative to the number of crashes that occur. **The relative severity shows that while crashes involving pedestrians, cyclists, and motorcyclists are less common, they tend to be much more severe.** This is especially true for motorcyclists, who are involved in just 1% of all crashes but account for 14% of KSI crashes. Pedestrians and cyclists each account for 2% of all crashes, but pedestrians make up 11% of severe (KSI) crashes, and cyclists 12%. Together, these two groups represent just 4% of all crashes but **23% of all KSI crashes.**

| User Type | % Crashes | % of KSI Crashes | Relative Severity |
|---------------|-----------|------------------|-------------------|
| Pedestrian | 2% | 11% | 6.1 |
| Bicycle | 2% | 12% | 7.1 |
| Motorcycle | 1% | 14% | 14.8 |
| Motor Vehicle | 95% | 63% | 0.7 |

Table 8. Total percentage of crashes, total percentage of KSI crashes, and relative severity of crashes in Collier County from 2019-2023, by mode (pedestrian, bicycle, motorcycle, and motor vehicle).

Figure 4 shows crashes and corresponding KSI crashes by mode.

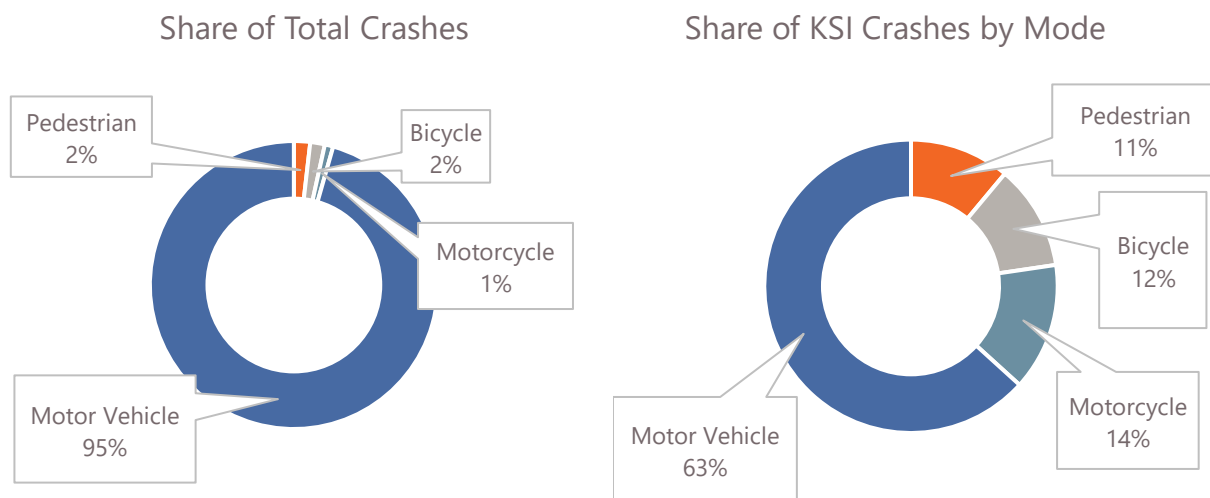


Figure 4. Share of total crashes by mode (left) and corresponding share of KSI crashes by mode (right).

For pedestrian crashes, **1 in every 10 crashes** leads to a fatality or serious injury. For cyclists, this number is just **1 in every 9 crashes** and for motorcyclists **1 in every 4 crashes**. Motor vehicle crashes, by contrast, result in a fatal or serious injury every **95 crashes**.

Figure 5 shows the locations of pedestrian and bicycle, or non-motorized crashes.

One fatality or serious injury occurs every...



95

Motor Vehicle
crashes



10

Pedestrian
crashes



9

Cyclist
crashes

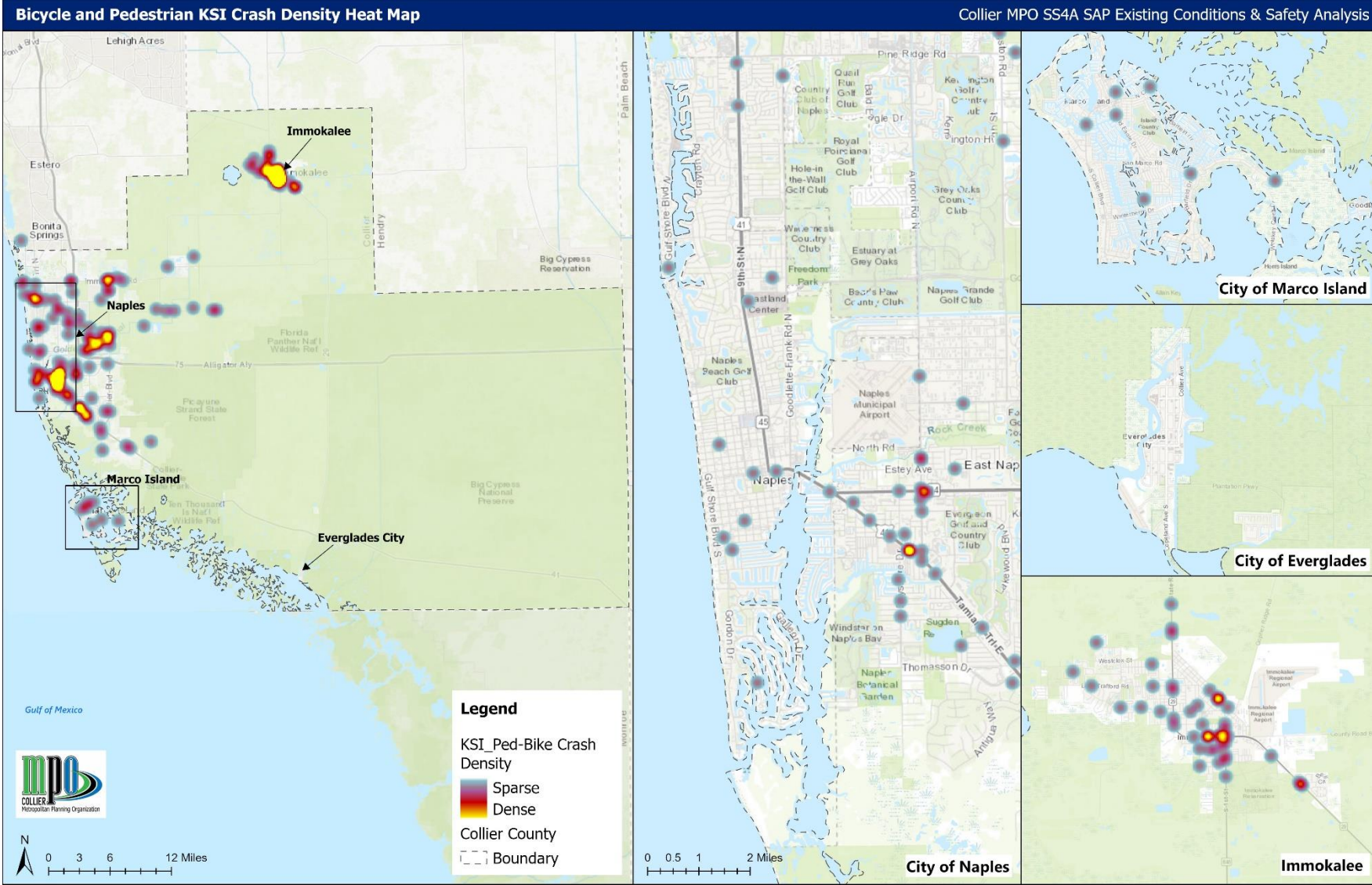


4

Motorcycle
crashes

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Figure 5. Bicycle and Pedestrian KSI crashes



Crashes by Month and Season

Examining the months and seasons when crashes occur helps to understand how environmental factors like weather, temperature, daylight, and road conditions affect crash rates and influence travel behavior in Collier County. This analysis looked at the average KSI (killed or seriously injured) crashes for all months from 2019-2023 and the seasons in which these crashes occurred, as well as all bike and pedestrian KSI crashes:

- **Winter:** December*, January, and February (*includes the December of the previous calendar year)
- **Spring:** March, April, and May
- **Summer:** June, July, and August
- **Fall:** September, October and November

Overall KSI Crashes by Month

The number of fatal or serious injury crashes in Collier County varies by month, with a **monthly average of 14.8 fatal or seriously injury crashes per month from 2019-2023** (Figure 6). There was a notable dip in the average in August to 9.5 KSI crashes and an increase in December to 18.75 KSI crashes. Likewise, March and May saw above average crashes where people were killed or seriously injured, at 17.75 and 16.5, respectively.

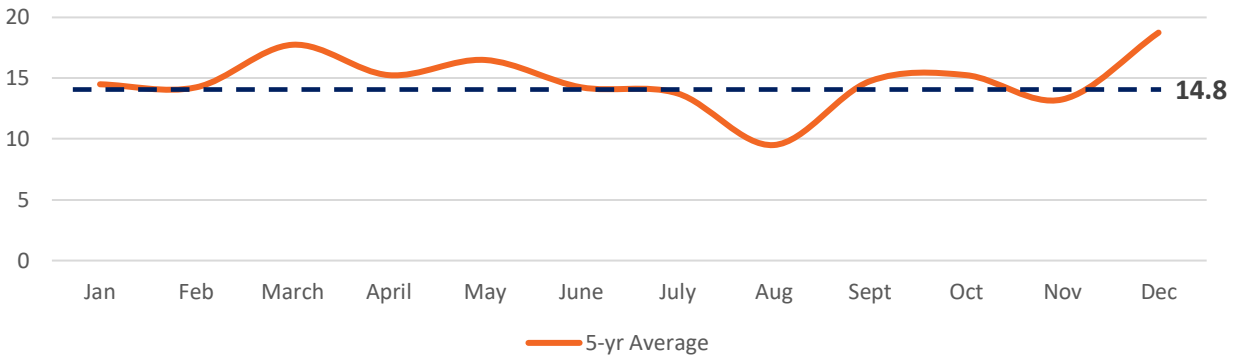


Figure 6. Average fatal or serious injury crashes by month in Collier County from 2019-2023.

On average, 44.4 KSI crashes occur in Collier County each season. Summer and fall have fewer KSI crashes, while winter and spring see significant increases, with spring reaching as high as 51.3 (Table 9). **Together, winter and spring account for nearly 60% of all KSI crashes during this period** (Figure 7). This aligns with the annual population increases to the region during these periods.

| Season | Average (2019-2023) |
|------------------|---------------------|
| Winter | 50 |
| Spring | 51.3 |
| Summer | 36.8 |
| Fall | 39.8 |
| Seasonal Average | 44.4 |

Table 9. Average fatal and serious injury crashes per season in Collier County from 2019-2023.

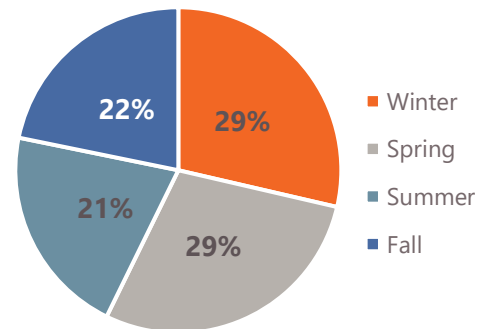


Figure 7. Percent share of fatal and serious injury crashes by season in Collier County from 2019-2023.

Bicycle and Pedestrian KSI Crashes by Month

There is an **average of 3.3 pedestrian and cyclist KSI crashes per month in Collier County** from 2019 to 2023. The winter months, especially December, February, and March, see the highest numbers, with March and December averaging up to six crashes (Figure 8). KSI crashes drop below average during the summer months of June, July, and August.

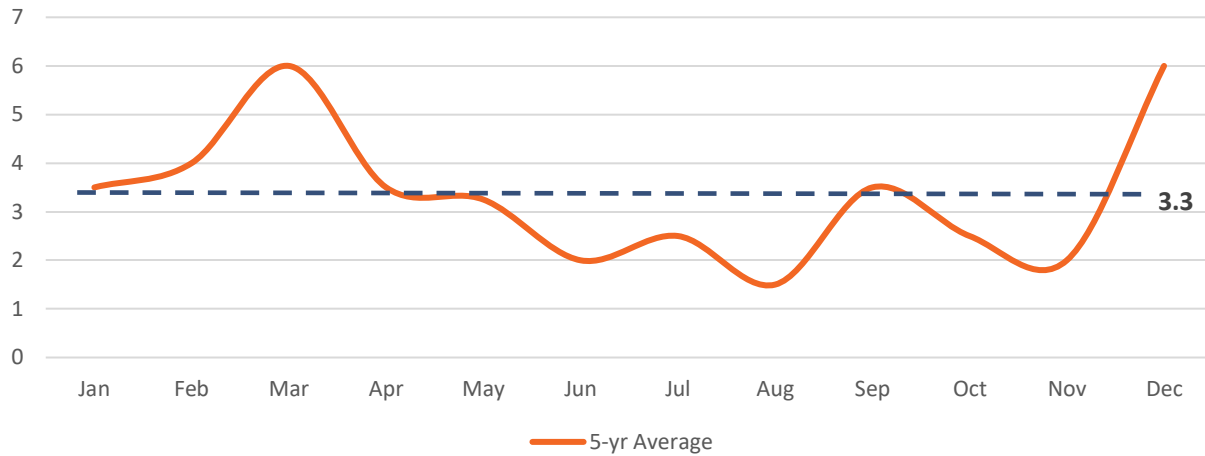


Figure 8. Total bicycle and pedestrian fatal or serious injury crashes by month in Collier County from 2019-2023.

Seasonal data shows more fatal or serious injury bicycle and pedestrian crashes in winter and spring, with both seasons averaging 12.5 crashes, higher than the average of 9.7 (Table 10). **The largest share, 66%, of pedestrian and bicycle KSI crashes occur in winter or spring** (Figure 9).

Again, these crash patterns align with the annual population increases to the region during these periods. They may also align to more moderate temperatures more suitable for walking and biking.

| Season | Average (2019-2023) |
|------------------|---------------------|
| Winter | 12.5 |
| Spring | 12.5 |
| Summer | 5.75 |
| Fall | 8 |
| Seasonal Average | 9.7 |

Table 10. Average pedestrian and cyclist fatal and serious injury crashes per season in Collier County from 2019-2023.

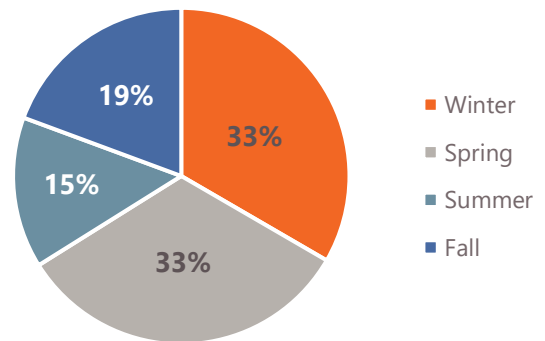


Figure 9. Percent share of pedestrian and cyclist fatal and serious injury crashes by season in Collier County from 2019-2023

Crashes by Day & Time

Temporal crash trends show how the frequency and severity of traffic incidents vary over time. In addition to analyzing patterns by season, examining time of day, and day of the week can identify risk factors and help improve road safety. This section examines temporal trends for all KSI crashes and those involving cyclists and pedestrians.

Overall KSI Crashes by Day & Time

Time of Day: For all KSI crashes, 39% occurred between 2 pm and 7 pm, with 4 pm each seeing the highest share of KSI crashes at 8%.

Day of Week: KSI crashes are spread somewhat evenly across all days of the week, with 70% occurring on weekdays vs. 30% on weekends.

Table 11 shows the total KSI crashes by both time of day and day of week for the time period.

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|----|
| 12 AM | 5 | 2 | 2 | 6 | 0 | 3 | 8 | 26 | 3% |
| 1 AM | 4 | 2 | 4 | 4 | 1 | 6 | 3 | 24 | 3% |
| 2 AM | 3 | 2 | 3 | 2 | 0 | 6 | 9 | 25 | 3% |
| 3 AM | 0 | 3 | 0 | 0 | 0 | 3 | 4 | 10 | 1% |
| 4 AM | 2 | 1 | 2 | 0 | 1 | 1 | 2 | 9 | 1% |
| 5 AM | 2 | 1 | 3 | 3 | 3 | 3 | 1 | 16 | 2% |
| 6 AM | 4 | 4 | 3 | 5 | 7 | 3 | 1 | 27 | 3% |
| 7 AM | 7 | 8 | 4 | 3 | 4 | 0 | 4 | 30 | 3% |
| 8 AM | 2 | 3 | 3 | 2 | 6 | 5 | 2 | 23 | 2% |
| 9 AM | 5 | 6 | 5 | 10 | 8 | 10 | 3 | 47 | 5% |
| 10 AM | 7 | 4 | 4 | 6 | 6 | 2 | 3 | 32 | 3% |
| 11 AM | 6 | 6 | 8 | 2 | 4 | 4 | 7 | 37 | 4% |
| 12 PM | 5 | 8 | 8 | 10 | 11 | 8 | 10 | 60 | 6% |
| 1 PM | 6 | 3 | 5 | 9 | 6 | 7 | 4 | 40 | 4% |
| 2 PM | 10 | 7 | 6 | 9 | 7 | 11 | 6 | 56 | 6% |
| 3 PM | 6 | 7 | 12 | 12 | 7 | 10 | 6 | 60 | 6% |
| 4 PM | 11 | 10 | 7 | 10 | 9 | 11 | 14 | 72 | 8% |
| 5 PM | 5 | 17 | 5 | 11 | 7 | 5 | 11 | 61 | 7% |
| 6 PM | 9 | 11 | 15 | 7 | 10 | 8 | 7 | 67 | 7% |
| 7 PM | 8 | 8 | 5 | 8 | 7 | 6 | 6 | 48 | 5% |
| 8 PM | 2 | 8 | 6 | 8 | 6 | 9 | 6 | 45 | 5% |
| 9 PM | 6 | 2 | 4 | 8 | 7 | 9 | 7 | 43 | 5% |
| 10 PM | 4 | 5 | 0 | 7 | 10 | 7 | 4 | 37 | 4% |
| 11 PM | 2 | 2 | 2 | 6 | 6 | 9 | 4 | 31 | 3% |
| Total | 121 | 130 | 116 | 148 | 133 | 146 | 132 | 926 | |
| | 13% | 14% | 13% | 16% | 14% | 16% | 14% | | |

Table 11. Total KSI crashes by time of day and day of week in Collier County from 2019-2023.

Bicycle & Pedestrian KSI Crashes by Day & Time

Time of Day: Bicycle and pedestrian KSI crashes are evenly spread throughout the entire day with 70% occurring from 7 am – 7 pm. However, evening and late night (8pm-3am) still account for 25% of severe bicycle and pedestrian crashes.

Day of Week: For cyclists and pedestrians, 71% of KSI crashes occur on weekdays. Monday and Sunday see peaks in KSI crashes at 18% and 16% respectively, while all other days see 13%.

Table 12 shows the total bicycle and pedestrian KSI crashes by both time of day and day of week for the time period.

| Hour | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday | Total | |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|----|
| 12 AM | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 6 | 3% |
| 1 AM | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 4 | 2% |
| 2 AM | 0 | 0 | 1 | 0 | 0 | 3 | 2 | 6 | 3% |
| 3 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1% |
| 4 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0% |
| 5 AM | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 5 | 2% |
| 6 AM | 1 | 2 | 1 | 1 | 1 | 0 | 0 | 6 | 3% |
| 7 AM | 4 | 3 | 3 | 2 | 1 | 0 | 2 | 15 | 7% |
| 8 AM | 2 | 1 | 2 | 0 | 1 | 1 | 0 | 7 | 3% |
| 9 AM | 3 | 1 | 3 | 1 | 1 | 4 | 0 | 13 | 6% |
| 10 AM | 5 | 1 | 1 | 1 | 3 | 0 | 2 | 13 | 6% |
| 11 AM | 0 | 2 | 1 | 1 | 2 | 1 | 3 | 10 | 5% |
| 12 PM | 2 | 3 | 3 | 3 | 1 | 2 | 2 | 16 | 8% |
| 1 PM | 2 | 0 | 1 | 2 | 1 | 2 | 0 | 8 | 4% |
| 2 PM | 3 | 1 | 0 | 1 | 2 | 1 | 0 | 8 | 4% |
| 3 PM | 3 | 1 | 0 | 1 | 0 | 3 | 1 | 9 | 4% |
| 4 PM | 2 | 1 | 1 | 1 | 1 | 2 | 1 | 9 | 4% |
| 5 PM | 0 | 3 | 2 | 2 | 1 | 1 | 4 | 13 | 6% |
| 6 PM | 2 | 3 | 4 | 0 | 2 | 1 | 2 | 14 | 7% |
| 7 PM | 6 | 2 | 1 | 1 | 2 | 1 | 0 | 13 | 6% |
| 8 PM | 0 | 1 | 2 | 2 | 3 | 3 | 1 | 12 | 6% |
| 9 PM | 2 | 0 | 0 | 4 | 0 | 2 | 2 | 10 | 5% |
| 10 PM | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 2% |
| 11 PM | 0 | 1 | 0 | 3 | 2 | 1 | 1 | 8 | 4% |
| Total | 39 | 28 | 28 | 28 | 28 | 34 | 27 | 212 | |
| | 18% | 13% | 13% | 13% | 13% | 16% | 13% | | |

Table 12. Total bicycle and pedestrian KSI crashes by time of day and day of week in Collier County from 2019-2023.

Crashes By Age of Victim

In Collier County, the largest share of KSI crashes (24%) involves the age cohort 20 to 30 years old. **This age group consists of the most drivers killed or seriously injured in crashes, despite only making up 9% of Collier County's population.** Drivers of other age groups represent between 12%-15% of KSI victims. Collectively, 20-40 year old drivers account for 39% of driver victims, while only making up 19% of the population. Figure 10 compares KSI victim driver age (left) to share of the population (right).

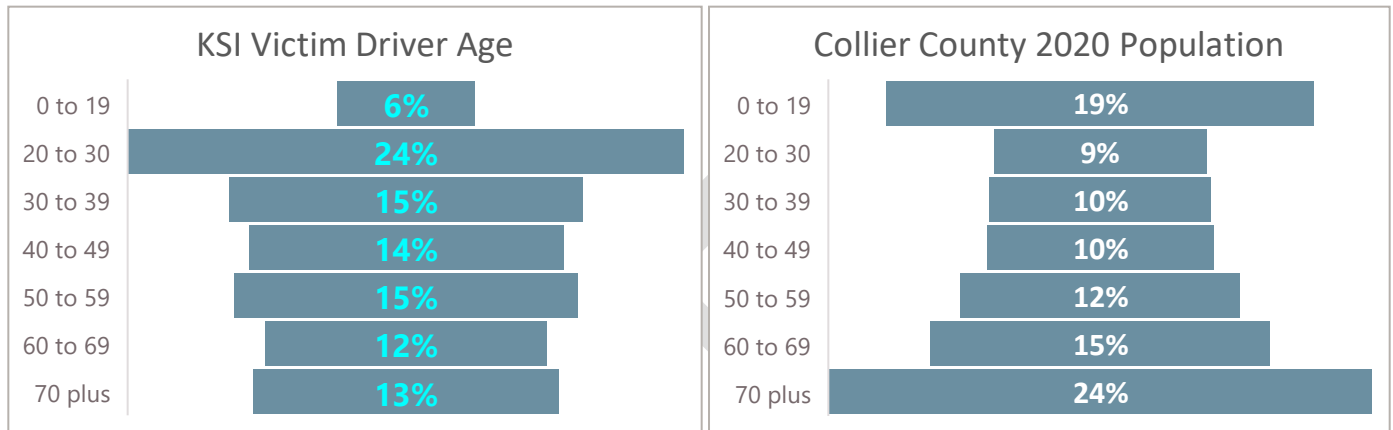


Figure 10. Age distribution of drivers killed or seriously injured in crashes in Collier County from 2019-2023 (left) and age distribution of the total population of Collier County in 2020 from the 2020 American Community Survey (right).

When examining the ages of pedestrians and cyclists killed or seriously injured in crashes, younger age groups are more prominent. **Despite the age cohort of 0-19 years making up only 19% of the population, this age group accounts for 27% of pedestrian and 21% of cyclist KSI victims** (Figure 11).

While children and teens constitute the largest share of KSI victims, younger adults and middle-aged residents tend to follow as a large share of victims. **For both pedestrians and cyclists, the second highest victim age group is 40-49 year olds at 19%, though these individuals only make up 10% of the population in Collier County.** Likewise, the ages of 20-29 and 30-39 make up a significant number of victims, representing 26% for pedestrian and 33% of cyclists.

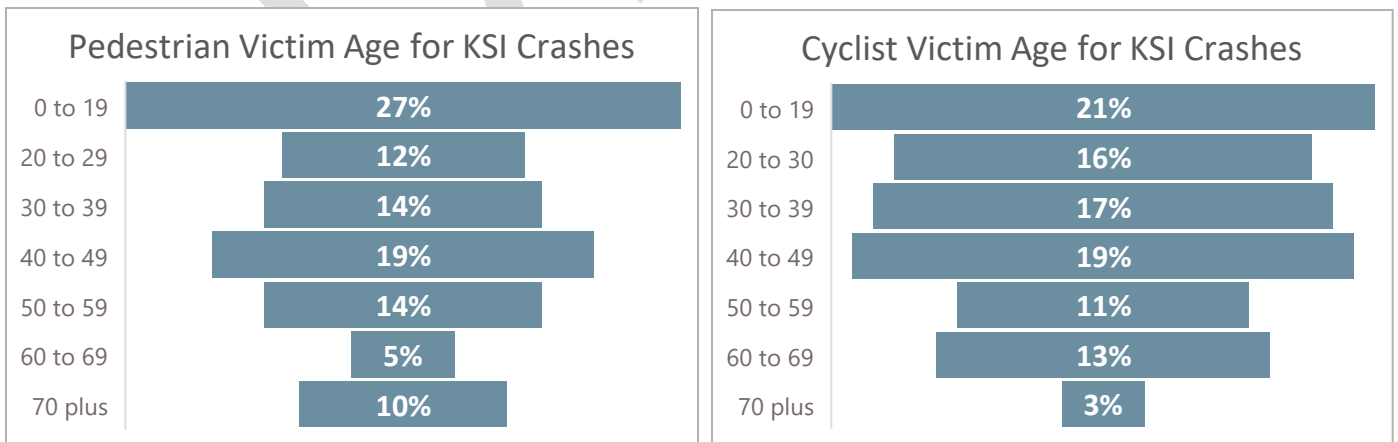


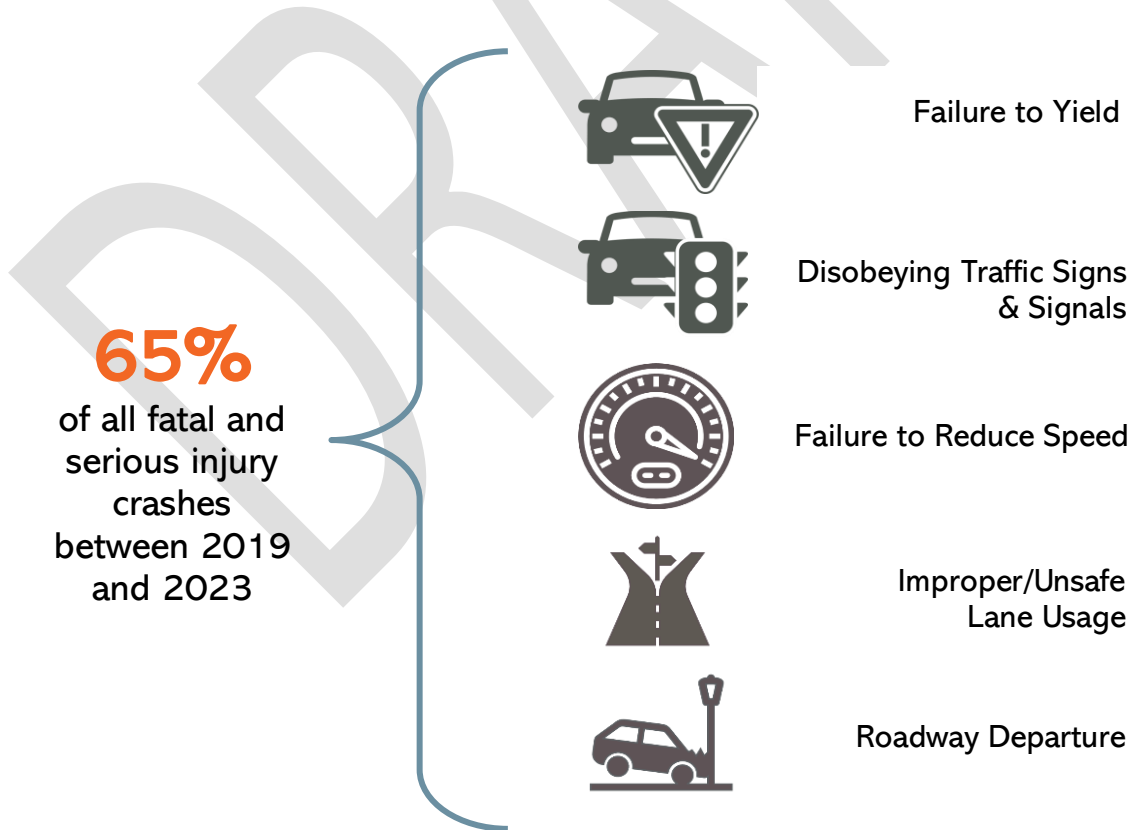
Figure 11. Age distribution of pedestrian (left) and cyclist victims (right) of KSI crashes in Collier County from 2019-2023.

Crashes by Driver Contributing Action

The actions of drivers that contribute to a crash, as reported by law enforcement, are the most significant factors leading to the crash for each driver involved. These causes are determined by the officer at the scene and may include multiple contributing factors per crash. **In Collier County, over half (65%) of all fatal and severe injury crashes result from five primary causes: failure to yield, roadway departure, reckless driving, disregarding traffic signals, and speeding.** Reckless driving (24%), failure to yield (18%), and roadway departure (12%) represent the highest shares of contributing actions (Table 13).

| % Share of Fatal or Severe Injury Crashes | |
|---|-----|
| <i>Reckless Driving</i> | 24% |
| <i>Failure to Yield</i> | 18% |
| <i>Roadway Departure</i> | 12% |
| <i>Disregarding Traffic Signals</i> | 8% |
| <i>Speeding</i> | 4% |

Table 13. Primary contributing action of crashes in Collier County. Note that 65% represents the share of the sum of these factors against total KSI crashes. These five factors will not sum to 65% due to crashes having multiple reported contributing actions.



Parking Lot Crashes

In Collier County **a quarter of all crashes took place in parking lots from 2019-2023**, but comprise a relatively low percentage of KSI crashes at 6%. Table 14 details the share of crashes, serious crashes, fatal crashes, and combined KSI crashes in parking lots for all modes.

| Crash Location | All Locations | Parking Lots | % Crashes in Parking Lots |
|---|---------------|--------------|---------------------------|
| <i>Total Crashes</i> | 57,005 | 14,080 | 25% |
| <i>Serious Injury Crashes</i> | 759 | 50 | 7% |
| <i>Fatal Crashes</i> | 170 | 4 | 2% |
| <i>Fatal and Serious Injury Crashes</i> | 929 | 54 | 6% |

Table 14. Crashes by location for all road users from 2019-2023, including all locations, parking lot locations and percent of crashes in parking lots.

Comparatively, **parking lots make up a third of crash locations for bicycle and pedestrian crashes**. These user types see greater percentages of serious or fatal injury crashes in parking lots, with 11% of serious injury and 7% of fatal crashes occurring in parking lots. **Together, parking lot locations accounted for 10% of all fatal and serious injury crashes for pedestrians and bikers, which is disproportionately higher than for all road users (6%)**. Table 15 details the share of crashes, serious crashes, fatal crashes, and combined KSI crashes in parking lots involving bicycles and pedestrians.

| Crash Location | All Locations | Parking Lots | % Crashes in Parking Lots |
|---|---------------|--------------|---------------------------|
| <i>Total Crashes</i> | 2,032 | 667 | 33% |
| <i>Serious Injury Crashes</i> | 170 | 19 | 11% |
| <i>Fatal Crashes</i> | 42 | 3 | 7% |
| <i>Fatal and Serious Injury Crashes</i> | 212 | 22 | 10% |

Table 15. Crashes by location for bicycle and pedestrians from 2019-2023, including all locations, parking lot locations and percent of crashes in parking lots.

SYSTEMIC ANALYSIS

The systemic analysis assesses the relative severity of different types of crashes and types of crash locations. This is helpful, as location prioritization should not just look at where crashes and KSI crashes have occurred, but the types of places in which crashes and KSI crashes commonly occur. The relative severity is the ratio of the percent of KSI crashes to the percent of crashes; **where the relative severity exceeds 1, KSI are overrepresented for that crash type relative to the number of crashes that occur.**

Crash Type Analysis (Motor Vehicle Crashes)

Understanding which crash types occur most often, as well as which crash types most often result in fatalities and serious injuries is critical for developing effective safety countermeasures. **Between 2019-2023 the most common crash type was rear end, representing 34% of all crashes and 15% of all KSI crashes.** Sideswipe and other / non-collision crashes make up the second largest share at 12% and 27%, respectively. However, for KSI crashes specifically, ran off roadway / fixed object crashes represented the highest share of KSI crashes at 19%. This was followed by left turn, rear end, and pedestrian crashes.

In addition to share of crashes and KSI crashes, Table 16 includes a measure of relative severity, which helps demonstrate the crash types share of severe crashes relative to its share of total crashes.

| Category | Crash Type | Share Crashes | Share KSI Crashes | Relative Severity |
|---------------------------------------|------------------------------|---------------|-------------------|-------------------|
| Intersection/ Access Management | Left Turn | 7% | 17% | 2.5 |
| | Angle | 6% | 8% | 1.3 |
| | Rear End | 34% | 15% | 0.4 |
| | Right turn | 2% | 2% | 0.9 |
| Lane Departure | Ran off Roadway/Fixed Object | 9% | 19% | 2.3 |
| | Head On | 1% | 6% | 5.8 |
| | Rollover | 0% | 5% | 10.9 |
| | Sideswipe | 12% | 4% | 0.4 |
| Other | Other/ Non-Collision | 27% | 2% | 0.1 |
| | Animal | 1% | 0% | 0.3 |

Table 16. Table of crash types (organized by category) and their share of total crashes, KSI crashes, and relative severity in Collier County from 2019-2023.

Analyzing these findings through the lenses of frequency and severity can pinpoint which types of crashes require the most urgent attention for safety interventions. Several key findings can be understood from Table 16:

- Intersection / Access Management:
 - Rear end crashes are common but tend to be less severe when they occur.
 - **Left turn and angle crashes, while only moderately common, tend to be more severe when they occur.**
 - Right turn crashes are less common and less severe.
- Lane Departure:
 - Sideswipe crashes are more common, but tend to be less severe when they occur.

- **Ran off roadway / fixed object crashes represent 9% off all crashes but 19% of KSI crashes**, tending to be more severe when they occur.
- Both head on and rollover crashes are rare, representing less than 2% of all crashes combined, but these crash types tend to be very severe when they occur.
- Other:
 - While other / non-collision crashes are relatively frequent, they tend to not be very severe.

Different crash types may also tend to be more prevalent in different contexts and environments. For example, the distribution of angle, left turning, and ran off roadway/fixed object KSI crashes in Figure 12, Figure 13, and Figure 14, demonstrates a **relatively higher concentration of angle and left turn crashes in urban areas**. In contrast, ran off roadway/fixed object crashes show more evenly distribution across both urban and rural parts of the county.

Figure 12. Crash Density Heat Map: Angle KSI Crashes

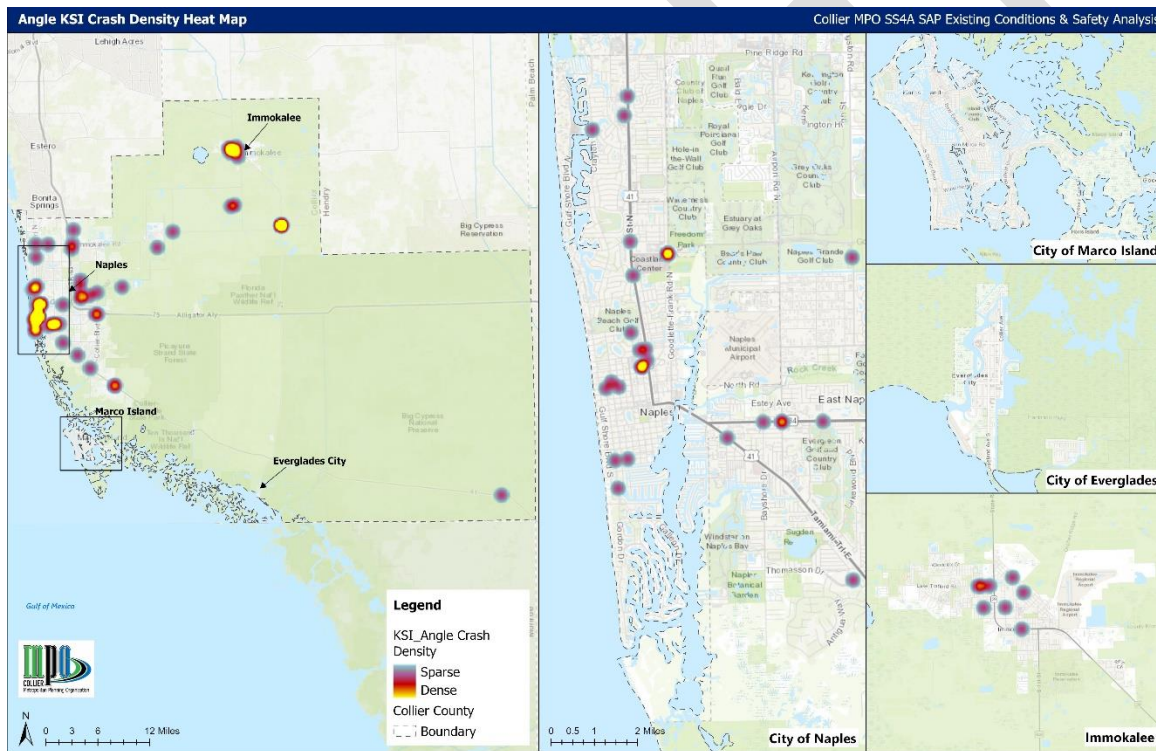


Figure 13. Crash Density Heat Map: Left Turn KSI Crashes

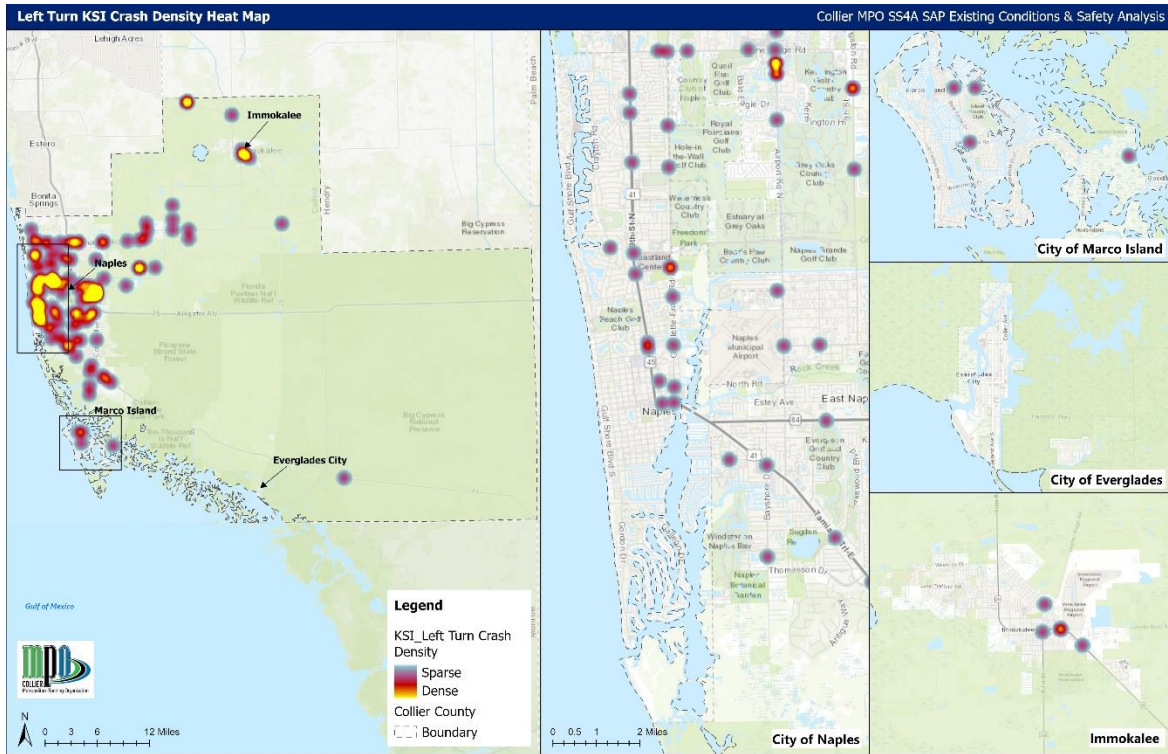
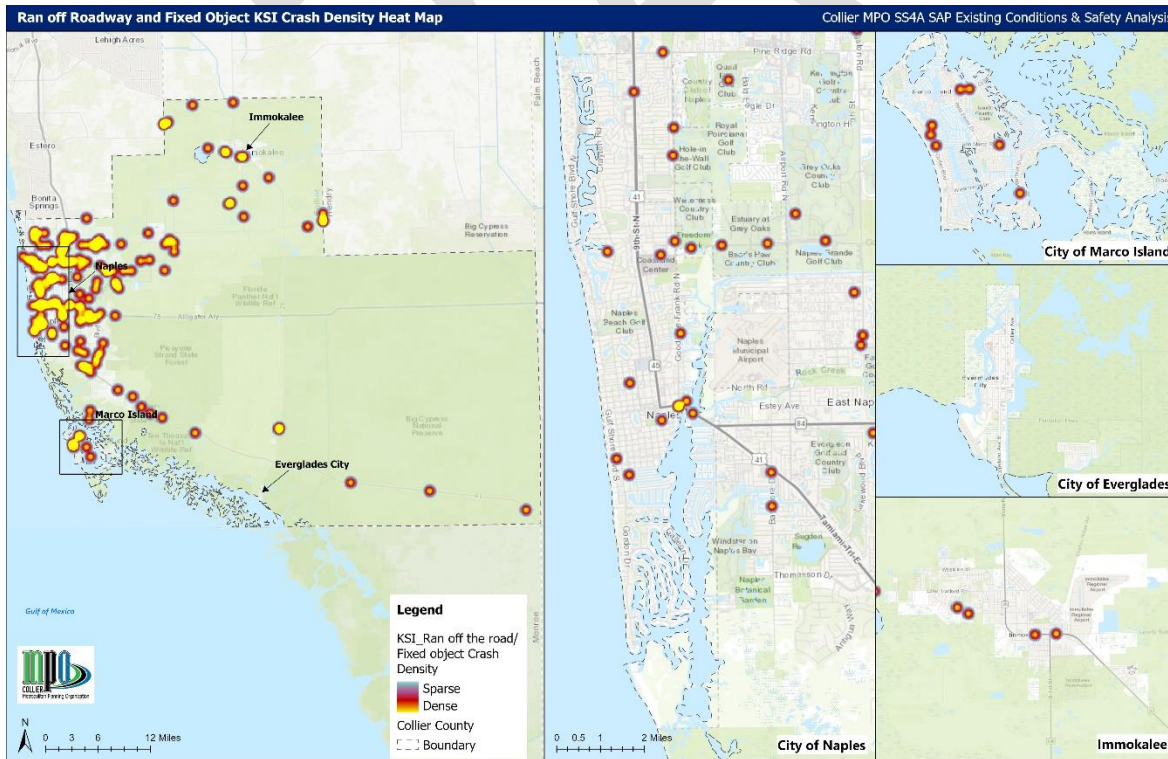


Figure 14. Crash Density Heat Map: Ran off Roadway/Fixed Object KSI Crashes



High-Risk Features Analysis

The following sections summarize the likelihood of different intersection and roadway segment types resulting in a crash, serious injury, or fatality. By conducting this systemic analysis, the county can prioritize what types of locations should be prioritized for future investment. This analysis is conducted using relative risk scores; any value over 1 indicates an above average risk for that feature.

For the segment systemic analysis, all non-Interstate roadways found in the [FDOT GIS Data Portal](#) were included. For the intersection systemic analysis, all intersections where segments met were included, along with all signal locations identified using Open Streets Map. **Local street networks were omitted from this analysis due to data limitations on local street features such as number of lanes and Average Annual Daily Traffic (AADT).**

Intersections

This section provides an overview of crash data at both rural and urban intersections in Collier County, examining intersection characteristics such as signalization, number of lanes among intersection legs, and the AADT type.

The relative risk is calculated for key metrics such as overall crashes, KSI crashes, and various crash types identified as both high-risk and high-frequency in the [Crash Type Analysis](#). **Those with greater frequency, or risk ratios greater than 1, are highlighted in red.** While all intersection types are included in the analysis to ensure a complete dataset, trends from those with less than 4 intersections are excluded from this highlight due to low sample size.

Urban Intersection

Table 17 shows the relative risk of key metrics for urban intersection for the crash category and across intersection typologies.

On urban roadways in the county, the relative risk of different crashes varies across intersection type:

- **The relative risk for crashes and KSI crashes tends to be higher at high-volume intersections with a greater number of lanes.** This is true at both signalized and non-signalized locations, but highest at non-signalized intersections.
- **There is an above-average risk of pedestrian and cyclist crashes at 6+ lane, high-volume intersections (both signalized and non-signalized)**
- However, the **highest risk for pedestrian KSI crashes (5.5) is at signalized 1 or 2 lane intersection with low AADT.** The highest risk for cyclist KSI crashes is 6 or more lane intersections with moderate to high AADT.
- **Of the crash types examined, all are more frequent at intersections with 6+ lanes. The greatest risk occurs at 6+ lane, high-volume, non-signalized intersections.**

| Intersection Characteristics | Signalized Intersection | No | | | | | | Yes | | | | | | | | | |
|------------------------------|-------------------------|------|---------|------|------|---------|------|------|---------|------|---------|------|------|---------|------|------|-----|
| | Max Lanes | 1,2 | 3,4,5 | | | 6+ | | | 1,2 | | 3,4,5 | | | 6+ | | | Unk |
| | AADT Type | <25K | 25K-50K | 50K+ | <25K | 25K-50K | 50K+ | <25K | 25K-50K | <25K | 25K-50K | 50K+ | <25K | 25K-50K | 50K+ | <25K | Unk |
| | Intersection Count | 13 | 3 | 1 | 6 | 5 | 12 | 1 | 3 | 18 | 25 | 1 | 28 | 129 | 85 | 15 | 2 |
| Crash Category | | | | | | | | | | | | | | | | | |
| Relative Risk | KSI | 1.2 | 1.9 | 5.8 | 0.0 | 1.2 | 2.2 | 0.0 | 1.9 | 0.5 | 1.1 | 1.9 | 0.4 | 0.9 | 1.2 | 0.8 | 1.9 |
| | Crash | 0.3 | 1.1 | 5.0 | 0.2 | 1.2 | 4.3 | 1.1 | 2.0 | 0.3 | 1.0 | 2.3 | 0.5 | 0.6 | 1.5 | 0.8 | 1.2 |
| | Pedestrian KSI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 4.0 | 0.0 | 0.0 | 0.8 | 0.6 | 0.0 | 0.0 |
| | Pedestrian | 0.5 | 2.0 | 0.0 | 2.0 | 1.2 | 2.0 | 0.0 | 5.9 | 1.6 | 1.4 | 5.9 | 0.4 | 0.7 | 1.2 | 0.0 | 0.0 |
| | Bicycle KSI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.3 | 0.0 | 1.0 | 24.8 | 0.9 | 1.2 | 1.2 | 0.0 | 0.0 |
| | Bicycle | 0.3 | 0.6 | 0.0 | 1.3 | 3.0 | 1.3 | 0.0 | 2.5 | 0.6 | 0.7 | 5.6 | 1.2 | 0.7 | 1.7 | 0.3 | 0.0 |
| | Left Turn | 0.4 | 2.1 | 13.0 | 0.4 | 0.3 | 1.9 | 0.7 | 1.9 | 0.5 | 1.3 | 1.0 | 0.8 | 0.8 | 1.2 | 0.8 | 2.5 |
| | Angle | 1.0 | 2.2 | 2.0 | 0.0 | 1.4 | 2.5 | 0.0 | 7.1 | 0.9 | 1.1 | 0.0 | 0.5 | 0.7 | 1.2 | 1.4 | 1.0 |
| | Ran off Roadway | 0.7 | 0.3 | 8.4 | 0.3 | 1.3 | 4.2 | 0.0 | 0.3 | 0.2 | 1.3 | 4.7 | 0.7 | 0.7 | 1.1 | 1.1 | 2.3 |
| | Speed-Related | 0.5 | 0.6 | 6.1 | 0.0 | 1.0 | 3.4 | 1.7 | 1.4 | 0.2 | 0.9 | 4.3 | 0.5 | 0.7 | 1.4 | 1.3 | 3.5 |

Table 17. Relative risk of crashes per intersection on urban roadways.

Rural Intersections

Table 18 shows the relative risk of key metrics for rural intersections for the crash category and across intersection typologies.

In rural roadways in the county, the relative risk of different crashes varies across intersection type:

- **Overall, non-signalized rural intersections have a greater frequency of KSI crashes.** 1 or 2 lane non-signalized intersections are nearly 2 times (1.8) riskier than the average rural intersection.
- **Signalized rural intersections have less frequent KSI crashes, but a greater risk for crashes in general.** The relative risk for a crash is greatest (1.5) for rural signalized roadways involving 6+ lanes.
- Of the crash types examined, the **highest risk of left turn crashes is at 6+ lane signalized intersections**, while ran off roadway risk is found to be higher at unsignalized intersections.
- **Among crashes marked as speed-related, 6+ lane signalized intersections were found to have the highest risk.**
- **Pedestrian and cyclist crashes are uncommon at rural intersections.**

| Intersection Characteristics | Signalized | No | | | Yes | | |
|------------------------------|--------------------|------|---------|------|------|-------|-----|
| | Max Lanes | 1,2 | 3,4,5 | 6+ | 1,2 | 3,4,5 | 6+ |
| | AADT Type | <25K | 25K-50K | <25K | <25K | | |
| | Intersection Count | 10 | 1 | 1 | 3 | 4 | 5 |
| Crash Category | | | | | | | |
| Relative Risk | KSI | 1.8 | 2.0 | 0.0 | 0.0 | 0.5 | 0.4 |
| | Crash | 0.7 | 7.0 | 0.4 | 0.5 | 0.1 | 1.5 |
| | Pedestrian KSI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Pedestrian | 0.0 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |
| | Bicycle KSI | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Bicycle | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Left Turn | 0.9 | 4.3 | 1.4 | 0.8 | 0.0 | 1.3 |
| | Angle | 0.4 | 12.5 | 0.0 | 1.4 | 0.3 | 0.4 |
| | Ran off Roadway | 1.1 | 6.3 | 0.6 | 0.2 | 0.3 | 0.8 |
| Speed-Related | 0.7 | 3.6 | 0.0 | 0.4 | 0.0 | 2.4 | |

Table 18. Relative risk of crashes per intersection on rural roadways.

Segments

Following the methodology and format of the intersections analysis, the tables below present a systemic analysis of urban and rural road segments in Collier County focusing on crash types and severity across different lane types and Average Annual Daily Traffic (AADT) categories.

Relative risk is calculated per lane mile and for key metrics such as overall crashes, KSI crashes, and various crash types identified as both high-risk and high-frequency in the [Crash Type Analysis](#). Those with greater frequency, or risk ratios greater than 1, are highlighted in red.

Urban Segments

Table 19 shows the relative risk of key metrics for urban roadways – for the crash category and across segment typologies. Those with greater frequency, or risk ratios, are highlighted in red.

- On urban segments, **relative risk for roadways with 1-2 lanes are consistently lower, regardless of AADT.**
- There is an increased risk for both crashes and KSI crashes on roadway segments with more than 3 lanes. The risk **of KSI crashes is greatest (1.4) on 6+ lane segments with moderate AADT.**
- **Pedestrian crashes (2.1) and pedestrian KSI crashes (1.9) are of greatest risk on 3 to 5 lane urban roadway segments with lower AADT.**
- The **greatest risk for bicycle crashes and bicycle KSI crashes occurs on 6+ lane roadway segments.**
- **Of the crash types examined, all occur more frequently than average on 3 to 6+ lane roadway segments with moderate AADT.** Of these, speed-related crashes carry the highest risk – nearly 2x the average risk on 6+ lane roadways.

| Roadway Characteristics | Lane Type | 1,2 | | 3,4,5 | | 6+ | |
|-------------------------|-------------------------|------|------|-------|------|------|------|
| | AADT Type | 25K+ | <25K | 25K+ | <25K | 25K+ | <25K |
| | Midblock Length (Miles) | 9.4 | 81.7 | 35.0 | 26.4 | 68.1 | 15.3 |
| Category | | | | | | | |
| Relative Risk | KSI | 0.7 | 0.5 | 1.3 | 0.9 | 1.4 | 1.3 |
| | Crash | 0.3 | 0.3 | 1.4 | 0.6 | 1.8 | 1.4 |
| | Pedestrian KSI | 0.6 | 0.9 | 0.5 | 1.9 | 1.3 | 0.0 |
| | Pedestrian | 0.1 | 0.8 | 0.9 | 2.1 | 1.2 | 0.2 |
| | Bicycle KSI | 0.0 | 0.6 | 1.3 | 1.4 | 1.2 | 1.5 |
| | Bicycle | 0.2 | 0.5 | 1.3 | 1.2 | 1.6 | 0.7 |
| | Left Turn | 0.4 | 0.5 | 1.5 | 0.8 | 1.5 | 1.0 |
| | Angle | 0.4 | 0.8 | 1.6 | 1.1 | 1.1 | 0.9 |
| | Ran off Roadway Crash | 0.5 | 0.4 | 1.3 | 0.8 | 1.6 | 1.5 |
| | Speed-Related Crash | 0.3 | 0.2 | 1.4 | 0.5 | 1.9 | 1.4 |

Table 19. Relative risk of crashes per lane-mile on urban roadways.

Rural Segments

Table 20 shows the relative risk of key metrics for rural roadways for the crash category and across segment typologies.

- In general, **rural roadways have low AADT and risk increases with the number of lanes**. Crashes are 8.5 times more likely on roadways with 6+ lanes, and KSI crashes are nearly 3 times more likely. However, the greatest number of rural roadway miles have 1-2 lanes.
- Risk for all non-motorist crashes appears to be higher on larger rural roadways (3+ lanes); however, there are too few rural non-motorist crashes to definitively identify a trend.
- Of the crash types examined, all have the greatest risk on 6+ lanes rural roadways. Of these, speed-related crashes carry the highest risk – nearly 12x the average risk.

| Roadway Characteristics | Lane Type | 1,2 | 3,4,5 | 6+ |
|-------------------------|-------------------------|-------|-------|------|
| | AADT Type | <25K | | |
| | Midblock Length (Miles) | 159.6 | 17.6 | 5.2 |
| Crash Category | | | | |
| Relative Risk | KSI | 0.9 | 1.4 | 2.8 |
| | Crash | 0.7 | 1.4 | 8.5 |
| | Pedestrian KSI | 0.8 | 3.4 | 0.0 |
| | Pedestrian | 0.6 | 4.1 | 3.5 |
| | Bicycle KSI | 0.8 | 0.0 | 11.7 |
| | Bicycle | 0.8 | 0.0 | 10.0 |
| | Left Turn | 0.7 | 2.2 | 4.8 |
| | Angle | 0.7 | 3.3 | 3.6 |
| | Ran off Roadway Crash | 0.8 | 1.2 | 5.5 |
| | Speed-Related Crash | 0.6 | 1.0 | 11.9 |

Table 20. Relative risk of crashes per lane-mile on rural roadways.

Equity Considerations

The Role of Equity in a Safety Action Plan

Studies show that historically disadvantaged communities – including communities of color, low-income communities, and communities with limited resource availability— face higher injury risks due to lack of infrastructure investment and high rates of walking, bicycling, and transit use. In 2021, Indigenous, Black or African American, and Hispanic or Latino people in the United States faced higher traffic fatality rates than the overall population, with the disparity even more pronounced for certain groups outside of a vehicle. The fatality rate for Black and African American pedestrians and cyclists stood at 4.1 fatalities per 100,000 people while that for American Indian or Alaskan Native stood at 6.6, in comparison to a fatality rate of 2.5 for the total population.¹ Evidence suggests that this disparity is widening: between 2017 and 2021, overall fatal traffic crashes rose 15% while fatalities among Black and Hispanic people increased 31% and 28% respectively.² The USDOT has identified that people living in the 40% of counties with the highest poverty rate had 35% more fatalities than the national average per capita.³

These facts are not only concerning on their own but also contribute to economic insecurity, limited access to opportunities, health disparities, and other inequities, thereby deepening the impact of each fatality on families, neighborhoods, and communities. These same communities often experience less infrastructure and investment compared to more privileged areas or suffer from the negative effects of arterials and highways that divide neighborhoods, hinder mobility, and increase high-speed vehicle traffic. This has resulted in a significant disparity in the quality and design of streets in underserved communities.

In addition to understanding crash factors on the County's roads, it's crucial to determine which populations this Safety Action Plan will serve and how to prioritize projects. The USDOT, FDOT, and Collier MPO aim to create a transportation network that equitably serves all users. Achieving zero traffic fatalities requires a committed effort to understand and address these disparities at their root. Vision Zero's guiding principle of equitable infrastructure investment emphasizes dedicating more resources to areas facing disproportionate burdens to rectify the consequences of past decisions. By investing equitably in safer streets, we can significantly improve safety, break the cycles perpetuated by traffic violence, and create healthier, more just, and more prosperous communities.

Traffic Fatalities & Race in Collier County

The National Highway Traffic Safety Administration (NHTSA) documents racial data for traffic fatalities through the Fatality Analysis Reporting System (FARS). Traffic fatalities in Collier County from 2017 through 2021 were captured and analyzed to identify any racial disparities among traffic fatality victims

¹ United States Department of Transportation. 2024. NHTSA's National Center for Statistics and Analysis, Traffic Safety Facts: Race and Ethnicity. Washington, DC: USDOT. Pg. 2-3, 5.

² Ibid. Pg. 3

³ United States Department of Transportation. 2022. National Roadway Safety Strategy. Washington, DC: USDOT. Pg. 7.

in the County.⁴ Results from this analysis are outlined in Table 21. Consistent with national trends, **non-white populations in Collier County bear a disproportionate number of traffic fatalities.**

| | White (Non-Hispanic) | Hispanic or Latino | Black or African American (Non-Hispanic) | Asian (Non-Hispanic) |
|------------------------------------|-------------------------|-----------------------|--|-------------------------|
| Population in Collier County | 233,909 | 108,822 | 24,232 | 5,338 |
| Share of Collier County (%) | 61.5% | 28.6% | 6.4% | 1.4% |
| Persons Killed in Fatal Crashes | 104 | 71 | 20 | 5 |
| Share of Fatalities, 2017-2021 (%) | 51% | 35% | 10% | 2% |
| Fatalities per 100,000 Residents | 44.46 | 65.24 | 82.54 | 93.67 |

Table 21. Race and fatalities analysis. Data Source: American Community Survey, 2018-2022: ACS 5-Year Estimates; Fatality Analysis Reporting System (FARS), 2017-2021.

Traffic Crashes & Disadvantaged Communities in Collier County

The MPO’s previous identification of Environmental Justice (EJ) communities were used to examine the issue of equity in terms of traffic safety countywide. These designations, updated for use in the 2019 Collier MPO Bicycle and Pedestrian Master Plan, identify disadvantaged communities at the census block group level by analyzing five socio-economic factors: minority status, poverty, no access to a vehicle, and limited ability to speak English. The EJ communities were given ranking scores of low (one) to high (four or five) factors meaningfully greater (>10% points) than the countywide percentage, and refined my MPO staff and advisory committees.⁵ Environmental Justice areas are shown in Figure 15.

In Collier County, **EJ areas include 34% of the county population and 27% of the total households but contain disproportionately large portions of the County’s underserved populations**, including non-white, impoverished, disabled, carless, and non-English speaking communities (Table 22).

⁴ Traffic fatalities include all fatal crashes in FARS database that fall within the County boundary. This matches the methodology for all other crash analyses in the memo.

⁵ Full details on EJ methodology can be found in the 2019 Collier MPO Bicycle and Pedestrian Master Plan accessed at <https://www.colliermpo.org/bp-master-plan/>

| Category | In Collier County | Share of County (%) | In EJ Areas* | Share in EJ Areas (%) |
|---|-------------------|---------------------|----------------|-----------------------|
| Total Population | 380,221 | - | 129,626 | 34% |
| Total Households | 156,768 | - | 42,985 | 27% |
| Minority Population (People) <i>Non-white population</i> | 101,782 | 27% | 58,265 | 57% |
| Elderly Population (People) <i>Population aged 65+</i> | 124,784 | 33% | 22,299 | 18% |
| Poverty Population (People) <i>Population below poverty level</i> | 39,131 | 10% | 18,578 | 47% |
| Population Impacted by Disability (Households) <i>Households with a person with a disability</i> | 34,458 | 22% | 9,550 | 28% |
| Carless Population (Households) <i>Households with zero vehicles available</i> | 7,270 | 5% | 3,483 | 48% |
| Non-English Speaking Population (Households) <i>Households with limited English proficiency</i> | 10,650 | 7% | 6,199 | 58% |

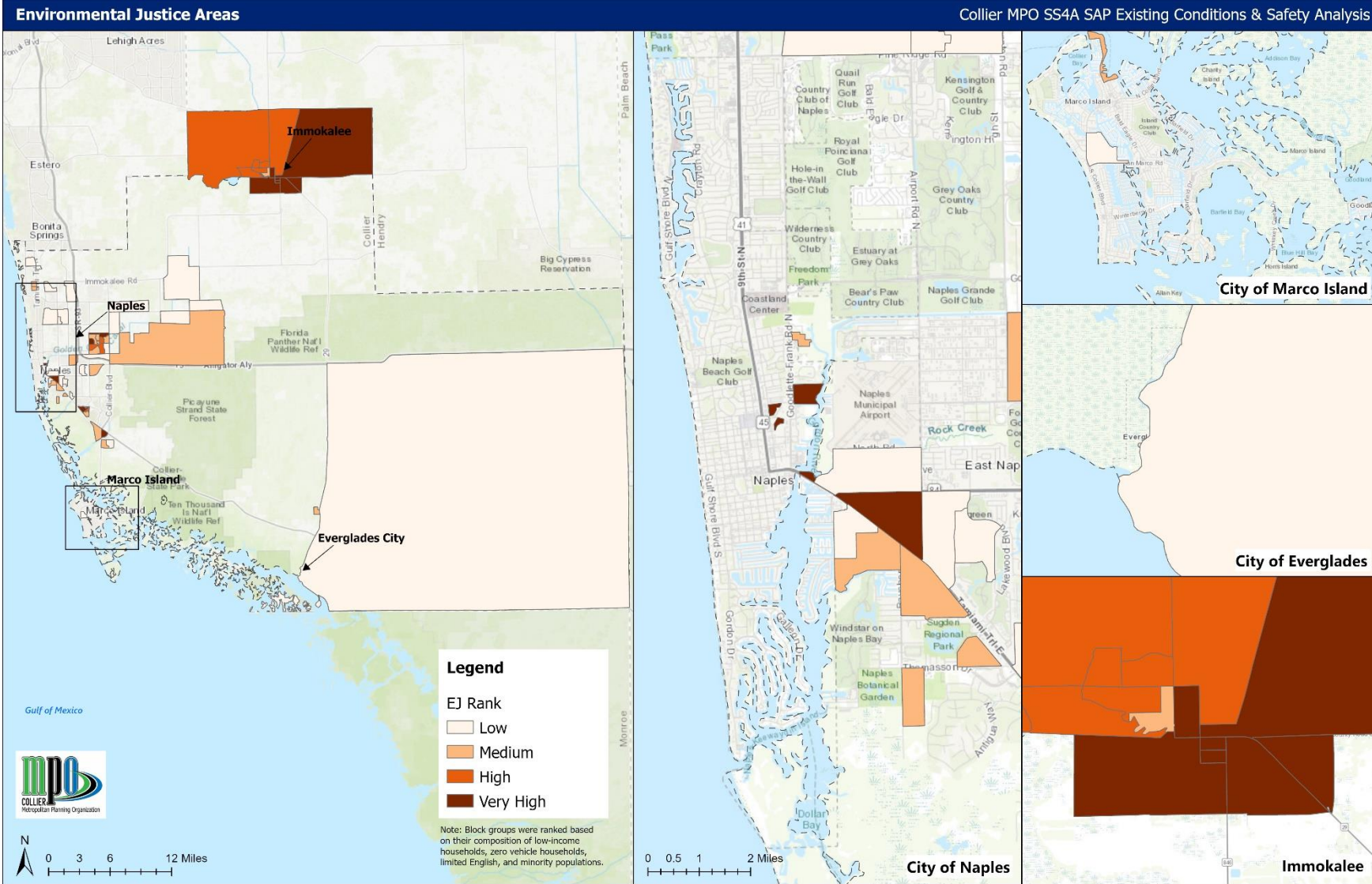
Table 22. Environmental Justice (EJ) areas and disadvantaged communities.
 Data Source: American Community Survey, 2018-2022: ACS 5-Year Estimates.
 *EJ populations are approximate due to slight geographic changes in the block group level in the 2020 Census

Between 2019 and 2022, approximately 35% of all crashes, and 38% fatal and serious injury crashes occurred on the 28% of roadway miles in EJ areas (Table 23). Although containing only 3% of the county’s roadway miles, 9% of KSI crashes occurred in the most disadvantaged communities most (EJ areas with the highest rank). **This indicates a disproportionate amount of traffic safety risk to these communities.**

| Category | Roadways | | Crashes (2019-2023)* | | |
|------------------|--------------------------|------------------------------|----------------------|-------------|-----------------|
| | Roadway Centerline Miles | Roadway Centerline Miles (%) | Total Crashes | KSI Crashes | KSI Crashes (%) |
| Entire County | 3,161 | - | 57,005 | 929 | - |
| All EJ Areas | 885 | 28% | 20,129 | 355 | 38% |
| <i>Low</i> | 441 | 14% | 8,754 | 124 | 13% |
| <i>Medium</i> | 236 | 7% | 4,691 | 74 | 8% |
| <i>High</i> | 108 | 3% | 2,983 | 70 | 8% |
| <i>Very High</i> | 99 | 3% | 3,701 | 87 | 9% |

Table 23. Crashes in Equity Areas
 *This analysis uses non-interstate crashes

Figure 15. Environmental Justice Areas



HIGH INJURY NETWORK – DRAFT

Purpose

A high-injury network (HIN) provides decision-makers with quantitative information about specific streets and intersections where severe traffic crashes are most highly concentrated and can, therefore, benefit most from the implementation of safety countermeasures.

While other tools may complement high injury networks in developing a data-driven safety action plan, high injury networks are useful for:

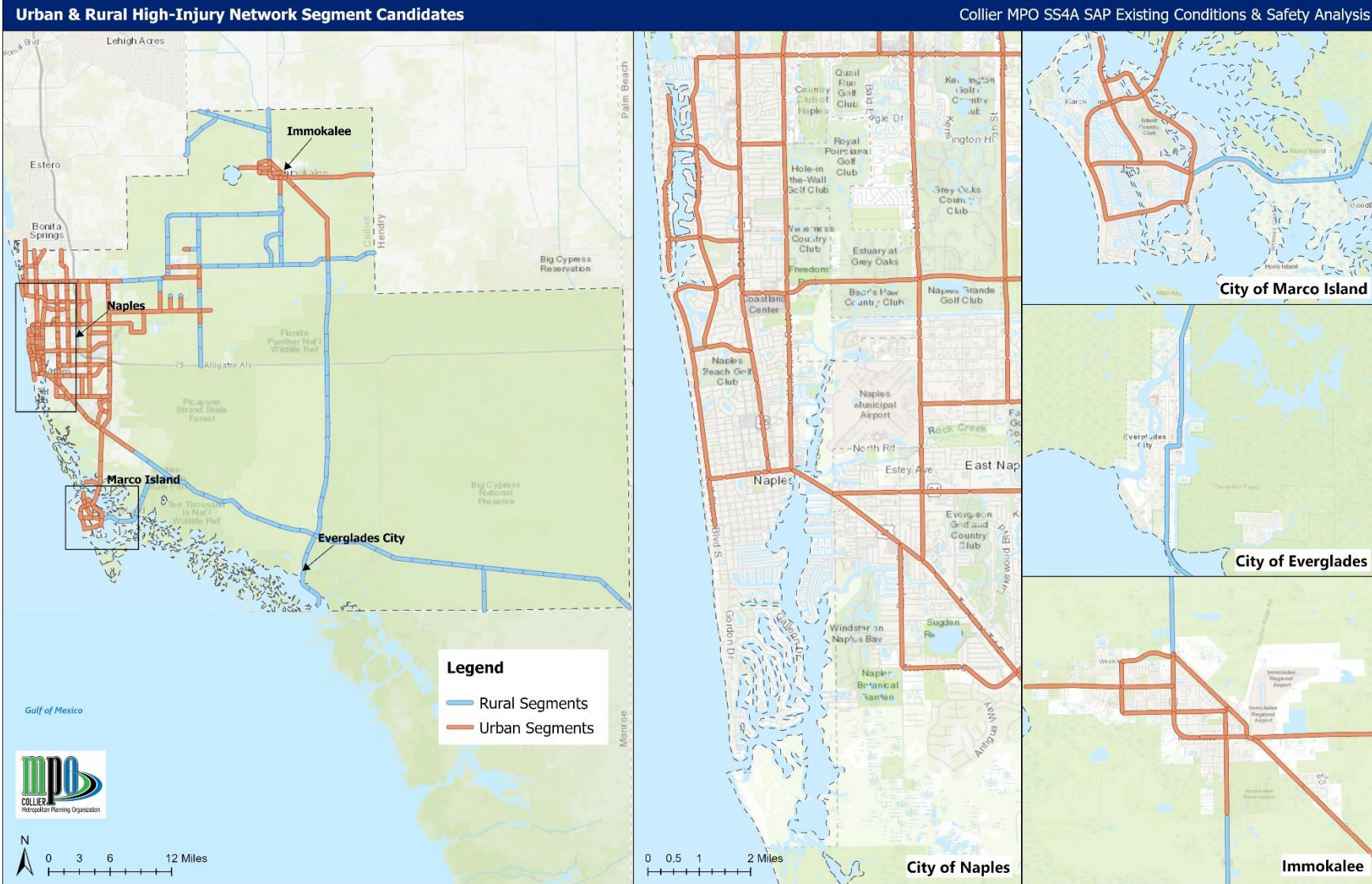
- **Prioritizing Projects.** A high-injury network indicates the major corridors and intersections with both the greatest demonstrated safety need and the greatest opportunities to make progress towards reducing serious injuries and fatalities.
- **Identifying High Impact Grant Application.** A high-injury network indicates the corridors and intersections that are most likely to demonstrate safety need and impact on competitive regional, state, and federal grant applications.
- **Developing Critical Partnerships.** A high-injury network demonstrates where partnerships are most needed, either as part of continuing inter-agency coordination, or as a starting point for collaboration.

Candidate intersections and street segments

Candidate street segments and intersections followed the same guidelines as those included in the systemic analysis. Therefore, candidate intersections included all non-Interstate roadways found in the [FDOT GIS Data Portal](#) and candidate intersections included all intersections where segments met along with all signal locations identified using Open Streets Map. Because the high-injury network is a tool to identify high-impact locations for safety improvements, local street networks were omitted from this analysis.

Due to the size of the county, a separate high-injury network analysis was conducted for both urban and rural segments. FDOT functional classification was used to distinguish urban and rural segments. Any segment with a functional classification >10 was marked urban, while any segment with a functional classification <10 was marked rural. Due to the low number of rural intersections, a single intersection high-injury network analysis was conducted county-wide. Urban and rural segment designations are outlined in Figure 16.

Figure 16: Candidate HIN Segments (Urban vs. Rural)



Evaluation criteria and calculations

To evaluate safety risk at candidate intersections and street segments and develop the high-injury network, all were evaluated on three equally weighted criteria: Severe Crash Risk Score, Facility Risk Score, and Relative Risk Score. Each criteria provides different, but equally important, information on the risk of severe crashes and potential impact of safety improvements for each candidate intersection and street segment.

- **Severe Crash Risk Score** assesses the number of severe crashes that have occurred at each intersection and street segment in the last five years.
- **Facility Risk Score** assesses the risk of each intersection and street segment based on their physical features (i.e. # of lanes, AADT, etc). Facility Risk Score is calculated in the High-Risk Features Analysis.
- **Relative Risk Score** assesses the number of severe crashes that have occurred at each intersection and street segment relative to the expected number based on the location's physical features (i.e. # of lanes, AADT, etc).

These three criteria are combined to produce a net HIN score for each segment and intersection.

Results

Net HIN scores assigned to each segment and intersection are used to rank each location and produce a final high-injury network for intersections, urban segments and rural segments. For each of these high-injury network layers, the top 20% (80th-100th percentile) of scores are identified as the Tier I High-Injury Network and the next 20% (60th-80th percentile) are identified as the Tier II High-Injury Network. These networks are shown in Figure 17 and Figure 18.

Figure 17: Collier County Segment High-Injury Network

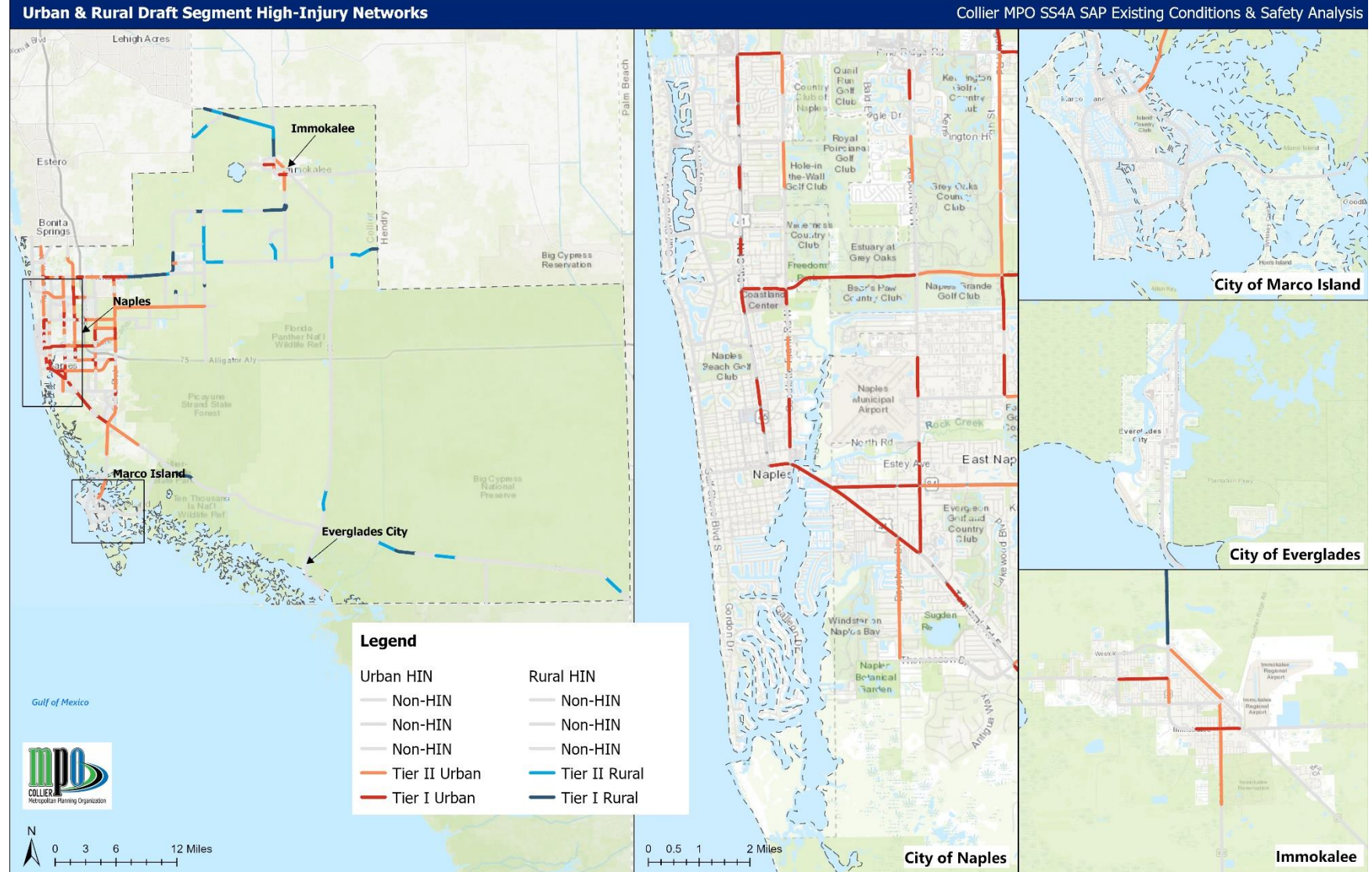
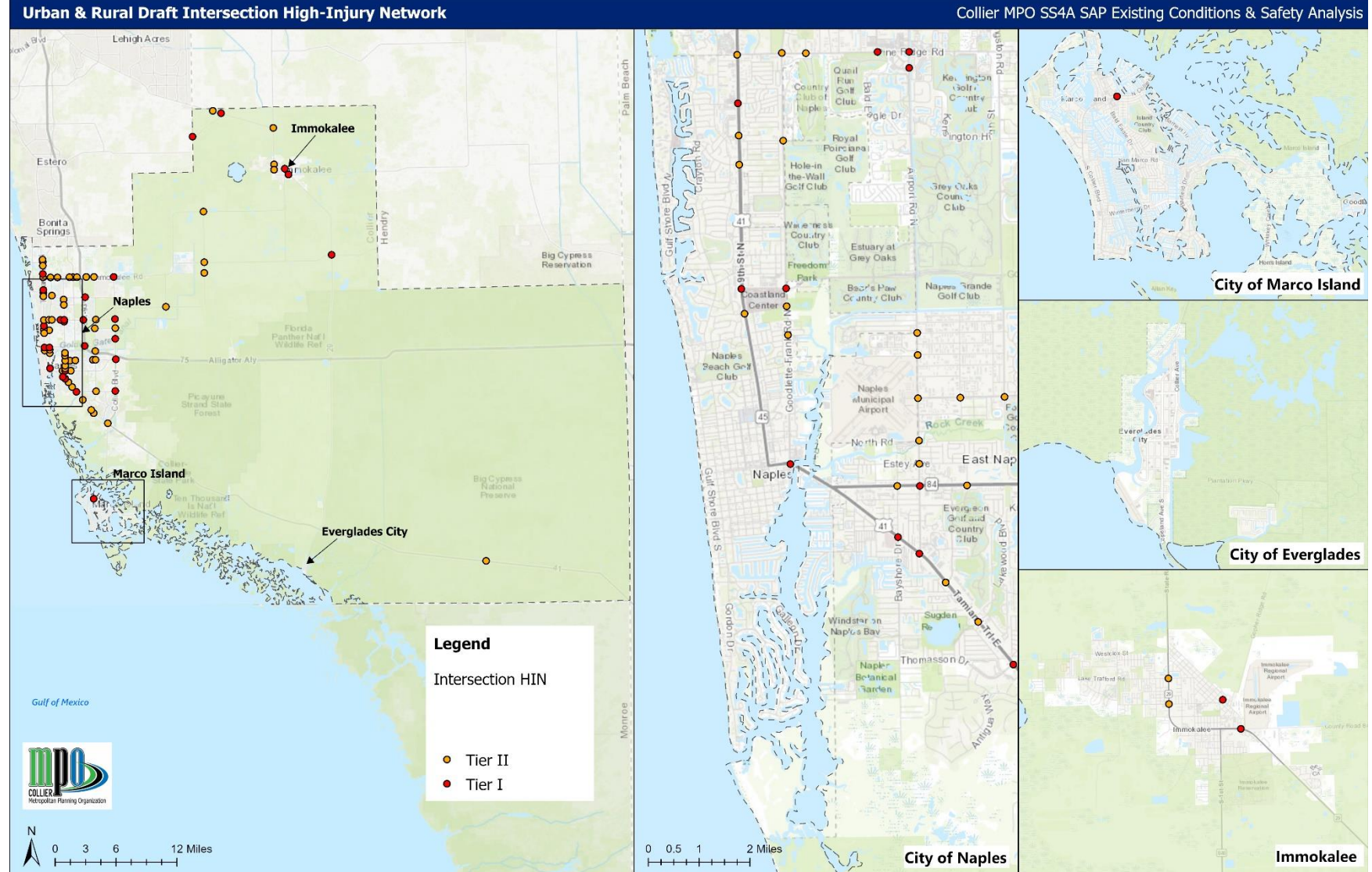


Figure 18: Collier County Intersection High-Injury Network



EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Endorse the 2050 Long Range Transportation Plan (LRTP) Revised Draft Chapter 3: Planning Context & Decision-Making Framework

OBJECTIVE: For the Committee to endorse the revised Draft Chapter 3 of the 2050 LRTP subject to the revisions proposed by MPO staff and the consultant, Jacobs Engineering.

CONSIDERATIONS: Jacobs Engineering is the MPO's consultant for the development of the 2050 LRTP. Jacobs gave an introductory overview of the 2050 LRTP, including the Public Involvement Plan and Chapters 1 and 3, at the Committee's August meeting. The Committee endorsed the draft Public Involvement Plan and Chapter 1 (Introduction) at the September meeting and deferred action on Chapter 3 to give staff time to respond to comments raised by FDOT Multimodal Office and Design Studio.

MPO staff and Jacobs proposed revisions to Chapter 3 in response to FDOT's comments and received FDOT's concurrence on the changes. (Refer to the FDOT/MPO Correspondence shown in **Attachment 1**.)

STAFF RECOMMENDATION: That the Committee endorse the revised Draft Chapter 3 of the 2050 LRTP as shown in track changes format in **Attachment 2**, and clean version as **Attachment 3**.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. FDOT/MPO Correspondence Regarding Proposed Revisions to LRTP Chapter 3
2. Revised LRTP Chapter 3 Track Changes
3. Revised LRTP Chapter 3 Clean Version

Consultant: Jacobs
Discipline:
Revision #: 1

| Item | Comments from Peyton McLeod/FDOT D1 Date 9/12/2024 | PDF Page # | Response Date 9/30/2024 |
|------|--|------------------|---|
| 1 | Consider adding participation in quarterly joint MPO/CAT/FDOT transit coordination meetings to the bulleted list of regional coordination items (see UPWP p. 38 for reference) | 1-15, 1-16 | Agreed. Added this to the list. |
| 2 | Goals 10 and 11 could be read as a “possibility,” as opposed to something that will be done or a goal to be achieved. The use of the word “consider” could mean that the MPO will “think about” but not necessarily act on it, and the evaluation for each item says “promotes” or “uses,” where promotes does not mean a project will provide and “uses” is more objective and not just a consideration. (Also referenced in p. 3-18) | 3-5, 3-18 | Agreed. Changed goals to say “Promote” rather than “Consider.” |
| 3 | <p>Consider identifying and including objectives and associated project evaluation criteria for Goal #4 that are not purely roadway capacity based (modal solutions, ITS, TSM&O), etc.)</p> <ul style="list-style-type: none"> • It has the highest percentage of all goals, and it is focused on capacity, which is (could be) contrary to/competing with some of the other goals in the LRTP, such as Goals #6, #7, #8, and #9. • Congestion and cost are associated, which implies reduced access to jobs, education, and other opportunities. It is unlikely that capacity projects will address this goal, and in the long run, they could hinder the goals mentioned above. That is, this type of project may steer resources away from developing the network, increasing walkability, or developing transit-supportive environments. | 3-9 | <p>It is important to note that the goals, objectives, and evaluation framework were developed to reflect roadway needs within Collier County. This will be stated more clearly in Section 3.2.1. Transit needs will be part of Chapter 4 and included by reference from the TDP (underway). Further, bike/ped needs will also be documented in Chapter 4 and included by reference from the Bicycle and Pedestrian Master Plan (underway). Additionally, TSM&O/ITS projects will be included in Chapter 6 and referenced from the MPO’s Congestion Management Process (underway). Goal #4 does have the highest ranking, but roadway congestion is the primary problem in the County. Because Collier County’s land use is largely suburban with numerous gated communities and low to medium density housing/business, the primary mode of transportation is vehicle use.</p> |

Collier MPO 2050 LRTP Update

Contract # 22-8025

Consultant: Jacobs

Discipline:

Revision #: 1

| Item | Comments from Peyton McLeod/FDOT D1 Date 9/12/2024 | PDF Page # | Response Date 9/30/2024 |
|------|---|------------------|---|
| | | | Thus, the higher weighting. Please note that roadway capacity projects are not precluding modal/ITS/TSM&O solutions as they are incorporated into the County's roadway network. |
| 4 | Consider increasing the weight of Goal #6 (perhaps at the expense of Goal #4) | 3-10 | Agreed. The weight of Goal #4 will be increased to 12% and Goal #6 will be decreased to 16%. Please keep in mind that the Safety Action Plan will also be incorporated by reference and safety-related needs will be incorporated into the LRTP. |
| 5 | Goal #7 - The term "alternative form of transportation" indicates that there is a primary form of transportation, and multimodal is an alternative to vehicles. Consider using the term multimodal to include all modes or be specific about non-motorized and transit modes of transportation. | 3-10 | Agreed. Multimodal will be used instead of "alternative form of transportation." |
| 6 | Is the limitation to TSAs and CRAs necessary? Consider broadening the objective to improving transit anywhere within the County | 3-11 | The criteria for Goal #8 was developed in order to prioritize transit projects in areas where transit is in demand and needed. |
| 7 | Goal #8 – Not sure how the criteria integrate land use and transportation, and it seems like the criteria are about access to certain transportation facilities and land uses and not the integration of the two. In other words, a capacity project could potentially provide quicker access to the airport, but it does not mean everyone could access the airport. It could also mean that an expanded roadway network with different routes could improve access to tourist destinations. | 3-11 | The MPO integrates land use and transportation by using the County Interactive Growth Model (CIGM) to allocate SE projections to TAZ's capped to the BEBR medium population projection for 2050, and consistent with locally adopted comprehensive plans, growth management plans, zoning, affordable housing initiatives, etc., which we are required to do as an MPO (the SE data is provided to FDOT for the D1RPM development). Goal 8 and its associated criteria was developed to help identify roadway needs within the County that support ease of access and |

Collier MPO 2050 LRTP Update

Contract # 22-8025

Consultant: Jacobs

Discipline:

Revision #: 1

| Item | Comments from Peyton McLeod/FDOT D1 Date 9/12/2024 | PDF Page # | Response Date 9/30/2024 |
|------|---|-------------------|--|
| | | | connectivity (thereby reducing trips, shortening the length of trips, and reversing the direction of trips) to primary destinations within the County and region. |
| 8 | Goal #9 – Consider how this goal may conflict with some of the other goals and criteria, as capacity and making auto travel a predominant feature does not promote sustainability or equity. | 3-11 | <p>As previously noted, the goals, objectives, and evaluation framework were developed to reflect roadway needs within Collier County. This will be stated more clearly in Section 3.2.1. Please note that roadway projects are not precluding other modes as they are incorporated into the County’s roadway network (bike lanes, shared paths, sidewalks, etc., are a part of every roadway project). Further, other modal needs will be incorporated into the LRTP.</p> <p>While we understand the opposing forces between sustainability and roadway projects, there are projects that support equity and sustainability. Those projects will see a higher ranking as a result of the goal. We are trying to find a balance.</p> |
| 9 | Goal #11 – Consider how the objectives and criteria are addressing the multimodal transportation system. | 3-13 | Agreed. |
| 10 | The way we are reading the performance measure, any evaluated project would get “transit points” based on its location relative to transit service regardless of the type of project (e.g., a 4-to-6-lane widening with no transit components). Consider restricting eligibility within this performance measure to those projects with transit components. | 3-17 (Goal 7D) | Considering that the transit system is susceptible to the same congestion as vehicles, reducing congestion along a roadway with existing or planned transit benefits the transit system. This criteria only applies to roadway projects where existing transit is used or is planned. If a roadway project is within a TSA or CRA and improves transit |

Collier MPO 2050 LRTP Update

Contract # 22-8025

Consultant: Jacobs

Discipline:

Revision #: 1

| Item | Comments from Peyton McLeod/FDOT D1 Date 9/12/2024 | PDF Page # | Response Date 9/30/2024 |
|------|---|-------------------|---|
| | | | reliability by improving capacity – it would receive points. Only roadway projects with existing or planned transit are eligible. |
| 11 | We're unsure what "provides for BRT" means in this context. It seems that would only apply for an actual BRT project. Consider adding clarifying language (or deleting). | 3-17 (Goal 7D) | Agreed. BRT will be removed from the criteria. The Collier MPO requested FDOT study BRT along our most congested facilities – US41 and I-75. FDOT denied the request based on the County's lack of density and mixed use, saying that BRT isn't feasible here. |
| 12 | Would a potential project receive the 5 (or 3) points even if it is a project that would be neutral in terms of resilience benefits, or even negative? If so, consider revising. | 3-18 (Goal 10) | We are using both the NOAA Sea Level Rise Tool as well as FDOT's Resilience Action Plan to determine which projects fall in areas that are subject to SLR. Any project within one of these areas will score a 3 or 5 and would be considered a resilience project. If the project is not in a high risk area, then the project receives no points. Additional funding for hardening would be included in a resilience need project. |
| 13 | The Evaluation Criteria scoring and weight seem odd. They act independently in their evaluation and at the same time are part of a whole for the percentage. This may cause some items with less criteria to project more weight than others. | All | <p>Apologies for the confusion. Final weighting for each evaluation criteria were not included in the draft submittal. Each evaluation criteria will be assigned a weight of their own that will sum up to the total weighting assigned to the goal. For example, Goal 1 has a total weight of 8%. 1A will be weighted at 3%, 1B will be 3%, and 1C will be 2%. These weightings were finalized after the overall goal weights were reviewed.</p> <p>Each goal was assigned a weighting factor that places more emphasis on</p> |

Collier MPO 2050 LRTP Update

Contract # 22-8025

Consultant: Jacobs

Discipline:

Revision #: 1

| Item | Comments from Peyton McLeod/FDOT D1 Date 9/12/2024 | PDF Page # | Response Date 9/30/2024 |
|-------------|---|---------------------------|---|
| | | | certain goals that require more focus in the Collier MPO transportation system. The purpose of having a project evaluation criterion is to show the advantages and disadvantages of the proposed projects in relation to each other. Ultimately, this evaluation is used to shape the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasibility Plan. |

Other comments:

From: [McLeod, Peyton](#)
To: [Anne McLaughlin](#)
Cc: [Dusty Hansen](#); [Peronto, Michelle S](#); [Sadhai, Rohan](#)
Subject: RE: August 26, 2024 | TAC/CAC Meetings and Notice of Public Comment Period - Adviser Network, Staff and Agency Partners
Date: Tuesday, October 1, 2024 1:42:56 PM
Attachments: [image003.png](#)
[image007.png](#)
[image001.png](#)

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Anne,

Thanks so much to you and the consultant team for your attention to and careful consideration of our comments. While we concur with the responses, we are interested in taking you up on your offer for a Teams meeting, partially to close the loop on these comments and responses but also to ask a few bigger picture LRTP procedural questions (mostly for our own edification).

I would love to provide several options for a date and time to meet but calendars are rather full over here. Will you please check to see if it's possible for you and the Jacobs PM to meet with us next Friday afternoon (10/11), ideally at 1:30 but potentially at 2:30 or 4:00? If not, we'll go back to the drawing board. And in the meantime, please don't let us hold things up with the TAC and CAC review and approval process.

Best,
Peyton

Peyton McLeod, PTP

Congestion Management Multi-Modal Planner

FDOT District One

Modal Development Office/Public Transit

Phone: 813-486-6917

peyton.mcleod@dot.state.fl.us

Patel, Greene & Associates, Inc. on behalf of FDOT District One

HURRICANE PREPAREDNESS: [Home](#) | [Florida Disaster](#)





From: Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>

Sent: Monday, September 30, 2024 2:07 PM

To: McLeod, Peyton <Peyton.McLeod@dot.state.fl.us>

Cc: Reina, Bessie <Bessie.Reina@dot.state.fl.us>; Simmons, Paul <Paul.Simmons@dot.state.fl.us>; Peronto, Michelle S <Michelle.Peronto@dot.state.fl.us>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Sadhai, Rohan <Rohan.Sadhai@dot.state.fl.us>; colleen.ross@jacobs.com; Dodia, Sonal <Sonal.Dodia@jacobs.com>; Bill Graemer (Bill.Gramer@jacobs.com) <Bill.Gramer@jacobs.com>; Grubel, Robert <Robert.Grubel@jacobs.com>; Sean Kingston <Sean.Kingston@colliercountyfl.gov>; SieglerDusty <Dusty.Siegler@colliercountyfl.gov>; Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Kosheleva, Dasha <Dasha.Kosheleva@dot.state.fl.us>

Subject: RE: August 26, 2024 | TAC/CAC Meetings and Notice of Public Comment Period - Adviser Network, Staff and Agency Partners

Hi Peyton,

I've attached Jacobs and my response to the comments you submitted on behalf of FDOT's D1 Design Studio and Congestion Management/Multimodal Planning group. The MPO has quite a few major plans underway that all feed into the LRTP and it may help if we explain more about what each plan contributes and how it all comes together. We can schedule a TEAMS meeting to go over our response in more detail if you'd like to.

The TAC and CAC voted to endorse the 2050 LRTP PIP and Chapter 1 on 9/23 and deferred action on Chapter 3 until October so we could report back on your comments and our response.

Regards,

Anne McLaughlin
Executive Director



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From: Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>
Sent: Friday, September 13, 2024 12:01 PM
To: McLeod, Peyton <Peyton.McLeod@dot.state.fl.us>
Cc: Reina, Bessie <Bessie.Reina@dot.state.fl.us>; Simmons, Paul <Paul.Simmons@dot.state.fl.us>; Peronto, Michelle S <Michelle.Peronto@dot.state.fl.us>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Sadhai, Rohan <Rohan.Sadhai@dot.state.fl.us>; Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>
Subject: RE: August 26, 2024 | TAC/CAC Meetings and Notice of Public Comment Period - Adviser Network, Staff and Agency Partners

Thanks Peyton,

I'll review these when I return to the office next week, and share them with our consulting team at Jacobs Engineering.

Regards,

Anne McLaughlin
Executive Director



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Naples, FL, 34104
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239-919-4378 (cell)
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From: McLeod, Peyton <Peyton.McLeod@dot.state.fl.us>
Sent: Thursday, September 12, 2024 5:39 PM
To: Anne McLaughlin <Anne.McLaughlin@colliercountyfl.gov>
Cc: Reina, Bessie <Bessie.Reina@dot.state.fl.us>; Simmons, Paul <Paul.Simmons@dot.state.fl.us>; Peronto, Michelle S <Michelle.Peronto@dot.state.fl.us>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Smith, Kristi <Kristi.Smith@dot.state.fl.us>; Sadhai, Rohan <Rohan.Sadhai@dot.state.fl.us>
Subject: RE: August 26, 2024 | TAC/CAC Meetings and Notice of Public Comment Period - Adviser Network, Staff and Agency Partners

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Anne,

FDOT District One's Planning Studio and Congestion Management Multimodal Planning teams have reviewed the two draft LRTP chapters included in the 8/26 TAC meeting agenda packet and respectfully offer the following comments, questions, and observations for consideration. Please let us know if you and/or your consultants would like to discuss any aspects of this. We appreciate the opportunity to review.

Chapter 1

1. p. 1-15/16: Consider adding participation in quarterly joint MPO/CAT/FDOT transit coordination meetings to the bulleted list of regional coordination items (see UPWP p. 38 for reference)

Chapter 3

2. p. 3.5: Goals 10 and 11 could be read as a "possibility," as opposed to something that will be done or a goal to be achieved. The use of the word "consider" could mean that the MPO will "think about" but not necessarily act on it, and the evaluation for each item says "promotes" or "uses," where promotes does not mean a project will provide and "uses" is more objective and not just a consideration. (Also referenced in p. 3-18)
3. p. 3-9: Consider identifying and including objectives and associated project evaluation criteria for Goal #4 that are not purely roadway capacity based (modal solutions, ITS, TSM&), etc.)
 - a. It has the highest percentage of all goals, and it is focused on capacity, which is (could be) contrary to/competing with some of the other goals in the LRTP, such as Goals #6, #7, #8, and #9.
 - b. Congestion and cost are associated, which implies reduced access to jobs,

education, and other opportunities. It is unlikely that capacity projects will address this goal, and in the long run, they could hinder the goals mentioned above. That is, this type of project may steer resources away from developing the network, increasing walkability, or developing transit-supportive environments.

4. p. 3-10: Consider increasing the weight of Goal #6 (perhaps at the expense of Goal #4)
5. p. 3-10: Goal #7 - The term “alternative form of transportation” indicates that there is a primary form of transportation, and multimodal is an alternative to vehicles. Consider using the term multimodal to include all modes or be specific about non-motorized and transit modes of transportation.
6. p. 3-11: Is the limitation to TSAs and SRAs necessary? Consider broadening the objective to improving transit anywhere within the County
7. p. 3-11: Goal #8 – Not sure how the criteria integrate land use and transportation, and it seems like the criteria are about access to certain transportation facilities and land uses and not the integration of the two. In other words, a capacity project could potentially provide quicker access to the airport, but it does not mean everyone could access the airport. It could also mean that an expanded roadway network with different routes could improve access to tourist destinations.
8. P. 3-11: Goal #9 – Consider how this goal may conflict with some of the other goals and criteria, as capacity and making auto travel a predominant feature does not promote sustainability or equity.
9. P. 3-13: Goal #11 – Consider how the objectives and criteria are addressing the multimodal transportation system.
10. p. 3-17 (7D): The way we are reading the performance measure, any evaluated project would get “transit points” based on its location relative to transit service regardless of the type of project (e.g., a 4-to-6-lane widening with no transit components). Consider restricting eligibility within this performance measure to those projects with transit components.
11. p. 3-17 (7D): We’re unsure what “provides for BRT” means in this context. It seems that would only apply for an actual BRT project. Consider adding clarifying language (or deleting).
12. p. 3-18 (10A): Would a potential project receive the 5 (or 3) points even if it is a project that would be neutral in terms of resilience benefits, or even negative? If so, consider revising.
13. general: The Evaluation Criteria scoring and weight seem odd. They act independently in their evaluation and at the same time are part of a whole for the percentage. This may cause some items with less criteria to project more weight than others.

Peyton McLeod, PTP

Congestion Management Multi-Modal Planner

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Patel, Greene & Associates, Inc. on behalf of FDOT District One

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3. 2050 LRTP Planning Context and Decision-Making Framework

3.1 Long Range Vision for Collier County Transportation

The Collier MPO 2050 LRTP development process began in early 2024 by establishing the plan’s vision statement, goals, and objectives. The goals and objectives help guide the LRTP process to meet the Collier MPO’s vision, while considering federal, state, and regional priorities. The LRTP goals and objectives refine the Collier MPO’s vision and are a critical part of the planning process because various transportation projects’ needs are established based on these goals and objectives.

“The Collier MPO 2050 Long Range Transportation Plan envisions the development of an integrated, equitable, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, resilience, and community character.”

Collier MPO 2050 LRTP Vision Statement

3.1.1 Federal Planning Factors

This 2050 LRTP update addresses federal mandates for regional transportation planning. As noted in Chapter 1, the guidance, commonly referred to as FHWA’s Expectations Letter, outlines the agency’s expectations for the development of LRTP updates to help MPOs meet the federal planning requirements. FHWA

has not issued an Expectations Letter or any other applicable MPO LRTP directives since 2018. Therefore, the federal planning factors have not changed since the 2045 update. FHWA requires MPOs to incorporate the following ten federal planning factors in the LRTP. **Figure 3-1** summarizes the federal planning factors in 23 CFR 450.306(b).

Figure 3-1. Federal Planning Factors



Source: FDOT 2023e

3.1.2 Statewide and Metropolitan Planning Priorities

As noted in the FDOT *MPO Program Management Handbook*, Section 339.175(6)(b) of Florida Statutes requires the LRTP to provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and nonmotorized users
- Increase accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- In addition, MPOs are also required to prepare a congestion management system for the contiguous urbanized metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law [s.339.175(6)(c)(1)]

3.1.3 Other Local Planning Coordination

Statewide guidance also dictates that the LRTP should emphasize coordination with local jurisdictions that are within the MPO (cities of Naples, Marco Island, and Everglades City) and consistency with future land use planning and locally adopted comprehensive plans of those entities. The LRTP must also maintain a 20-year planning horizon. As described in more detail in the following text, local plans that the MPO considers to be relevant to the LRTP include:

- Collier County Growth Management Plan
- Collier County Community Housing Plan
- City of Naples Comprehensive Plan
- City of Marco Island Comprehensive Plan
- City of Everglades City Comprehensive Plan

3.1.3.1 Collier County Growth Management Plan

The Future Land Use Element of the CCGMP (the County's comprehensive plan) was adopted in 1997 and most recently amended in November 2023 extending the planning period to 2050. The plan's core principles of growth include:

- Protect natural resource systems and guide development away from areas of greatest sensitivity
- Coordinate land use and public facilities to develop within Urban Designated Areas
- Manage coastal development
- Provide adequate and affordable housing
- Attain high-quality urban design
- Improve efficiency and effectiveness in the land use regulatory system

- Protect private property rights

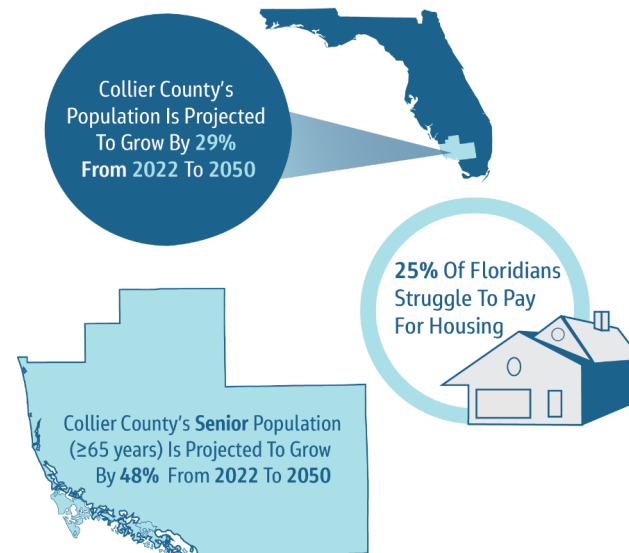
3.1.3.2 Collier County Community Housing Plan

Under the IJIA, MPOs are encouraged to consider and incorporate housing in their LRTP updates. These recommendations are outlined in the FDOT *Housing Coordination Quick Guide* (FDOT 2023d). Housing plays a significant role in the transportation network, as it dictates users' commute times and travel patterns to employment and activity centers.

To address the growing population and need for affordable housing (refer to Figure 3-2), Collier County established the Affordable Housing Advisory Committee, which reviews policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plans. Committee members also provide recommendations to the Collier County BCC for initiatives which support the implementation of affordable housing within the County.

The AHAC helps to inform the *Collier County Community Housing Plan* (Collier County 2017) that has the central goal of providing a diverse range of attainable and affordable housing for all residents. Specific transportation recommendations from this plan consist of:

Figure 3-2. Future Population Growth and Housing



Source: FDOT (2023d) and University of Florida BEBR (2022)

- Integrate bus routes with affordable housing locations by identifying corridors for multi-family development, implementing park-and-ride systems, and exploring bus rapid transit (BRT) and express service lines
- Enhance bike lane and pedestrian systems by implementing Comprehensive Pathways Plan and enhancing safety for vulnerable users
- Create ride-sharing options for enhanced mobility in remote areas of the County

- Generate revenue for transit and alternative mobility by establishing sustainable and secure revenue streams, implementing a recurring revenue source and establishing uniform standards to determine the impacts on transit from new development

Since 2018, more than 3,000 new affordable units have been approved by the Collier County BCC to be built, with 2,108 of those located in urban areas and 1,783 allocated for the rural areas and the Census Designated Place of Immokalee. Further, the Collier County BCC contracted to have 82 affordable housing rental units built on a 5-acre, county-owned Planned Unit Development site on Santa Barbara Boulevard. The Board also purchased and dedicated 22 acres of a county-owned golf course (Golden Gate Golf Course) for affordable housing including 252 affordable rental apartments and 120 affordable senior housing units.

3.1.3.3 City of Naples Comprehensive Plan

The most populous incorporated area in the County, Naples has a permanent population of 19,300 people. Updates to the Naples Comprehensive Plan were completed in 2023 to extend the planning period to 2045 and to incorporate the City Vision in the Comprehensive Plan. The Vision includes the following five primary initiatives to guide Naples officials and staff in determining capital projects, budgeting, and review of private development:

- Preserve small town character and culture
- Stewardship of land and protection of the environment
- Maintain extraordinary quality of life for residents

- Support economic health and vitality of the businesses and health care industry that contribute to collective success and well-being
- Sustain high performing government action, engagement, and responsiveness

The Transportation Element of the Naples Comprehensive Plan establishes the goal to provide an efficient, balanced, attractive, and safe multimodal system of transportation facilities in accordance with recognized safety standards, various land use demands, and environmental considerations unique to Naples.

3.1.3.4 City of Marco Island Comprehensive Plan

Marco Island is home to a permanent population of approximately 15,800 residents. The *Marco Island Comprehensive Plan* was adopted October 4, 2021, with a horizon year of 2040. The Future Land Use Element sets forth eight goals, the first of which is focused on livability, aiming to protect and enhance the City of Marco Island as a highly livable community with an excellent quality of life, which encompasses its tropical beaches, resorts and recreational amenities, abundant natural resources and sensitive coastal environments, and small-town charm.

The Transportation Element of the Marco Island Comprehensive Plan establishes the goal to coordinate land use and transportation plans to support a safe, accessible, and efficient multimodal transportation system that enhances livability and small-town character.

3.1.3.5 City of Everglades City Comprehensive Plan

Everglades City has a permanent population of approximately 350 people. The *Everglades City Comprehensive Plan* was adopted July 5, 2022, with a horizon year of 2045. The Future Land Use Element sets forth the goal to plan future land uses in a manner that serves the needs of Everglades City residents and visitors, protects and conserves natural and historic resources, supports multimodal mobility strategies, and promotes diversification of the City’s economic base while protecting maritime uses.

The Transportation Element of the Everglades City Comprehensive Plan sets forth six objectives, the first of which is to enhance mobility options. Additionally, an objective to coordinate with other governmental agencies places emphasis on MPO coordination and County Road 29 improvements.

3.2 2050 LRTP Goals

The LRTP development process builds on the 2045 LRTP and input from the Collier MPO Board, advisory committees, planning partners, and public surveys to establish the long-range vision statement for the MPO’s transportation system in 2050. Further, the LRTP is a multimodal plan that incorporates the needs and cost feasible projects through the MPO’s other plans which are incorporated by reference. These plans include the Congestion Management Process, Bicycle and Pedestrian Master Plan, Safety Action Plan, and Transit Development Plan.

The roadway needs and cost feasible projects are partly developed during the LRTP process through coordination with FDOT District One and their approved regional planning model. Because the transportation network is a multimodal

network that must consider multiple factors including safety, congestion, and sustainability; the roadway goals and objectives were developed to guide the roadway projects and their influence on other transportation modes. Each of the plans incorporated by reference into this LRTP update have distinct goals and objectives that were considered when developing the roadway goals and objectives. The goals and objectives of the LRTP are also established to help realize this vision.

The LRTP goals and objectives and evaluation framework were developed to reflect the roadway needs within Collier County. These goals and objectives ultimately guide the ~~entire~~ LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document roadway project priorities while also that considering other transportation modes. The goals of the 2050 LRTP originated in the 2045 LRTP and were slightly modified to better align with both the federal and FDOT planning emphasis areas and new requirements set forth by the IJJA. Additionally, FDOT provided guidance on Housing in the LRTP in the *Housing Coordination Quick Guide* (FDOT 2023d), and these recommendations were incorporated into the goals and related objectives.

The 2050 LRTP goals consist of:

- **Goal #1:** Ensure Security of the Transportation System for Users
- **Goal #2:** Protect Environmental Resources
- **Goal #3:** Improve System Continuity and Connectivity
- **Goal #4:** Reduce Roadway Congestion
- **Goal #5:** Promote Freight Movement

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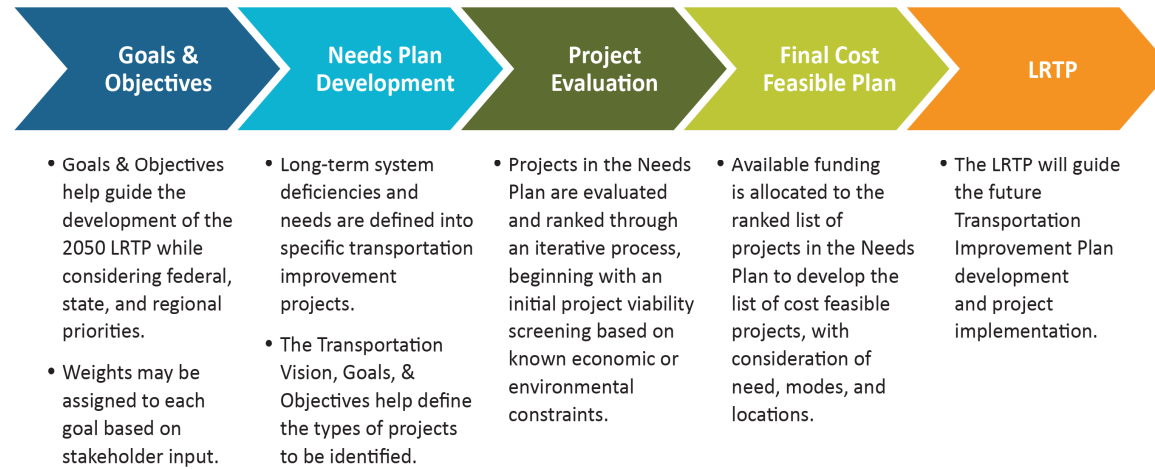
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- **Goal #6:** Increase the Safety of the Transportation System for Users

Figure 3-3. L RTP Development Framework



- **Goal #7:** Promote Multimodal Solutions
- **Goal #8:** Promote the Integrated Planning of Transportation and Land Use
- **Goal #9:** Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities
- **Goal #10:** Consider-Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making
- **Goal #11:** Consider-Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System

The Collier MPO staff presented these goals and associated objectives for consideration by the CAC and TAC during their regular meetings on *(date pending)*. They were approved to carry forward in the 2050 L RTP by the Collier MPO Board on *(date pending)*.

3.2.1 Priorities: Goals, Objectives, and Evaluation Criteria

The 2050 LRTP Goals, Objectives, and Evaluation Criteria are listed on the following pages. The goals provide a framework for realizing the LRTP vision (Figure 3-3). The objectives provide specific guidance on how to achieve each goal. Evaluation criteria are used to evaluate and compare how effectively potential transportation projects perform relative to the goals and objectives.

This LRTP is guided by the goals and objectives, each of which represents a specific element of how the transportation system should be managed for the next 25 years. The 11 goals are intended to maintain Collier County and its incorporated cities as livable communities and to improve the Countywide transportation system, keeping pace with growth and expected demand for transportation services in the region.

The evaluation framework was developed to evaluate and compare how well potential projects meet each of the established goals and objectives. For the evaluation framework, each goal was assigned a weighting factor that placed more emphasis on certain goals that require more focus in the Collier MPO transportation system. A project evaluation criterion shows the advantages and disadvantages of the proposed projects independently as well as in relation to each other. As illustrated on Figure 3-3, this goals-and-objectives-based type of evaluation process is ultimately used to develop the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasible Plan.

To support the performance-based process emphasized in the IJJA, the following pages present defined goals and objectives and the related evaluation criteria with performance measures applied to evaluate each proposed project.

Goal #1: Ensure Security of the Transportation System for Users



The primary security issue for Collier County residents relates to implementation of sound emergency management plans. The primary threat to the County is extreme weather events, particularly hurricanes and wildfires. As a result, emphasis has been placed on enhancing important evacuation

routes.

The total weighting factor for this goal is 8%.

Objectives:

- Enhance important evacuation routes
- Maintain sound transportation components of the emergency management plan for Collier County

The 2021 Collier County Comprehensive Emergency Plan is designed to provide a framework through which Collier County may prevent or mitigate the impacts of, prepare for, respond to, and recover from natural, manmade, and technological hazards that could adversely affect the health, safety and general welfare of residents and visitors to the County. Additionally, this plan establishes the National Incident Management System as the standard for tasked agencies to use in responding to emergency events. The plan identifies 23 hazards of which 12 hazards were identified as High Risk because of their widespread potential impact. These 12 High Risk hazards include flood, tropical cyclones, severe storms, wildfire, drought, extreme heat, sea level rise, winter storms and freeze, tsunami, major transportation incidents,

pandemic outbreak, mass migration incident, and civil infrastructure disruption. The plan further outlines emergency situations and County agencies' responsibilities (Collier County 2021).

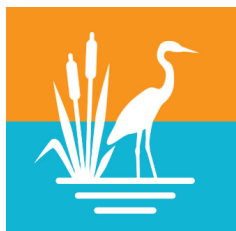
Project Evaluation Criteria:

- Improves or maintains critical evacuation routes
- Provides enhanced or potential new evacuation routes where needed
- Improves existing evacuation routes near high-density populations

Goal #2: Protect Environmental Resources

Collier County is fortunate to have wide-ranging environmental resources including extensive wetland resources and natural wildlife areas that greatly enhance the quality of life for residents and visitors. Protection of these resources has been highly valued in the 2050 LRTP.

The total weighting factor for this goal is 12%.



Objectives:

- Minimize encroachment by transportation projects on wetlands and other protected natural areas
- Minimize adverse impacts on threatened and endangered species

Project Evaluation Criteria:

- Minimize wetland encroachments by transportation projects

- Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)
- Minimize the adverse impacts on threatened and endangered species
- Lower emissions and preserve open space by improving infrastructure near key destinations

Goal #3: Improve System Continuity and Connectivity



Continuity and connectivity make it easier for residents and visitors to access the transportation system as directly as possible. Connectivity is a priority for all modes, and the future network provides direct routes and reduces travel time.

The total weighting factor for this goal is 10%.

Objectives:

- Improve continuity and capacity of existing facilities
- Promote connectivity by creating new transportation links
- Create a network of direct routes between and within areas of development

Project Evaluation Criteria:

- Improves existing infrastructure deficiencies
- Improves connectivity with new transportation links to address system gaps

Goal #4: Reduce Roadway Congestion



Congestion and accompanying delay pose a serious cost to the residents of Collier County, reducing their access to jobs, education, health care, shopping, recreation, and other activities. The 2050 LRTP emphasizes reducing congestion to help enhance the quality of life for County residents.

The total weighting factor for this goal

is 18.6%.

Objectives:

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2050 E+C network
- Reduce travel delay between residential areas and key destinations

Project Evaluation Criteria:

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service

Goal #5: Promote Freight Movement



Efficient freight movement is directly related to the economic well-being of a community. The cost of moving freight is reflected in all consumables and in local production activities.

The total weighting factor for this goal is 6%.

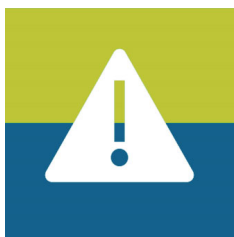
Objectives:

- Enhance movement on major regional freight mobility corridors or freight distribution routes
- Improve access to freight activity centers (distribution facilities or major commercial/industrial districts)

Project Evaluation Criteria:

- Enhances operation of the facility identified as a major freight route

Goal #6: Increase the Safety of the Transportation System for Users



Safety of the transportation system is an important factor in the MPO's planning and project development process. The investment of projects that enhance safety and emphasize complete streets will lead to reduced crashes and lower crash severity for all modes of transportation.

The total weighting factor for this goal is 120%.

Objectives:

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Emphasize the need for Complete Streets projects
- Implement safety-related improvements on high-crash corridors

Project Evaluation Criteria:

- Enhances safety of transportation system users
- Improves facility or intersection identified as having a high crash occurrence or a fatality
- Promotes traffic calming
- Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users

- Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities

Goal #7: Promote Multimodal Solutions



The County recognizes the importance of alternative forms of a multimodal transportation network that promotes healthful living, improve air quality, and improve residents' quality of life.

The total weighting factor for this goal is 10%.

Objectives:

- Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
- Improve pedestrian and bicycle facilities
- Improve air quality
- Improve quality of life
- Promote healthy living
- Implement Complete Streets policies

Project Evaluation Criteria:

- Provides for trail improvements that implement the *Bicycle and Pedestrian Master Plan*
- Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers

- Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households
- Improves transit (frequency and reliability) within existing or future transit service areas (TSA) or within a community redevelopment area (CRA); improves access to park-and-ride facilities; ~~provides for BRT~~
- Improves bicycle or pedestrian access to transit
- Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices

Goal #8: Promote the Integrated Planning of Transportation and Land Use



Transportation improvements can often result in new economic development and land use activity. In turn, decisions related to land use and economic development are often the basis for transportation system investments. The Collier MPO strives to develop projects that promote land use objectives of the County and its incorporated cities.

The total weighting factor for this goal is 10%.

Objectives:

- Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system

- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic sustainability for the County

Project Evaluation Criteria:

- Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)
- Improves access to tourist destinations
- Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
- Identified in partner agency (city, transit, county, MPO, etc.) plans as a priority
- Improves vehicle or freight movement to an intermodal facility
- Reduces household cost by providing for connectivity between housing and transportation

Goal #9: Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities



A sustainable transportation system allows for the basic access and needs of the community to be met safely. It operates fairly and efficiently, offers a choice of transportation modes, and promotes equity for all users.

The total weighting factor for this goal is 8%.

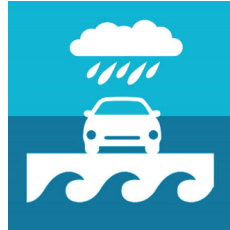
Objectives:

- Improve the sustainability of communities through increased access to affordable housing and centers of employment and reduced automobile dependency
- Ensure that transportation system improvements are equitable and fair to all residents of the County
- Engage a diverse public in the development of the region's transportation system

Project Evaluation Criteria:

- Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency

Goal #10: ~~Consider~~ Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making



A resilient transportation system is one that adapts to changing conditions and prepares for, withstands, and recovers from disruptions.

The total weighting factor for this goal is 4%.

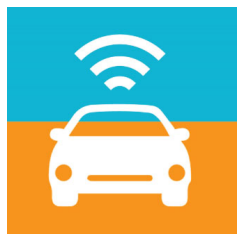
Objectives:

- Identify key climate impacts (rising sea levels, hurricanes, and so forth)
- Identify sensitive assets and thresholds for impacts
- Identify, evaluate, and adopt strategies to address identified vulnerabilities
- Screen projects during planning to investing in particularly vulnerable areas

Project Evaluation Criteria:

- Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms
- Promotes housing and transportation in areas that better withstand extreme weather

Goal #11: ~~Consider~~Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System



Advances in automotive infrastructure technology through emerging mobility options pose some of the biggest challenges to transportation planning (for example, equity among users). The potential for disruptions to transportation systems includes changes to land uses and the system

network itself. However, because of the potential safety benefits, the Collier MPO is exploring ways to incorporate these technologies into the transportation network.

The total weighting factor for this goal is 4%.

Objectives:

- Consider the development and implementation of emerging mobility options in the [multimodal](#) transportation system
- Consider new guidance and developments during the LRTP process

Project Evaluation Criteria:

- Uses technological improvements (for example, ITS, Transit Signal Priority, and so forth) that will foster the development and growth of emerging mobility in the transportation system

3.3 Applying Priorities to Decision-Making

The 2050 LRTP development process builds upon the 2045 LRTP and input from the MPO Board, advisory committees,

planning partners, and public input (surveys) to establish the long-range vision statement for the MPO's transportation system in 2050. The goals and objectives of the transportation plan are established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating a decision-making framework through which projects can be evaluated and ranked to define and document project priorities.

3.3.1 Evaluation Criteria for Project Selection

Like the goals and objectives, the 2050 LRTP evaluation criteria (refer to [Table 3-1](#)) build upon the evaluation criteria established in the 2045 plan. Evaluation criteria are used to evaluate and then compare how well potential transportation projects meet the goals and objectives. The evaluation criteria under each goal are assigned performance measures that are used to "score" each project against the criteria. Evaluation criteria are based on a point system in which the total score represents how well a project meets the goal. Ultimately, this type of evaluation is used to develop the recommendations and prioritize transportation projects.

The evaluation criteria and performance measures listed in [Table 3-1](#) demonstrate the scoring methodology for project evaluation and selection, creating an actionable way for the vision, goals, and objectives to shape project selection and prioritization.

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

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| Goal | Evaluation Criteria | Performance Measures | Weighting |
|--|--|---|-----------|
| 1. Ensure Security of the Transportation System for Users Total Weighting Factor: 8% | 1A - Improves or maintains critical evacuation routes | Does this project enhance an existing evacuation route (i.e., roadway widening, wider shoulders, etc.)? Yes = 5; No = 0 | <u>3</u> |
| | 1B - Provides enhanced or potential new evacuation routes where needed | Does the roadway connect to an existing evacuation route, or does it have potential to be a new evacuation route (for example, major extension or new project that connects to a Strategic Intermodal System?) Yes = 5; No = 0 | <u>3</u> |
| | 1C - Improves existing evacuation routes near high-density populations | Does the project improve evacuation near high-density populations? Yes = 5; No = 0 | <u>2</u> |
| 2. Protect Environmental Resources Total Weighting Factor: 12% | 2A - Minimize wetland encroachments by transportation projects | How many acres of wetland encroachment based on National Wetlands Inventory? No impact = 0 0-5 acres = -1 6-10 acres = -2 11-15 = -3 15-20 = -4 21 or more = -5 (max) | <u>3</u> |
| | 2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible) | Proximity to protected natural areas (0.5 miles) Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0 | <u>3</u> |
| | 2C - Minimize the adverse impacts on threatened and endangered species | Amount of habitat encroachment based on primary panther habitat? No impact = 0 0-10 acres = -1 | <u>3</u> |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

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| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|--|--|-----------|
| | | 11–20 acres = -2 21–30 = -3 31–40 = -4 40 or more = -5 (max) | |
| | 2D – Lower emissions and preserve open space by improving infrastructure near key destinations. | Proximity of transportation project to key destination. Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0 | <u>3</u> |
| 3. Improve System Continuity and Connectivity Total Weighting Factor: 10% | 3A - Improves existing infrastructure deficiencies | Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0 | <u>5</u> |
| | 3B - Improves connectivity with new transportation links to address system gaps | Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0 | <u>5</u> |
| 4. Reduce Roadway Congestion Total Weighting Factor: 18% 16% | 4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility | Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0 | <u>8</u> |
| | 4B - Improves intersections and roadways with poor levels of service | Does capacity ratio decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0 | <u>8</u> |

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Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|--|--|--|-----------|
| 5. Promote Freight Movement Total Weighting Factor: 6% | 5A - Enhances operation of the facility identified as a major freight route | Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2045 LRTP? Yes = 5; No = 0 | <u>6</u> |
| | 6A - Enhances safety of transportation system users | Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0 | <u>2</u> |
| 6. Increase the Safety of Transportation System Users Total Weighting Factor: 10% 12% | 6B - Improves facility or intersection identified as having a high crash occurrence or a fatality | High crash location or segment? Yes = 5; No = 0 | <u>3</u> |
| | 6C – Promotes traffic calming | Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0 | <u>2</u> |
| | 6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users | High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0 | <u>3</u> |
| | 6E – Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities | Does this project improve safety (FHWA proven safety countermeasures) near a school, senior center, Census block groups with high populations of people living with a disability, and Census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5; No = 0 | <u>2</u> |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

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| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|--|--|-----------|
| 7. Promote Multimodal Solutions Total Weighting Factor: 10% | 7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan | New or improved trail/greenways = 5 No new or improved trail = 0 | 2 |
| | 7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers | Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0 | 2 |
| | 7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households | Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0 | 2 |
| | 7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities; provides for BRT | Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 Provides for BRT = 5 No improvement = 0 Projects with no existing or planned bus routes = 0 | 2 |
| | 7E - Improves bicycle or pedestrian access to transit | Improve Access = 5 No improvement = 0 | 2 |
| | 7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices | Improvement = 5 No improvement = 0 | 2 |
| 8. Promote the Integrated | 8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities) | Improves access = 5 Does not improve access = 0 | 2 |

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Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|---|--|-----------|
| Planning of Transportation and Land Use Total Weighting Factor: 10% | 8B - Improves access to tourist destinations | Improves access = 5 Does not improve access = 0 | <u>2</u> |
| | 8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements) | Yes = 5 No = 0 | <u>2</u> |
| | 8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority | Connections to other municipalities or counties? Yes = 5 No = 0 | <u>2</u> |
| | 8E - Improves vehicle or freight movement to an intermodal facility | Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park-and-ride, etc.)? Yes = 5 No = 0 | <u>1</u> |
| | 8F – Reduces household cost by providing for connectivity between housing and transportation | Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0 | <u>1</u> |
| 9. Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8% | 9A - Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency | Does the project bring better mobility to disadvantaged communities and CRAs (for example, bike/ped improvements along a bus route or stop, etc.)? Project in target area = 5 Project not in target area = 0 | <u>8</u> |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

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| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|---|---|-----------|
| 10. Consider Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making Total Weighting Factor: 4% | 10A - Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms | Within 0.25 miles of NOAA 1 foot sea level rise flooding area = 5 Within 0.25 miles of NOAA 1 foot sea level rise low-lying area = 3 Not in high-risk area = 0 | <u>2</u> |
| | 10B – Promotes housing and transportation in areas that better withstand extreme weather | Is this project a new facility within a high-risk area? Within 0.25 mile of NOAA 1 foot sea level rise flooding or low-lying area = 0 Not in high-risk area = 5 | <u>2</u> |
| 11. Consider Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System Total Weighting Factor: 4% | 11A - Uses technological improvements (ITS, Transit Signal Priority, etc.) that will foster the development and growth of emerging mobility in the multimodal transportation system | Yes = 5 No = 0 | <u>4</u> |

3. 2050 LRTP Planning Context and Decision-Making Framework

3.1 Long Range Vision for Collier County Transportation

The Collier MPO 2050 LRTP development process began in early 2024 by establishing the plan’s vision statement, goals, and objectives. The goals and objectives help guide the LRTP process to meet the Collier MPO’s vision, while considering federal, state, and regional priorities. The LRTP goals and objectives refine the Collier MPO’s vision and are a critical part of the planning process because various transportation projects’ needs are established based on these goals and objectives.

“The Collier MPO 2050 Long Range Transportation Plan envisions the development of an integrated, equitable, multimodal transportation system to facilitate the safe and efficient movement of people and goods while addressing current and future transportation demand, environmental sustainability, resilience, and community character.”

Collier MPO 2050 LRTP Vision Statement

3.1.1 Federal Planning Factors

This 2050 LRTP update addresses federal mandates for regional transportation planning. As noted in Chapter 1, the guidance, commonly referred to as FHWA’s Expectations Letter, outlines the agency’s expectations for the development of LRTP updates to help MPOs meet the federal planning requirements. FHWA

has not issued an Expectations Letter or any other applicable MPO LRTP directives since 2018. Therefore, the federal planning factors have not changed since the 2045 update. FHWA requires MPOs to incorporate the following ten federal planning factors in the LRTP. **Figure 3-1** summarizes the federal planning factors in 23 CFR 450.306(b).

Figure 3-1. Federal Planning Factors



Source: FDOT 2023e

3.1.2 Statewide and Metropolitan Planning Priorities

As noted in the FDOT *MPO Program Management Handbook*, Section 339.175(6)(b) of Florida Statutes requires the LRTP to provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and nonmotorized users
- Increase accessibility and mobility options available to people and for freight
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- In addition, MPOs are also required to prepare a congestion management system for the contiguous urbanized metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law [s.339.175(6)(c)(1)]

3.1.3 Other Local Planning Coordination

Statewide guidance also dictates that the LRTP should emphasize coordination with local jurisdictions that are within the MPO (cities of Naples, Marco Island, and Everglades City) and consistency with future land use planning and locally adopted comprehensive plans of those entities. The LRTP must also maintain a 20-year planning horizon. As described in more detail in the following text, local plans that the MPO considers to be relevant to the LRTP include:

- Collier County Growth Management Plan
- Collier County Community Housing Plan
- City of Naples Comprehensive Plan
- City of Marco Island Comprehensive Plan
- City of Everglades City Comprehensive Plan

3.1.3.1 Collier County Growth Management Plan

The Future Land Use Element of the CCGMP (the County's comprehensive plan) was adopted in 1997 and most recently amended in November 2023 extending the planning period to 2050. The plan's core principles of growth include:

- Protect natural resource systems and guide development away from areas of greatest sensitivity
- Coordinate land use and public facilities to develop within Urban Designated Areas
- Manage coastal development
- Provide adequate and affordable housing
- Attain high-quality urban design
- Improve efficiency and effectiveness in the land use regulatory system

- Protect private property rights

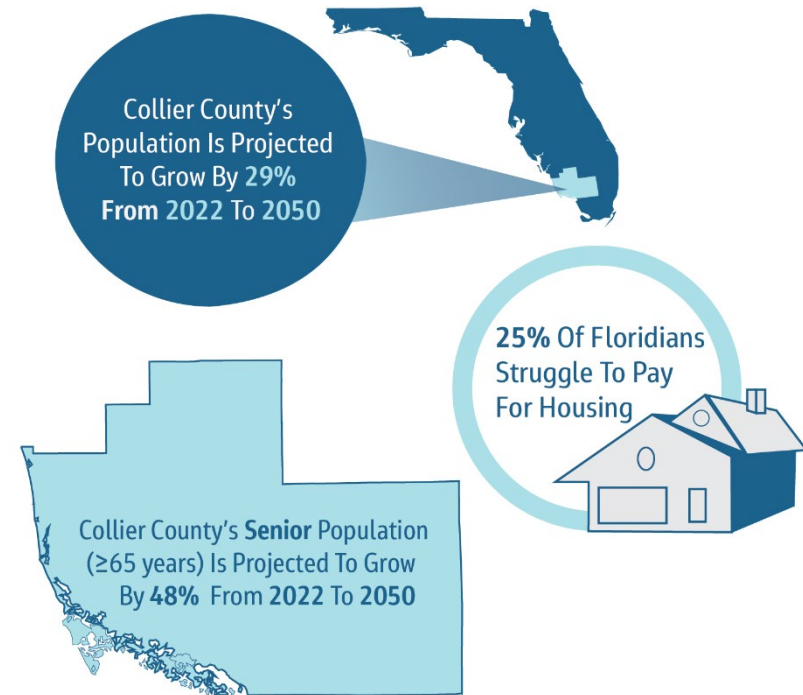
3.1.3.2 Collier County Community Housing Plan

Under the IJJA, MPOs are encouraged to consider and incorporate housing in their LRTP updates. These recommendations are outlined in the FDOT *Housing Coordination Quick Guide* (FDOT 2023d). Housing plays a significant role in the transportation network, as it dictates users' commute times and travel patterns to employment and activity centers.

To address the growing population and need for affordable housing (refer to Figure 3-2), Collier County established the Affordable Housing Advisory Committee, which reviews policies, procedures, ordinances, land development regulations, and adopted local government comprehensive plans. Committee members also provide recommendations to the Collier County BCC for initiatives which support the implementation of affordable housing within the County.

The AHAC helps to inform the *Collier County Community Housing Plan* (Collier County 2017) that has the central goal of providing a diverse range of attainable and affordable housing for all residents. Specific transportation recommendations from this plan consist of:

Figure 3-2. Future Population Growth and Housing



Source: FDOT (2023d) and University of Florida BEBR (2022)

- Integrate bus routes with affordable housing locations by identifying corridors for multi-family development, implementing park-and-ride systems, and exploring bus rapid transit (BRT) and express service lines
- Enhance bike lane and pedestrian systems by implementing Comprehensive Pathways Plan and enhancing safety for vulnerable users
- Create ride-sharing options for enhanced mobility in remote areas of the County

- Generate revenue for transit and alternative mobility by establishing sustainable and secure revenue streams, implementing a recurring revenue source and establishing uniform standards to determine the impacts on transit from new development

Since 2018, more than 3,000 new affordable units have been approved by the Collier County BCC to be built, with 2,108 of those located in urban areas and 1,783 allocated for the rural areas and the Census Designated Place of Immokalee. Further, the Collier County BCC contracted to have 82 affordable housing rental units built on a 5-acre, county-owned Planned Unit Development site on Santa Barbara Boulevard. The Board also purchased and dedicated 22 acres of a county-owned golf course (Golden Gate Golf Course) for affordable housing including 252 affordable rental apartments and 120 affordable senior housing units.

3.1.3.3 City of Naples Comprehensive Plan

The most populous incorporated area in the County, Naples has a permanent population of 19,300 people. Updates to the Naples Comprehensive Plan were completed in 2023 to extend the planning period to 2045 and to incorporate the City Vision in the Comprehensive Plan. The Vision includes the following five primary initiatives to guide Naples officials and staff in determining capital projects, budgeting, and review of private development:

- Preserve small town character and culture
- Stewardship of land and protection of the environment
- Maintain extraordinary quality of life for residents

- Support economic health and vitality of the businesses and health care industry that contribute to collective success and well-being
- Sustain high performing government action, engagement, and responsiveness

The Transportation Element of the Naples Comprehensive Plan establishes the goal to provide an efficient, balanced, attractive, and safe multimodal system of transportation facilities in accordance with recognized safety standards, various land use demands, and environmental considerations unique to Naples.

3.1.3.4 City of Marco Island Comprehensive Plan

Marco Island is home to a permanent population of approximately 15,800 residents. The *Marco Island Comprehensive Plan* was adopted October 4, 2021, with a horizon year of 2040. The Future Land Use Element sets forth eight goals, the first of which is focused on livability, aiming to protect and enhance the City of Marco Island as a highly livable community with an excellent quality of life, which encompasses its tropical beaches, resorts and recreational amenities, abundant natural resources and sensitive coastal environments, and small-town charm.

The Transportation Element of the Marco Island Comprehensive Plan establishes the goal to coordinate land use and transportation plans to support a safe, accessible, and efficient multimodal transportation system that enhances livability and small-town character.

3.1.3.5 City of Everglades City Comprehensive Plan

Everglades City has a permanent population of approximately 350 people. The *Everglades City Comprehensive Plan* was adopted July 5, 2022, with a horizon year of 2045. The Future Land Use Element sets forth the goal to plan future land uses in a manner that serves the needs of Everglades City residents and visitors, protects and conserves natural and historic resources, supports multimodal mobility strategies, and promotes diversification of the City's economic base while protecting maritime uses.

The Transportation Element of the Everglades City Comprehensive Plan sets forth six objectives, the first of which is to enhance mobility options. Additionally, an objective to coordinate with other governmental agencies places emphasis on MPO coordination and County Road 29 improvements.

3.2 2050 LRTP Goals

The LRTP development process builds on the 2045 LRTP and input from the Collier MPO Board, advisory committees, planning partners, and public surveys to establish the long-range vision statement for the MPO's transportation system in 2050. Further, the LRTP is a multimodal plan that incorporates the needs and cost feasible projects through the MPO's other plans which are incorporated by reference. These plans include the Congestion Management Process, Bicycle and Pedestrian Master Plan, Safety Action Plan, and Transit Development Plan.

The roadway needs and cost feasible projects are partly developed during the LRTP process through coordination with FDOT District One and their approved regional planning model. Because the transportation network is a multimodal

network that must consider multiple factors including safety, congestion, and sustainability; the roadway goals and objectives were developed to guide the roadway projects and their influence on other transportation modes. Each of the plans incorporated by reference into this LRTP update have distinct goals and objectives that were considered when developing the roadway goals and objectives.

The LRTP goals and objectives and evaluation framework were developed to reflect the roadway needs within Collier County. These goals and objectives guide the LRTP development process by creating the basis for a decision-making framework through which projects can be evaluated and ranked to define and document roadway project priorities while also considering other transportation modes. The goals of the 2050 LRTP originated in the 2045 LRTP and were slightly modified to better align with both the federal and FDOT planning emphasis areas and new requirements set forth by the IJJA. Additionally, FDOT provided guidance on Housing in the LRTP in the *Housing Coordination Quick Guide* (FDOT 2023d), and these recommendations were incorporated into the goals and related objectives.

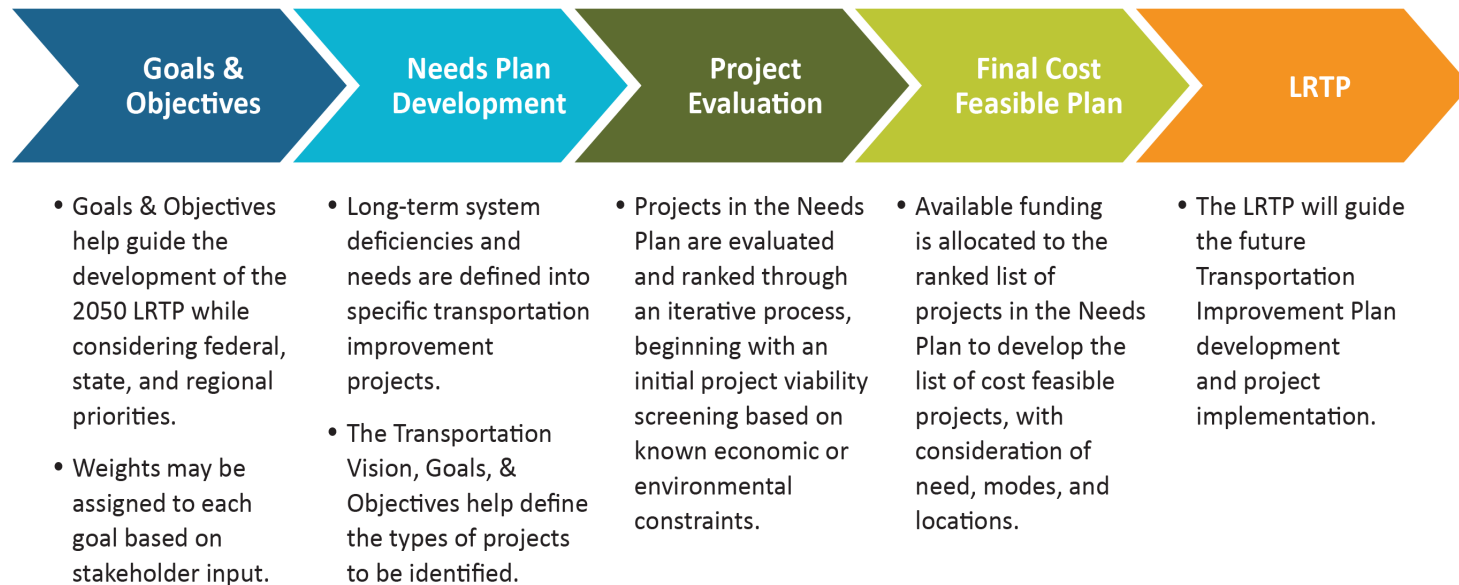
The 2050 LRTP goals consist of:

- **Goal #1:** Ensure Security of the Transportation System for Users
- **Goal #2:** Protect Environmental Resources
- **Goal #3:** Improve System Continuity and Connectivity
- **Goal #4:** Reduce Roadway Congestion
- **Goal #5:** Promote Freight Movement
- **Goal #6:** Increase the Safety of the Transportation System for Users

- **Goal #7:** Promote Multimodal Solutions
- **Goal #8:** Promote the Integrated Planning of Transportation and Land Use
- **Goal #9:** Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities
- **Goal #10:** Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making
- **Goal #11:** Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System

The Collier MPO staff presented these goals and associated objectives for consideration by the CAC and TAC during their regular meetings on *(date pending)*. They were approved to carry forward in the 2050 LRTP by the Collier MPO Board on *(date pending)*.

Figure 3-3. LRTP Development Framework



3.2.1 Priorities: Goals, Objectives, and Evaluation Criteria

The 2050 LRTP Goals, Objectives, and Evaluation Criteria are listed on the following pages. The goals provide a framework for realizing the LRTP vision (**Figure 3-3**). The objectives provide specific guidance on how to achieve each goal. Evaluation criteria are used to evaluate and compare how effectively potential transportation projects perform relative to the goals and objectives.

This LRTP is guided by the goals and objectives, each of which represents a specific element of how the transportation system should be managed for the next 25 years. The 11 goals are intended to maintain Collier County and its incorporated cities as livable communities and to improve the Countywide transportation system, keeping pace with growth and expected demand for transportation services in the region.

The evaluation framework was developed to evaluate and compare how well potential projects meet each of the established goals and objectives. For the evaluation framework, each goal was assigned a weighting factor that placed more emphasis on certain goals that require more focus in the Collier MPO transportation system. A project evaluation criterion shows the advantages and disadvantages of the proposed projects independently as well as in relation to each other. As illustrated on **Figure 3-3**, this goals-and-objectives-based type of evaluation process is ultimately used to develop the recommendations and prioritize transportation projects in the Needs Assessment and Cost Feasible Plan.

To support the performance-based process emphasized in the IJJA, the following pages present defined goals and objectives and the related evaluation criteria with performance measures applied to evaluate each proposed project.

Goal #1: Ensure Security of the Transportation System for Users



The primary security issue for Collier County residents relates to implementation of sound emergency management plans. The primary threat to the County is extreme weather events, particularly hurricanes and wildfires. As a result, emphasis has been placed on enhancing important evacuation

routes.

The total weighting factor for this goal is 8%.

Objectives:

- Enhance important evacuation routes
- Maintain sound transportation components of the emergency management plan for Collier County

The 2021 Collier County Comprehensive Emergency Plan is designed to provide a framework through which Collier County may prevent or mitigate the impacts of, prepare for, respond to, and recover from natural, manmade, and technological hazards that could adversely affect the health, safety and general welfare of residents and visitors to the County. Additionally, this plan establishes the National Incident Management System as the standard for tasked agencies to use in responding to emergency events. The plan identifies 23 hazards of which 12 hazards were identified as High Risk because of their widespread potential impact. These 12 High Risk hazards include flood, tropical cyclones, severe storms, wildfire, drought, extreme heat, sea level rise, winter storms and freeze, tsunami, major transportation incidents,

pandemic outbreak, mass migration incident, and civil infrastructure disruption. The plan further outlines emergency situations and County agencies' responsibilities (Collier County 2021).

Project Evaluation Criteria:

- Improves or maintains critical evacuation routes
- Provides enhanced or potential new evacuation routes where needed
- Improves existing evacuation routes near high-density populations

Goal #2: Protect Environmental Resources

Collier County is fortunate to have wide-ranging environmental resources including extensive wetland resources and natural wildlife areas that greatly enhance the quality of life for residents and visitors. Protection of these resources has been highly valued in the 2050 LRTP.

The total weighting factor for this goal is 12%.



Objectives:

- Minimize encroachment by transportation projects on wetlands and other protected natural areas
- Minimize adverse impacts on threatened and endangered species

Project Evaluation Criteria:

- Minimize wetland encroachments by transportation projects

- Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible)
- Minimize the adverse impacts on threatened and endangered species
- Lower emissions and preserve open space by improving infrastructure near key destinations

Goal #3: Improve System Continuity and Connectivity



Continuity and connectivity make it easier for residents and visitors to access the transportation system as directly as possible. Connectivity is a priority for all modes, and the future network provides direct routes and reduces travel time.

The total weighting factor for this goal is 10%.

Objectives:

- Improve continuity and capacity of existing facilities
- Promote connectivity by creating new transportation links
- Create a network of direct routes between and within areas of development

Project Evaluation Criteria:

- Improves existing infrastructure deficiencies
- Improves connectivity with new transportation links to address system gaps

Goal #4: Reduce Roadway Congestion



Congestion and accompanying delay pose a serious cost to the residents of Collier County, reducing their access to jobs, education, health care, shopping, recreation, and other activities. The 2050 LRTP emphasizes reducing congestion to help enhance the quality of life for County residents.

The total weighting factor for this goal is 16%.

Objectives:

- Reduce the number of deficient roadways (those with a high volume-to-capacity ratio) identified in the 2050 E+C network
- Reduce travel delay between residential areas and key destinations

Project Evaluation Criteria:

- Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility
- Improves intersections and roadways with poor levels of service

Goal #5: Promote Freight Movement



Efficient freight movement is directly related to the economic well-being of a community. The cost of moving freight is reflected in all consumables and in local production activities.

The total weighting factor for this goal is 6%.

Objectives:

- Enhance movement on major regional freight mobility corridors or freight distribution routes
- Improve access to freight activity centers (distribution facilities or major commercial/industrial districts)

Project Evaluation Criteria:

- Enhances operation of the facility identified as a major freight route

Goal #6: Increase the Safety of the Transportation System for Users



Safety of the transportation system is an important factor in the MPO's planning and project development process. The investment of projects that enhance safety and emphasize complete streets will lead to reduced crashes and lower crash severity for all modes of transportation.

The total weighting factor for this goal is 12%.

Objectives:

- Reduce the number of fatalities, injuries, and crashes
- Ensure adequate bicycle and pedestrian facilities are incorporated into new highway and transit projects
- Emphasize the need for Complete Streets projects
- Implement safety-related improvements on high-crash corridors

Project Evaluation Criteria:

- Enhances safety of transportation system users
- Improves facility or intersection identified as having a high crash occurrence or a fatality
- Promotes traffic calming
- Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users

- Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities

Goal #7: Promote Multimodal Solutions



The County recognizes the importance of a multimodal transportation network that promotes healthful living, improve air quality, and improve residents' quality of life.

The total weighting factor for this goal is 10%.

Objectives:

- Improve frequency and reliability of public transit service routes and improve access to park-and-ride lots
- Improve pedestrian and bicycle facilities
- Improve air quality
- Improve quality of life
- Promote healthy living
- Implement Complete Streets policies

Project Evaluation Criteria:

- Provides for trail improvements that implement the *Bicycle and Pedestrian Master Plan*
- Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers

- Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households
- Improves transit (frequency and reliability) within existing or future transit service areas (TSA) or within a community redevelopment area (CRA); improves access to park-and-ride facilities
- Improves bicycle or pedestrian access to transit
- Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices

Goal #8: Promote the Integrated Planning of Transportation and Land Use



Transportation improvements can often result in new economic development and land use activity. In turn, decisions related to land use and economic development are often the basis for transportation system investments. The Collier MPO strives to develop projects that promote land use objectives of the County and its incorporated cities.

The total weighting factor for this goal is 10%.

Objectives:

- Coordinate with local governments and partner agencies to assure transportation plans and programs support local land use plans and a sustainable transportation system

- Assure that local growth management objectives are reflected in transportation plans and programs
- Assure that transportation plans and projects promote economic sustainability for the County

Project Evaluation Criteria:

- Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities)
- Improves access to tourist destinations
- Supports targeted redevelopments or CRAs (multimodal or vehicle improvements)
- Identified in partner agency (city, transit, county, MPO, etc.) plans as a priority
- Improves vehicle or freight movement to an intermodal facility
- Reduces household cost by providing for connectivity between housing and transportation

Goal #9: Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities



A sustainable transportation system allows for the basic access and needs of the community to be met safely. It operates fairly and efficiently, offers a choice of transportation modes, and promotes equity for all users.

The total weighting factor for this goal is 8%.

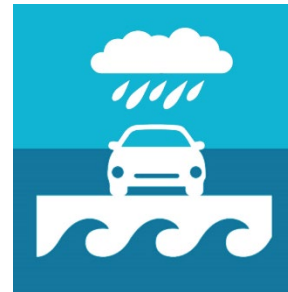
Objectives:

- Improve the sustainability of communities through increased access to affordable housing and centers of employment and reduced automobile dependency
- Ensure that transportation system improvements are equitable and fair to all residents of the County
- Engage a diverse public in the development of the region's transportation system

Project Evaluation Criteria:

- Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency

Goal #10: Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making



A resilient transportation system is one that adapts to changing conditions and prepares for, withstands, and recovers from disruptions.

The total weighting factor for this goal is 4%.

Objectives:

- Identify key climate impacts (rising sea levels, hurricanes, and so forth)
- Identify sensitive assets and thresholds for impacts
- Identify, evaluate, and adopt strategies to address identified vulnerabilities
- Screen projects during planning to investing in particularly vulnerable areas

Project Evaluation Criteria:

- Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms
- Promotes housing and transportation in areas that better withstand extreme weather

Goal #11: Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System



Advances in automotive infrastructure technology through emerging mobility options pose some of the biggest challenges to transportation planning (for example, equity among users). The potential for disruptions to transportation systems includes changes to land uses and the system

network itself. However, because of the potential safety benefits, the Collier MPO is exploring ways to incorporate these technologies into the transportation network.

The total weighting factor for this goal is 4%.

Objectives:

- Consider the development and implementation of emerging mobility options in the multimodal transportation system
- Consider new guidance and developments during the LRTP process

Project Evaluation Criteria:

- Uses technological improvements (for example, ITS, Transit Signal Priority, and so forth) that will foster the development and growth of emerging mobility in the transportation system

3.3 Applying Priorities to Decision-Making

The 2050 LRTP development process builds upon the 2045 LRTP and input from the MPO Board, advisory committees,

planning partners, and public input (surveys) to establish the long-range vision statement for the MPO's transportation system in 2050. The goals and objectives of the transportation plan are established to help realize this vision. The goals and objectives of the LRTP ultimately guide the entire LRTP development process by creating a decision-making framework through which projects can be evaluated and ranked to define and document project priorities.

3.3.1 Evaluation Criteria for Project Selection

Like the goals and objectives, the 2050 LRTP evaluation criteria (refer to [Table 3-1](#)) build upon the evaluation criteria established in the 2045 plan. Evaluation criteria are used to evaluate and then compare how well potential transportation projects meet the goals and objectives. The evaluation criteria under each goal are assigned performance measures that are used to “score” each project against the criteria. Evaluation criteria are based on a point system in which the total score represents how well a project meets the goal. Ultimately, this type of evaluation is used to develop the recommendations and prioritize transportation projects.

The evaluation criteria and performance measures listed in [Table 3-1](#) demonstrate the scoring methodology for project evaluation and selection, creating an actionable way for the vision, goals, and objectives to shape project selection and prioritization.

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|--|--|---|-----------|
| 1. Ensure Security of the Transportation System for Users Total Weighting Factor: 8% | 1A - Improves or maintains critical evacuation routes | Does this project enhance an existing evacuation route (i.e., roadway widening, wider shoulders, etc.)? Yes = 5; No = 0 | 3 |
| | 1B - Provides enhanced or potential new evacuation routes where needed | Does the roadway connect to an existing evacuation route, or does it have potential to be a new evacuation route (for example, major extension or new project that connects to a Strategic Intermodal System?) Yes = 5; No = 0 | 3 |
| | 1C - Improves existing evacuation routes near high-density populations | Does the project improve evacuation near high-density populations? Yes = 5; No = 0 | 2 |
| 2. Protect Environmental Resources Total Weighting Factor: 12% | 2A - Minimize wetland encroachments by transportation projects | How many acres of wetland encroachment based on National Wetlands Inventory? No impact = 0 0–5 acres = -1 6–10 acres = -2 11–15 = -3 15–20 = -4 21 or more = -5 (max) | 3 |
| | 2B - Minimize impacts to wetland flows (maintain or enhance existing flows to the extent feasible) | Proximity to protected natural areas (0.5 miles) Within 0.5 miles of Conservation Areas/Preserves lands? Yes = -1 No = 0 | 3 |
| | 2C - Minimize the adverse impacts on threatened and endangered species | Amount of habitat encroachment based on primary panther habitat? No impact = 0 0–10 acres = -1 | 3 |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|--|--|-----------|
| | | 11–20 acres = -2 21–30 = -3 31–40 = -4 40 or more = -5 (max) | |
| | 2D – Lower emissions and preserve open space by improving infrastructure near key destinations. | Proximity of transportation project to key destination. Within 0.5 mile = 5 Within 2 miles = 3 Greater than 2 miles = 0 | 3 |
| 3. Improve System Continuity and Connectivity Total Weighting Factor: 10% | 3A - Improves existing infrastructure deficiencies | Does the project improve mobility in an existing roadway facility (for example, widening, intersection improvements, etc.)? Yes = 5; No = 0 | 5 |
| | 3B - Improves connectivity with new transportation links to address system gaps | Does the project improve connectivity with a new facility including projects that are extensions that connect to future or existing facilities? Yes = 5; No = 0 | 5 |
| 4. Reduce Roadway Congestion Total Weighting Factor: 16% | 4A - Improves existing deficient facility or improves a new or neighboring facility intended to relieve an existing deficient facility | Does the project increase capacity or provide relief to a parallel facility (for example, new facilities, bridges over canals, etc.)? Yes = 5; No = 0 | 8 |
| | 4B - Improves intersections and roadways with poor levels of service | Does capacity ratio decrease when compared to the 2050 E+C Alternative? Yes = 5; No = 0 | 8 |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|--|--|-----------|
| 5. Promote Freight Movement Total Weighting Factor: 6% | 5A - Enhances operation of the facility identified as a major freight route | Is the roadway on a regional freight mobility corridor, freight distribution route, or connects to a freight activity center as outlined in the 2045 LRTP? Yes = 5; No = 0 | 6 |
| | 6A - Enhances safety of transportation system users | Does project implement a recommendation from a safety plan (for example, safe routes to school, protected bike lanes, etc.)? Yes = 5; No = 0 | 2 |
| 6. Increase the Safety of Transportation System Users Total Weighting Factor: 12% | 6B - Improves facility or intersection identified as having a high crash occurrence or a fatality | High crash location or segment? Yes = 5; No = 0 | 3 |
| | 6C – Promotes traffic calming | Does the project improve safety by calming traffic (for example, gateway treatments, roundabouts, reduced width and turning radii)? Are vehicular speeds appropriate to context and facility type? Yes = 5; No = 0 | 2 |
| | 6D - Reduces vehicular conflicts with bicyclists, pedestrians, and other vulnerable road users | High crash location or segment for bicycle and pedestrian conflicts? Yes = 5; No = 0 | 3 |
| | 6E – Improves safety and security for vulnerable users, especially for children, seniors, and people with disabilities | Does this project improve safety (FHWA proven safety countermeasures) near a school, senior center, Census block groups with high populations of people living with a disability, and Census block groups with high populations of people over the age of 65? Yes (within 0.5 mile) = 5; No = 0 | 2 |
| | | | |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|--|--|--|
| 7. Promote Multimodal Solutions Total Weighting Factor: 10% | 7A - Provides for trail improvements that implement the Bicycle and Pedestrian Master Plan | New or improved trail/greenways = 5 No new or improved trail = 0 | 2 |
| | 7B - Provides multimodal improvement near affordable housing, centers of employment, multi-family housing, health care, educational, recreational, or cultural centers | Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0 | 2 |
| | 7C - Provides multimodal improvements for environmental justice communities and underserved neighborhoods, and connects these neighborhoods to centers of employment and important destinations for transit-dependent households | Improvement within 0.25 mile = 5 No improvement within 0.25 mile = 0 | 2 |
| | 7D - Improves transit (frequency and reliability) within existing or future TSAs or within a CRA; improves access to park-and-ride facilities | Project along an existing or planned bus route within an existing or future TSA = 5 Project along an existing or planned bus route inside a CRA = 5 Improves access to park-and-ride facility = 5 No improvement = 0 Projects with no existing or planned bus routes = 0 | 2 |
| | 7E - Improves bicycle or pedestrian access to transit | Improve Access = 5 No improvement = 0 | 2 |
| | 7F – Improves safety and access for people of all ages and abilities; improves safety for people walking, biking, and using mobility devices | Improvement = 5 No improvement = 0 | 2 |
| | 8. Promote the Integrated Planning of | 8A - Improves access to regional travel (for example, interstates, airports, ports, and SIS facilities) | Improves access = 5 Does not improve access = 0 |
| 8B - Improves access to tourist destinations | | Improves access = 5 | 2 |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|---|---|--|-----------|
| Transportation and Land Use Total Weighting Factor: 10% | | Does not improve access = 0 | |
| | 8C - Supports targeted redevelopments or CRAs (multimodal or vehicle improvements) | Yes = 5 No = 0 | 2 |
| | 8D - Identified in partner agency (city, transit, county, MPO, etc.) as a priority | Connections to other municipalities or counties? Yes = 5 No = 0 | 2 |
| | 8E - Improves vehicle or freight movement to an intermodal facility | Does the project improve vehicle or freight movement to intermodal facilities (for example, airport, bus transfer station, freight center, park-and-ride, etc.)? Yes = 5 No = 0 | 1 |
| | 8F – Reduces household cost by providing for connectivity between housing and transportation | Does this project improve capacity or direct access between major activity or employment centers and medium- and high-density housing development(s)? Yes = 5; No = 0 | 1 |
| 9. Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities Total Weighting Factor: 8% | 9A - Benefits disadvantaged communities and improves sustainability through increased housing choices and reduced automobile dependency | Does the project bring better mobility to disadvantaged communities and CRAs (for example, bike/ped improvements along a bus route or stop, etc.)? Project in target area = 5 Project not in target area = 0 | 8 |

Table 3-1. 2050 LRTP Evaluation Criteria and Performance Measures

| Goal | Evaluation Criteria | Performance Measures | Weighting |
|--|---|---|-----------|
| 10. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making Total Weighting Factor: 4% | 10A - Promotes transportation infrastructure resilience related to sea level rise, flooding, and storms | Within 0.25 miles of NOAA 1 foot sea level rise flooding area = 5 Within 0.25 miles of NOAA 1 foot sea level rise low-lying area = 3 Not in high-risk area = 0 | 2 |
| | 10B – Promotes housing and transportation in areas that better withstand extreme weather | Is this project a new facility within a high-risk area? Within 0.25 mile of NOAA 1 foot sea level rise flooding or low-lying area = 0 Not in high-risk area = 5 | 2 |
| 11. Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System Total Weighting Factor: 4% | 11A - Uses technological improvements (ITS, Transit Signal Priority, etc.) that will foster the development and growth of emerging mobility in the multimodal transportation system | Yes = 5 No = 0 | 4 |

EXECUTIVE SUMMARY
REPORTS AND PRESENTATIONS
ITEM 8A

Update on the 2050 Long Range Transportation Plan (LRTP) Existing Plus Committed (E+C) Model Run

OBJECTIVE: To inform the Committee of the results of the 2050 LRTP E+C model run and provide a link to access the FDOT District 1 data dashboard for the 2050 LRTP.

CONSIDERATIONS: FDOT produced an initial E+C deficiency analysis that showed the road network operating better than expected. Upon further analysis of the data inputs to the model, Jacobs found that the employment data through the year 2050 had been underreported. Metro Forecasting Models submitted revised employment data to FDOT, who then reran the model. The revised E+C deficiency analysis is shown in **Attachment 1**. FDOT's 2050 LRTP dashboard shows the combined E+C deficiency analysis for all of District 1. [Click here](#) to view the results.

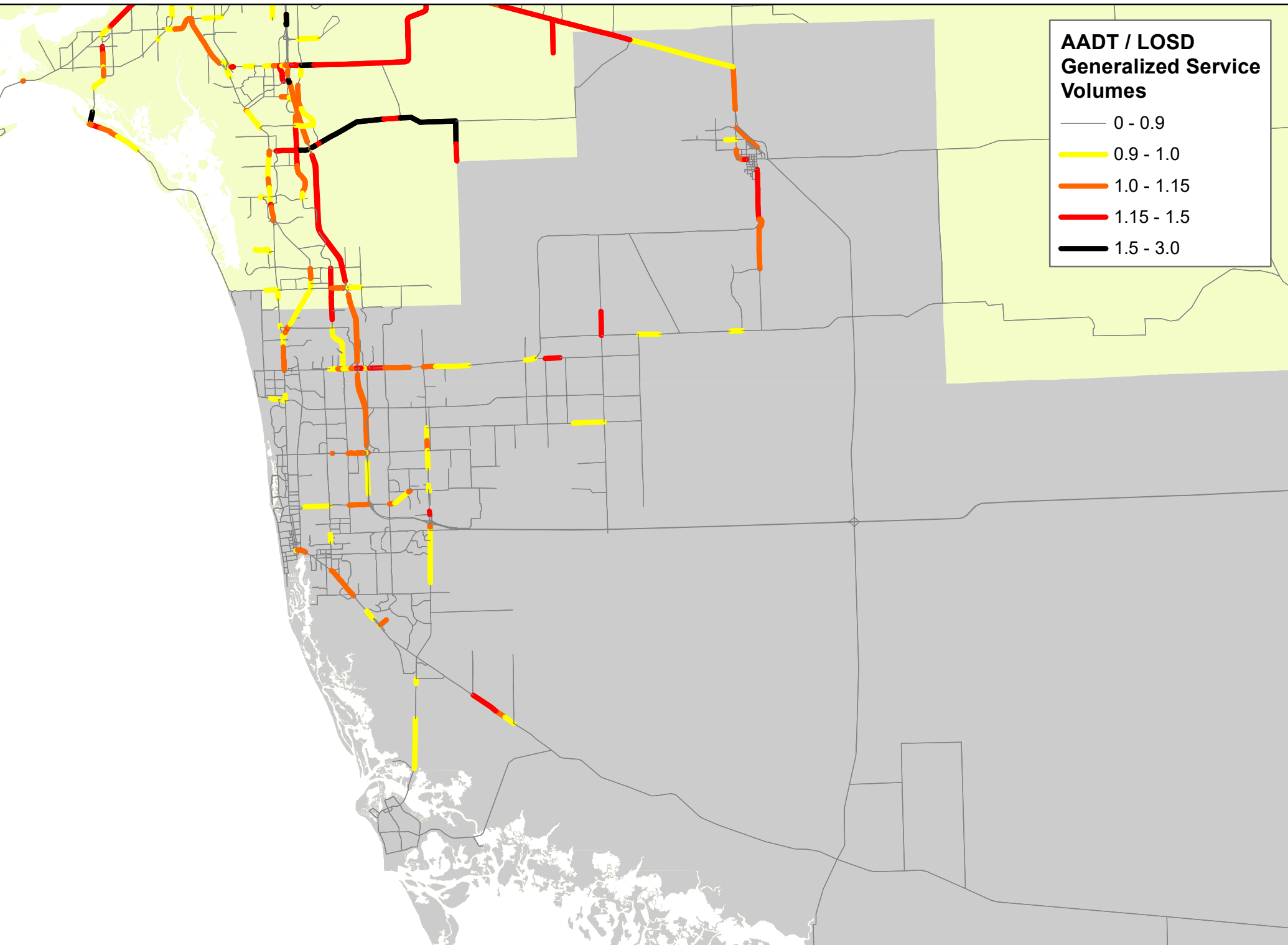
Staff will provide further updates on the 2050 LRTP at the meeting.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. Collier E+C Network with 2050 SE Data – Potential Deficiencies



EXECUTIVE SUMMARY
REPORTS & PRESENTATIONS
ITEM 8B

Current Status and Opportunities to Participate in the Development of the Bicycle & Pedestrian Master Plan (BPMP) Update

OBJECTIVE: For the Committee to be informed of the development, progress of, and opportunities to participate in the development of the BPMP.

CONSIDERATIONS: Capital Consulting Solutions is the MPO's consultant developing the BPMP, which is expected to be completed in June of 2025. The BPMP will serve as Collier County's guiding document for the MPO's project prioritization of pathway facilities.

The initial phase of the BPMP involved gathering information and creating an inventory of bike-ped facilities within the MPO's jurisdiction that are:

- Existing – currently in place or construction will be complete by the end of 2024.
- Programmed – facilities that are programmed for construction between 2025-2029 in the MPO's Transportation Improvement Program, Collier County's Capital Improvement Program or the Cities of Marco Island and Naples Capital Improvement Programs.
- Planned – facilities identified in the Everglades City, Marco Island or Naples Bike-Ped Master Plan, an MPO or County Feasibility Study, Walkable Community Study, Community Redevelopment Agency Master Plan or other locally adopted plan or study, in a Project Development and Environment Study or in the Preliminary Engineering (Design) phase.

An interactive map was created, combining the above elements with the results of the first of two rounds of public surveys inquiring about issues and goals. The Draft Vision and Goals statements was prepared with input from the Bicycle and Pedestrian Advisory Committee (BPAC). Using the current Collier MPO BPMP and comparable active transportation plans of MPOs throughout Florida as guidance, Capital prepared drafts for BPMP project prioritization ranking through defining criteria to be considered, weighing criteria by percentage, utilizing a scoring system, and providing a ranking and ordering methodology.

- The Regional Projects scoring matrix applies to projects within Collier County on the SUN (Shared Use Non- motorized) Trail Network: (*e.g.*, The Collier to Polk and Gulf Coast Trails.)
- The Local Projects Scoring Matrix applies to all other projects.

A virtual Public Workshop is scheduled for October 29, 2024, from 5-7 pm. All are welcome to attend. The presentation for the Workshop is shown in **Attachment 1**. Staff will give an overview on the status of the BPMP and opportunities to participate at the committee meeting. For more information, see the links below:

- [Click here to register for the Workshop.](#)
- [Click here to access the Interactive Map](#) and [here for its user guide.](#)
- [Click here to take the Survey.](#)
- Further information on the BPMP and links to public participation opportunities can be found at the [BPMP webpage](http://www.colliermpo.org/bp-master-plan/) at www.colliermpo.org/bp-master-plan/.

STAFF RECOMMENDATION: Provided for informational purposes.

Prepared By: Sean Kingston, Principal Planner and Project Manager

ATTACHMENTS:

1. Presentation for BPMP Public Workshop

Collier MPO Bicycle & Pedestrian Master Plan Update Public Workshop



SAFER STREETS, BETTER PATHS: JOIN THE CONVERSATION!

Prepared by:

Capital Consulting Solutions, LLC

October 29, 2024



AGENDA

- Introduction
- Background
- Existing Master Plan
- Goals & Vision
- Evaluation Criteria
- Mapping
- Next Steps
- Questions







INTRODUCTION

- INTRODUCTION
- BACKGROUND
- EXISTING MASTERPLAN
- GOALS & VISION
- EVALUATION CRITERIA
- MAPPING
- NEXT STEPS
- QUESTIONS

MEET THE TEAM

Capital Consulting Solutions is a multidisciplinary firm specializing in infrastructure management, transportation systems, and construction management. With a focus on value, quality, and responsiveness, the company delivers professional services in roadway design, traffic engineering, facility maintenance, and structural repair. As a certified DBE/MBE/SBE firm, Capital Consulting works with both public and private sectors, ensuring compliance and excellence from project planning through execution. Their expertise includes traffic solutions, accessibility upgrades, and comprehensive project oversight.

| | | | |
|---|--|--|--|
| Managing Member | Project Manager | Asst. Project Manager | QA/QC |
|  |  |  |  |
| Adam Ahmad | Anthony Arfuso | Victor Nguyen | Marmi Sica |



BACKGROUND

INTRODUCTION

BACKGROUND

EXISTING MASTERPLAN

GOALS & VISION

EVALUATION CRITERIA

MAPPING

NEXT STEPS

QUESTIONS

HISTORY OF THE COLLIER BICYCLE-PEDESTRIAN MASTER PLAN

- The **Collier Metropolitan Planning Organization (MPO)** is updating the **Bicycle and Pedestrian Master Plan** to enhance mobility and safety across Collier County.
- The plan was first initiated in **1994** and has undergone several updates, including major revisions in **2006** and **2012**.
- This update incorporates:
 - **Best practices** in transportation planning.
 - **Community input** gathered from various stakeholders.
 - **Strategic goals** aimed at improving infrastructure and safety.
- The plan's focus includes:
 - Developing an **efficient, extensive, and safe network** of bicycle and pedestrian facilities.
 - Supporting **multimodal transportation systems** to offer various mobility options.
 - **Enhancing safety** for all road users, particularly cyclists and pedestrians.
 - Promoting **community health** and **connectivity** through improved infrastructure.
 - Prioritizing areas with **inadequate infrastructure** to ensure safe and accessible routes.
 - Improving conditions for **underserved communities**, including low-income and minority populations.



EXISTING MASTERPLAN

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EXISTING MASTERPLAN

GOALS & VISION

EVALUATION CRITERIA

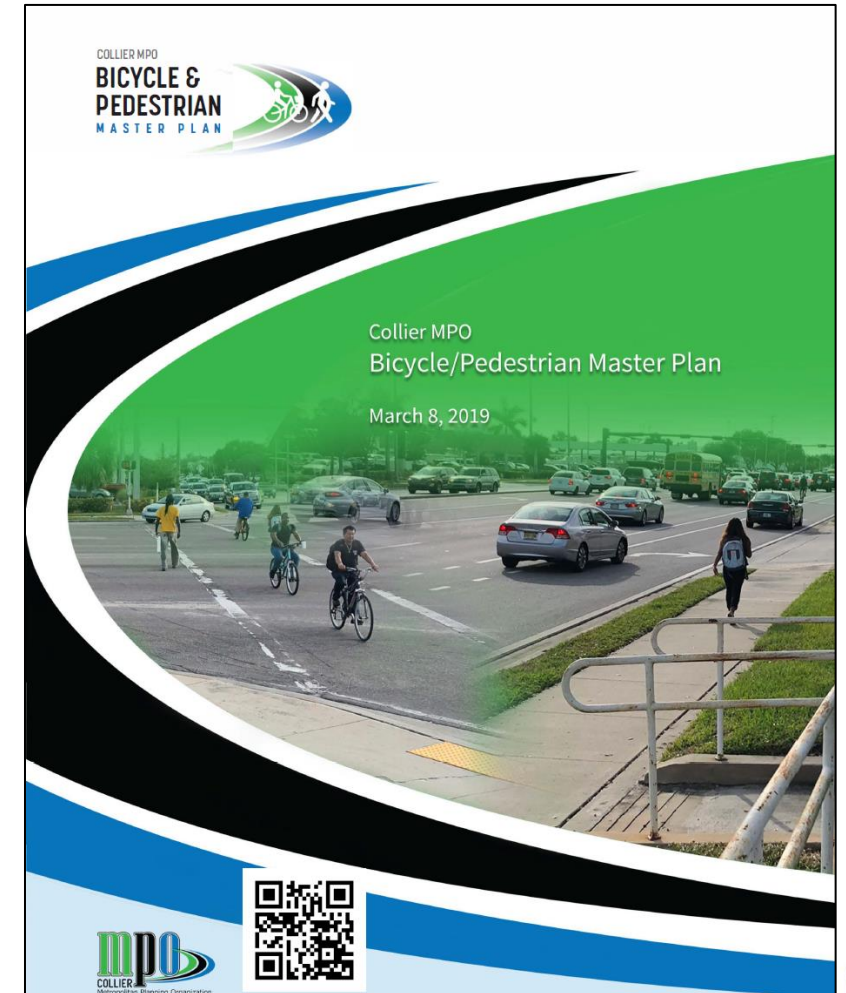
MAPPING

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EXISTING MASTER PLAN

1. **Contributors:** Crafted with input from MPO staff, Bicycle and Pedestrian Advisory Committee, Citizens Advisory Committee, and stakeholders.
2. **Consultants:** Tindale Oliver, led by Wally Blain and Jennifer Bartlett, provided technical support.
3. **Public Involvement:** Integrated feedback from over 600 public comments, surveys, and outreach events.
4. **Funding:** Supported by grants from the Federal Highway Administration and U.S. Department of Transportation.
5. **Vision & Goals:** Aimed at creating a safe, connected, equitable, and environmentally sustainable network for pedestrians and cyclists while promoting health, safety, and economic benefits.
6. **Environmental Justice:** Focused on ensuring equal access to transportation options for underserved communities.
7. **Design Guidelines:** Tailored to meet the unique needs of Collier County's urban, suburban, and rural areas.
8. **Safety:** Addressed through improved infrastructure, education campaigns, and enforcement strategies.
9. **Implementation:** Prioritized project development with clear design standards and funding policies for sustainable long-term growth.
10. **Timeline:** The planning process spanned 1.5 years, including public outreach, analysis, and integration of feedback.





GOALS & VISION

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EXISTING GOALS

| Goal | Strategy |
|--------------------------|--|
| Safety | Increase safety for people who walk and bicycle in Collier County. |
| Connectivity | Create a network of efficient, convenient bicycle and pedestrian facilities in Collier County. |
| Economy | Promote tourism and economic opportunities by developing a safe, connected network of biking and walking facilities. |
| Equity/Livability | Increase transportation choice and community livability through development of an integrated multimodal system. |
| Environment | Protect the environment by promoting walking and bicycling for transportation to reduce congestion, reduce the need for costly expansion of road and highway systems, and reduce our nation's dependence on foreign energy sources |
| Health | Increase total miles of bicycle and pedestrian facilities and encourage local governments to incorporate Complete Streets principles in road planning, design, and operations |

PROPOSED GOALS

| Goal | Strategy |
|------------------------|--|
| Safety | Promote policies and infrastructure improvements to reduce accidents for cyclists, pedestrians, and micromobility users, including dedicated lanes, safe parking, and speed management for micromobility riders. |
| Connectivity | Develop a seamless network of pathways that links residential areas, commercial centers, schools, and recreational spaces. |
| Economy | Invest in infrastructure that boosts local businesses, increases property values, and provides affordable transportation options. |
| Equity | Ensure all neighborhoods, especially underserved communities, have access to high-quality bicycle and pedestrian facilities. |
| Environment | Ensure all neighborhoods, especially underserved communities, have access to high-quality bicycle and pedestrian facilities. |
| Health | Design pathways that encourage active transportation and promote public health. |
| Interactive Map | Create and maintain a continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share, serving as a valuable resource for navigation and planning. |



GOALS & VISION

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“To provide a safe and comprehensive bicycle and pedestrian network that promotes and encourages community use and enjoyment.”

EXISTING MASTERPLAN

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PROPOSED VISION STATEMENT

EVALUATION CRITERIA

“A plan for active transportation facilities in Collier County connecting cyclists and pedestrians to recreation and neighborhoods through safe pathways.”

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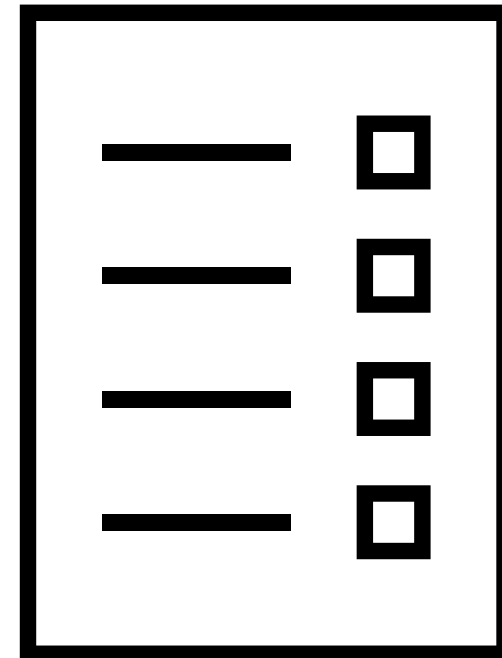


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EVALUATION CRITERIA PURPOSE

- Proposed bicycle-pedestrian projects are assessed against a defined set of criteria, each with specific weightings.
- Each project receives a quantitative score reflecting its alignment with these criteria.
- Projects are subsequently ranked in descending order to inform decisions in future planning meetings.





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CRITERION DESCRIPTION [LOCAL PROJECTS]

Safety (25%)

- Focus on improving safety for all users by analyzing high-risk areas through crash data and fatality statistics.
- Implement Safe Routes to Schools, adopt a Safe System Approach, and integrate targeted safety improvements.
- Promote safe behaviors through public education campaigns aimed at increasing awareness and safety practices.



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Connectivity (20%)

- Evaluates how well the project integrates with other transportation modes such as transit, biking, and walking
- Prioritizes projects that enhance regional connectivity and create seamless links between different modes of travel.
- Projects that improve overall regional mobility receive higher scores in the evaluation process.



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Equity (15%)

- Evaluates how the project improves nonmotorized access for all, with an emphasis on underserved and marginalized communities.
- Prioritizes projects that remove obstacles and enhance ADA accessibility, ensuring inclusivity.
- Projects that promote facilities for individuals of all abilities are awarded higher scores.



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Cost (15%)

- Evaluates initial construction costs, long-term maintenance expenses, and the cost per capita for each project.
- Projects that demonstrate efficient use of available funds and overall cost-effectiveness will receive higher scores.
- Emphasizes the importance of providing a reasonable cost per person impacted, prioritizing projects that maximize benefits to the community.



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Public Involvement and Support (10%)

- Evaluates the level of public participation and support for the project.
- Projects that demonstrate strong community involvement and transparent processes are prioritized.
- Initiatives with evident community support receive higher scores in the evaluation process.



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Economic Development, Revitalization, Tourism (10%)

- Evaluate how projects can stimulate economic growth and enhance local economies.
- Focus on initiatives that contribute to the revitalization of communities, fostering development and improving quality of life.
- Prioritize projects that attract tourism, with a scoring emphasis on clear economic benefits and local revitalization efforts



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CRITERION DESCRIPTION [LOCAL PROJECTS]

Micromobility (5%)

- Evaluate the project's support for micromobility options, including e-scooters, e-bikes, and lightweight transportation devices.
- Projects that incorporate infrastructure to facilitate micromobility will be prioritized.
- Projects that implement policies and features to promote micromobility will receive higher scores in the evaluation process.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Safety (25%)

- Assess how the project will minimize conflicts between trail users and vehicles, ensuring a safer environment for cyclists and pedestrians.
- Identify and address specific locations known for high bicycle and pedestrian injury rates, implementing targeted safety measures to reduce risks.
- Evaluate current safety shortcomings along the trail and propose solutions to rectify these issues, enhancing overall safety for all users.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Cost (25%)

- Evaluate the overall expenses of the project, including PD&E Study, planning, initial construction, and long-term maintenance
- Considers the project's cost relative to the population it serves, focusing on those living within approximately 1/2 mile of the trail corridor.
- Emphasizes the importance of planning for ongoing maintenance costs to ensure the project's viability and continued benefit to the community.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Connectivity (20%)

- Analyze how well the project integrates with existing trails and transportation networks to enhance overall accessibility.
- Evaluate the project's potential to connect key destinations, such as parks, schools, and commercial areas, improving access for all users.
- Assess the project's effectiveness in creating new connections between previously disconnected areas or populations, fostering inclusivity and mobility.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Equity (15%)

- Assess how the project benefits underserved communities, focusing on low-income, minority, and transit-dependent populations along the SUN Trail Network
- Prioritize projects that enhance access to safe and affordable transportation choices, ensuring mobility for all community members
- Evaluate the project's ability to connect underserved communities to vital services, including schools, jobs, and healthcare, to improve overall quality of life.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Economic Development (10%)

- Evaluate how the project can stimulate local economic growth by attracting tourists and enhancing business opportunities within the community.
- Analyze the project's potential to improve access to local attractions, fostering increased visitation and spending in the area.



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CRITERION DESCRIPTION [REGIONAL PROJECTS]

Project Phase (5%)

- Prioritize projects that are fully prepared for construction, ensuring all necessary documents and plans are approved.
- Projects in advanced phases will receive higher rankings, particularly in scenarios with limited funding.



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EXISTING INFRASTRUCTURE INVENTORY – GIS MAPPING

1. Existing Facilities
2. Planned Facilities
3. Programmed Facilities
4. Programmed Facilities (County View)
5. Existing and Planned Facilities
6. Existing and Planned Facilities (County View)
7. Complete Network Inventory
8. Sun Trail Regional Network Map
9. Sun Trail Regional Network Map (County View)

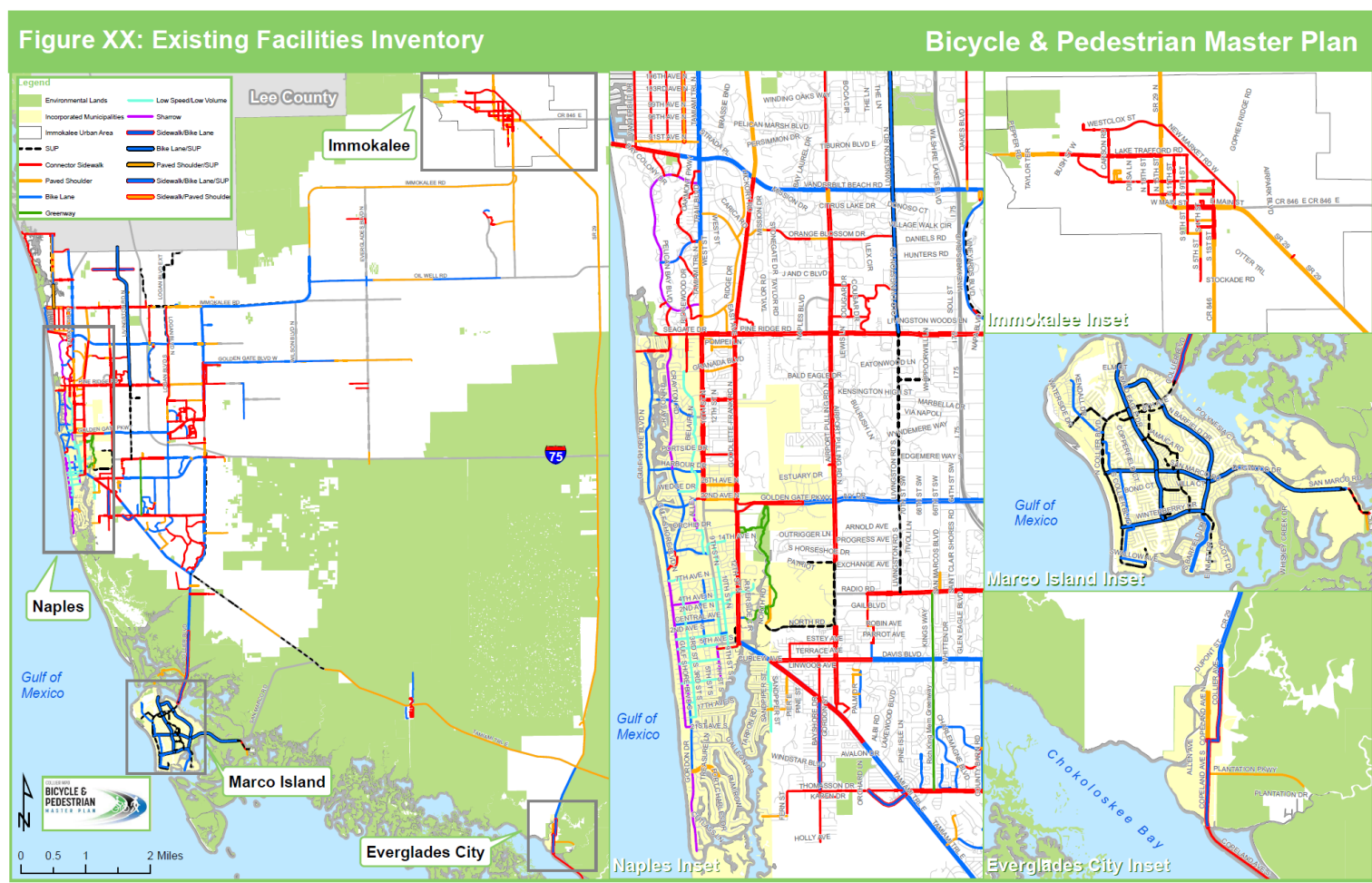


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EXISTING FACILITIES INVENTORY

- Maps existing infrastructure scheduled for completion by the end of 2024.
- Includes mapping of sidewalks, bike lanes, greenways, and more.
- Establishes a baseline for conducting a gap analysis.



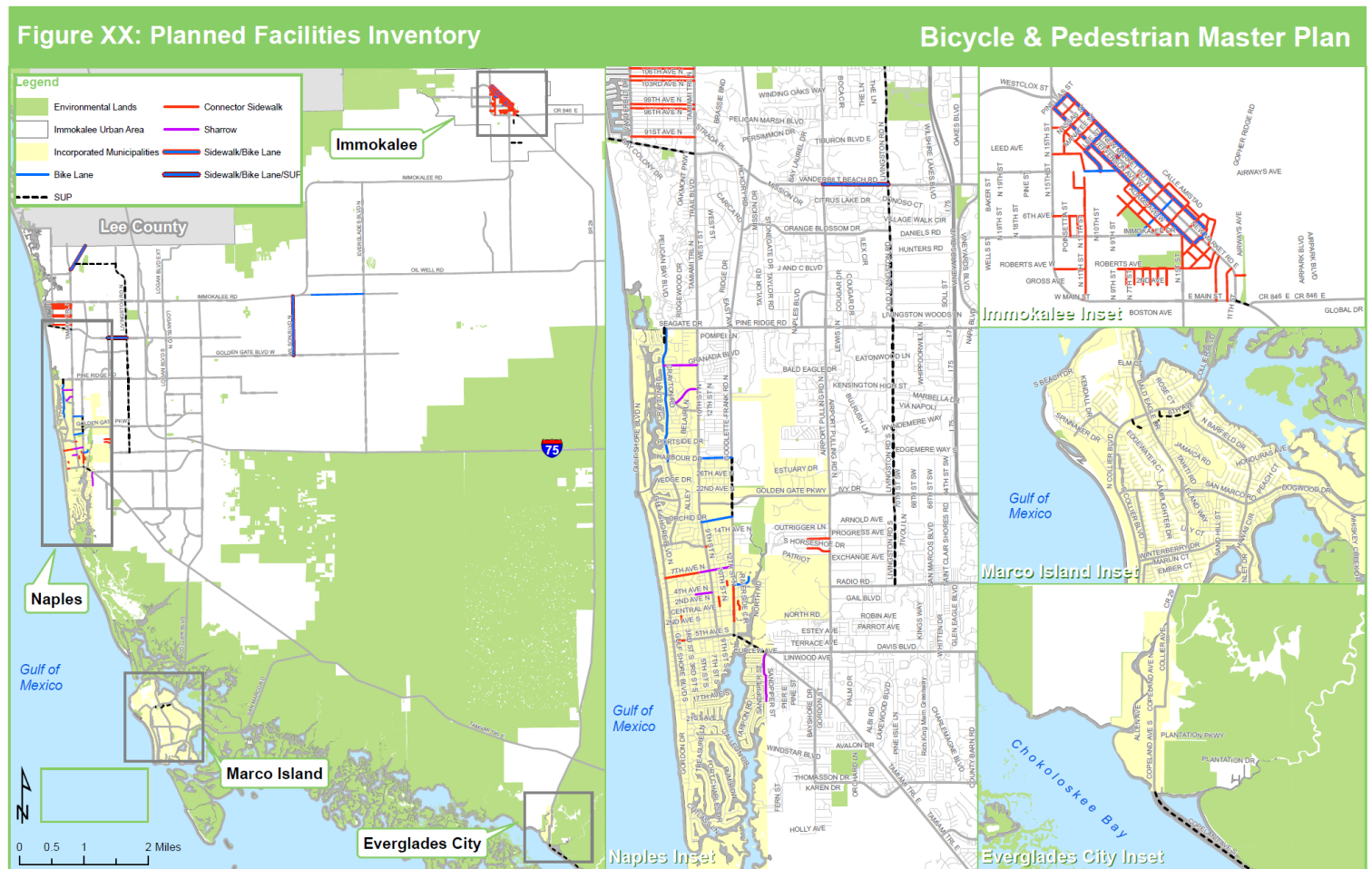


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PLANNED FACILITIES INVENTORY

- Facilities planned for development between 2024 and 2029.
- Includes mapping of sidewalks, bike lanes, greenways, and more.
- Facilities identified through local municipal master plans, including those from Everglades City, Marco Island, and the Naples Bike-Ped Master Plan.



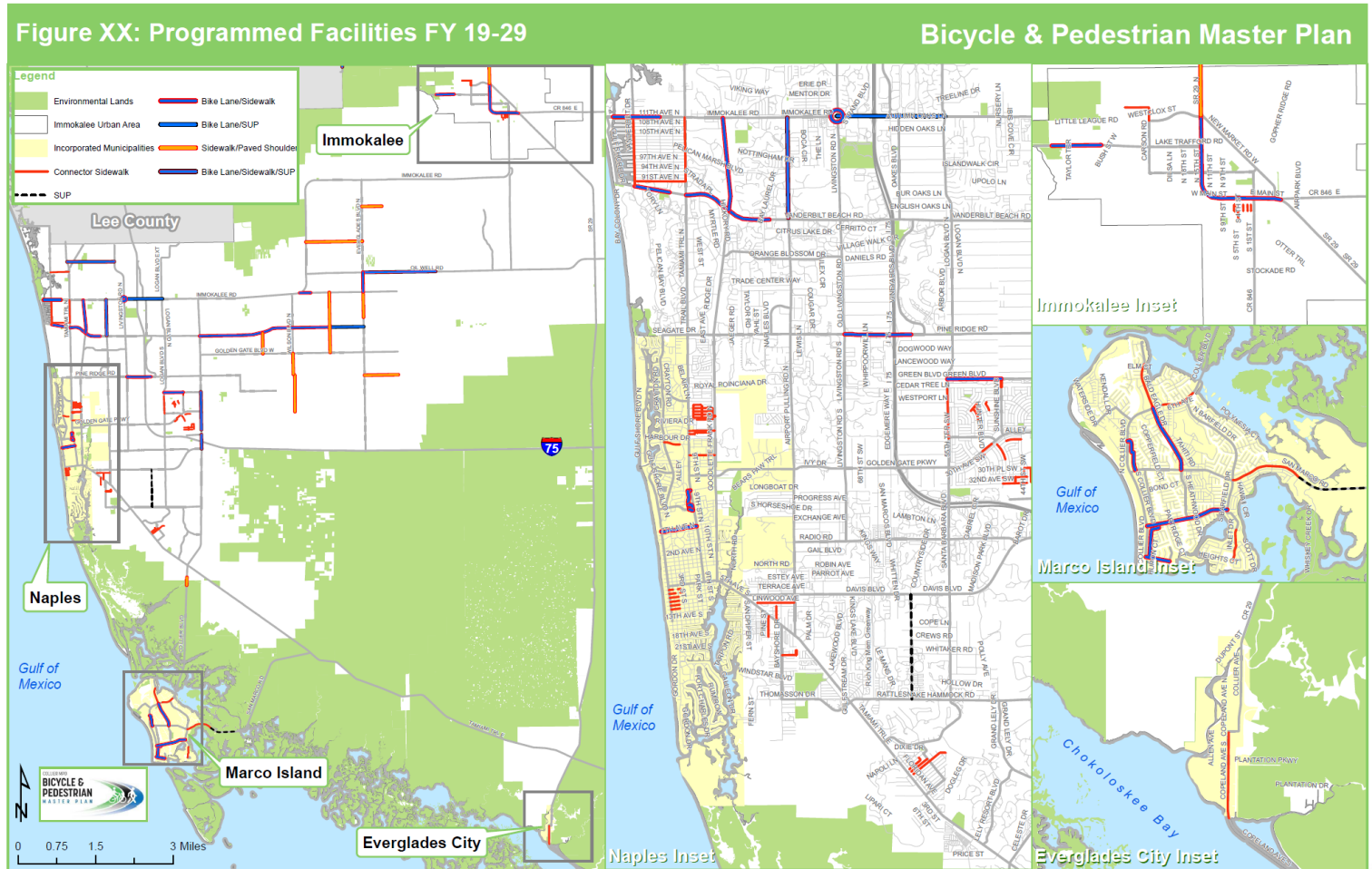


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PROGRAMMED FACILITIES FY 2019-2029

- Maps of infrastructure scheduled for construction from 2025 to 2029.
- Includes mapping of sidewalks, bike lanes, greenways, and more.
- Facilities were cataloged from the MPO TIP, Collier County's Capital Improvement Program, and the Capital Improvement Programs of Marco Island and Naples.



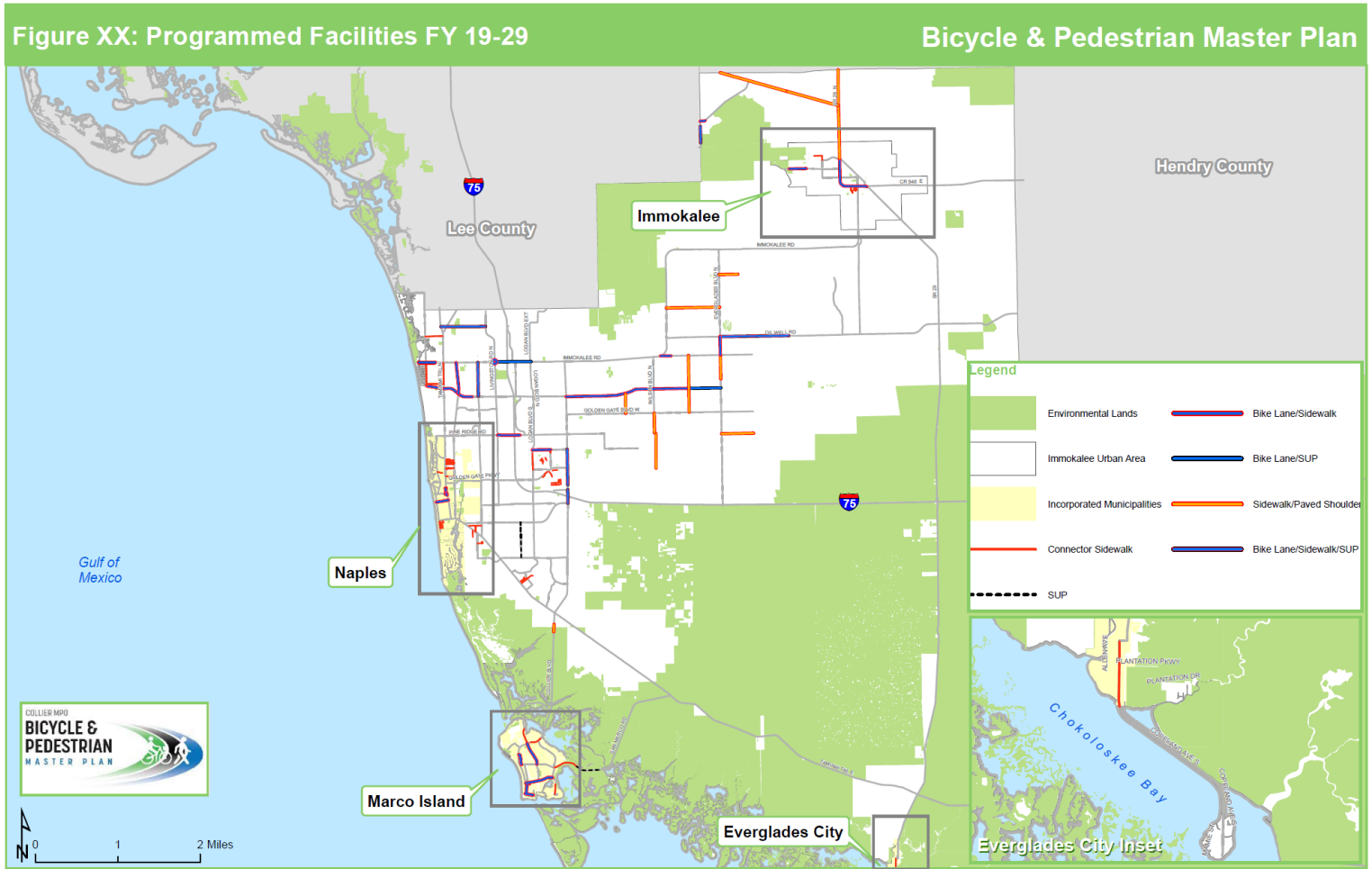


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PROGRAMMED FACILITIES FY 2019-2029 (COUNTY VIEW)

- This slide presents the same information as the previous one but offers a broader, macro-level overview.



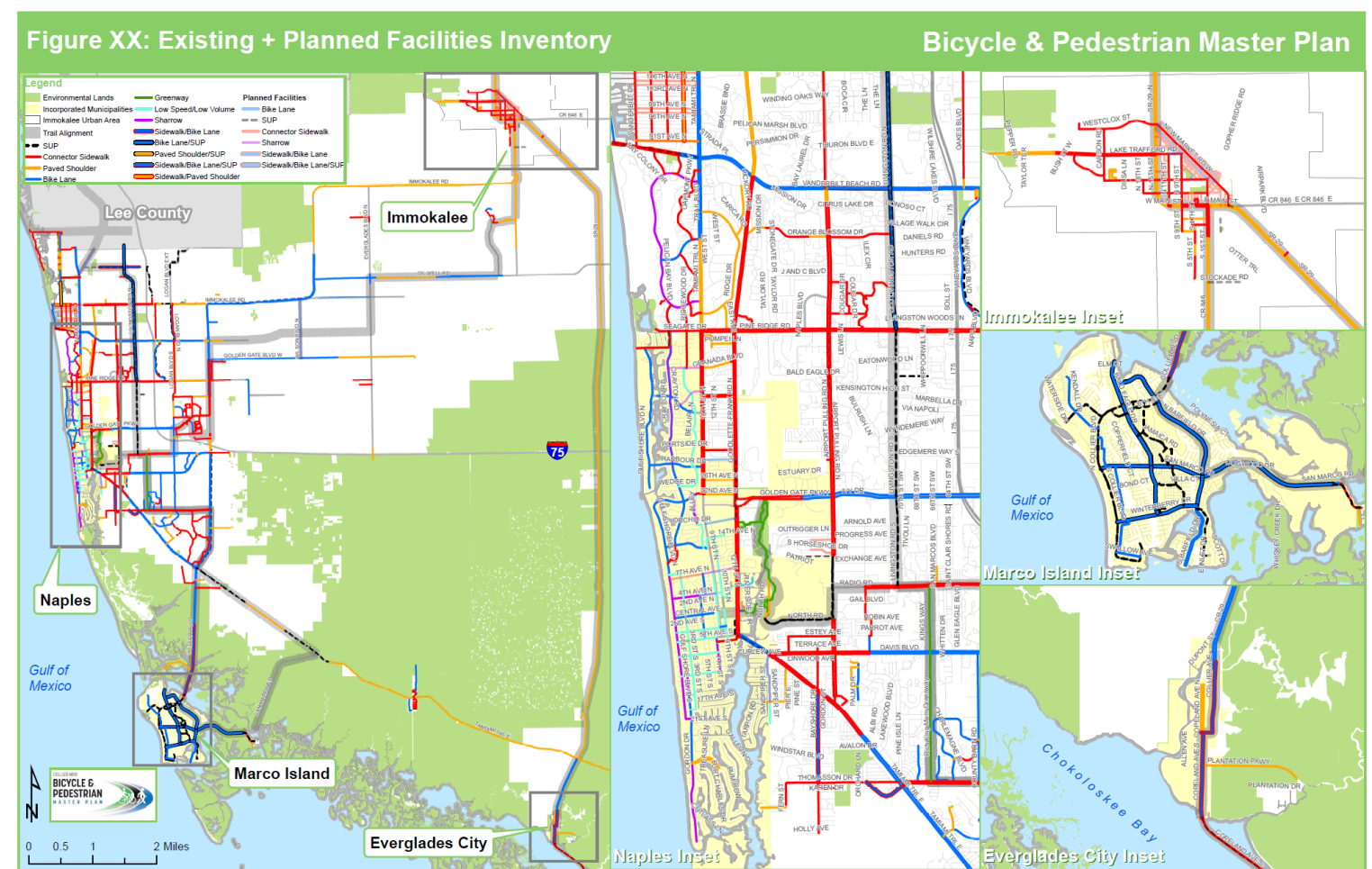


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EXISTING + PLANNED FACILITIES INVENTORY

- This map displays the existing infrastructure with the planned facilities superimposed.
- It offers an overview of the current network following FY2024.



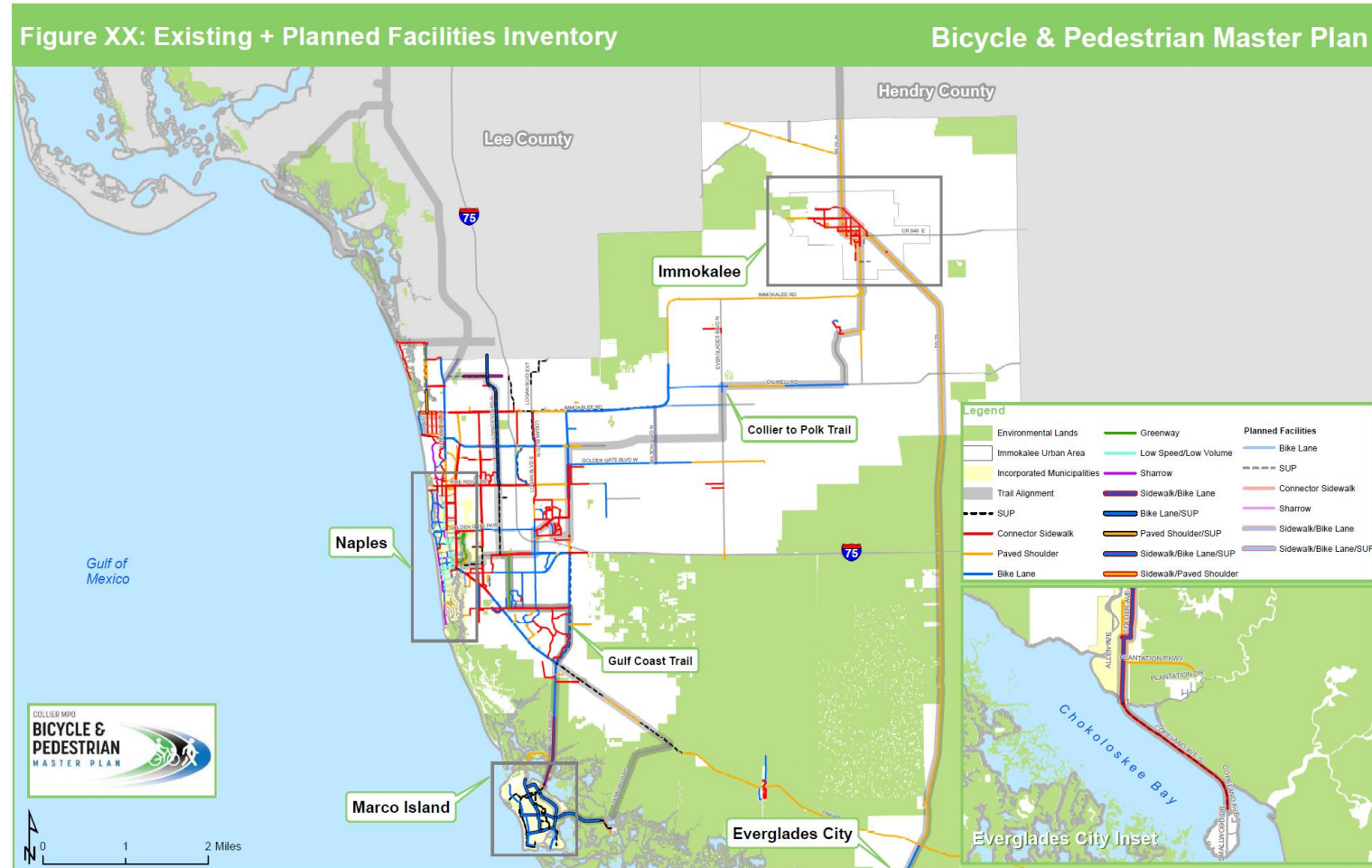


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EXISTING + PLANNED FACILITIES INVENTORY (COUNTY VIEW)

- This slide presents the same information as the previous one but offers a broader, macro-level overview.



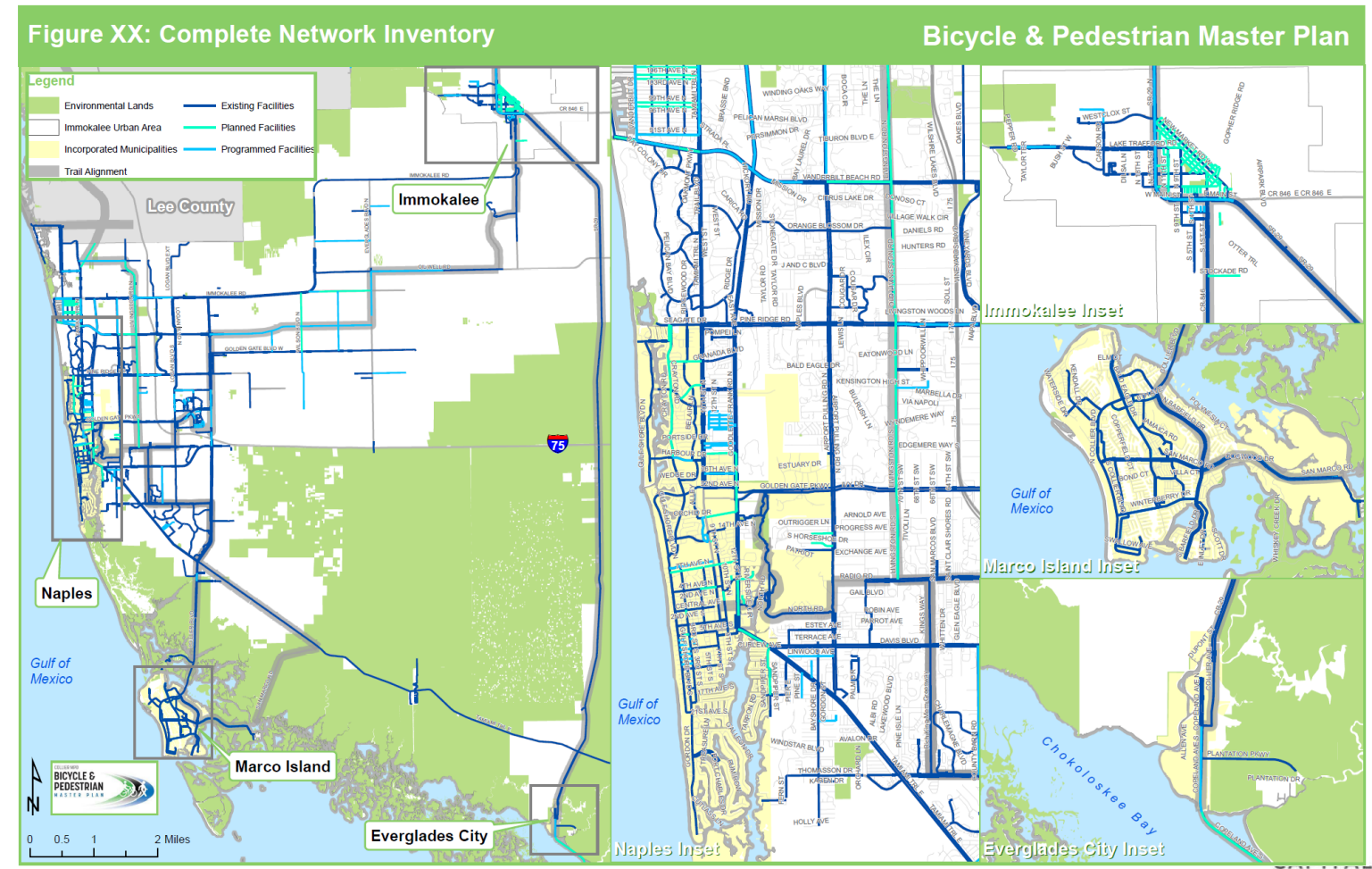


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COMPLETE NETWORK INVENTORY

- The map displays the entire network of Collier County, encompassing existing, planned, and programmed facilities.
- The purpose of the map is to highlight the overall network rather than focusing on individual facilities.



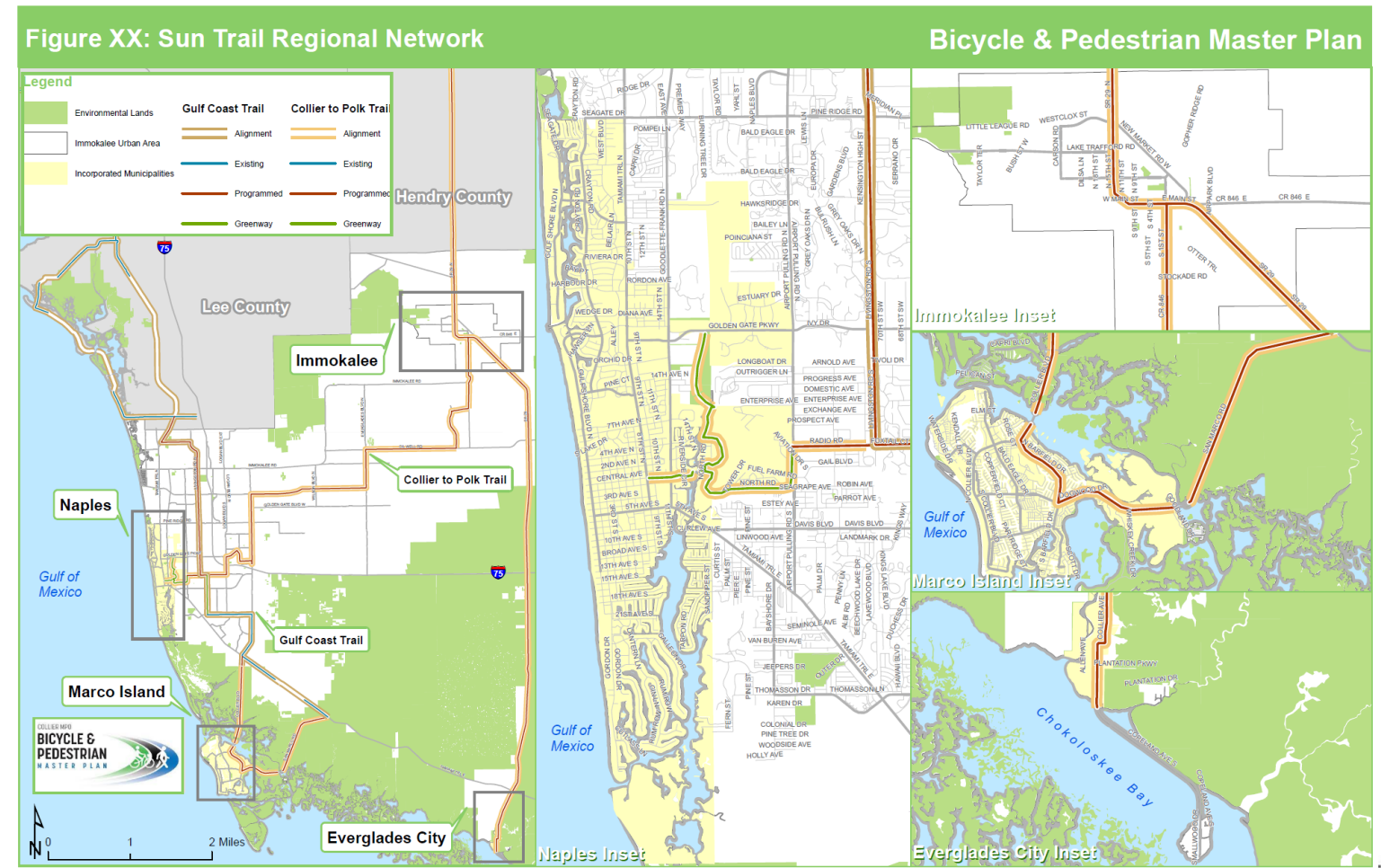


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SUN TRAIL REGIONAL NETWORK

- Maps the Gulf Coast Trail and the Collier to Polk Trail, forming part of the Regional Sun Trail Network.
- Illustrates existing, planned, and greenway bike-ped facilities along the trail alignment.
- The Sun Trail Network is crucial for establishing regional connections.



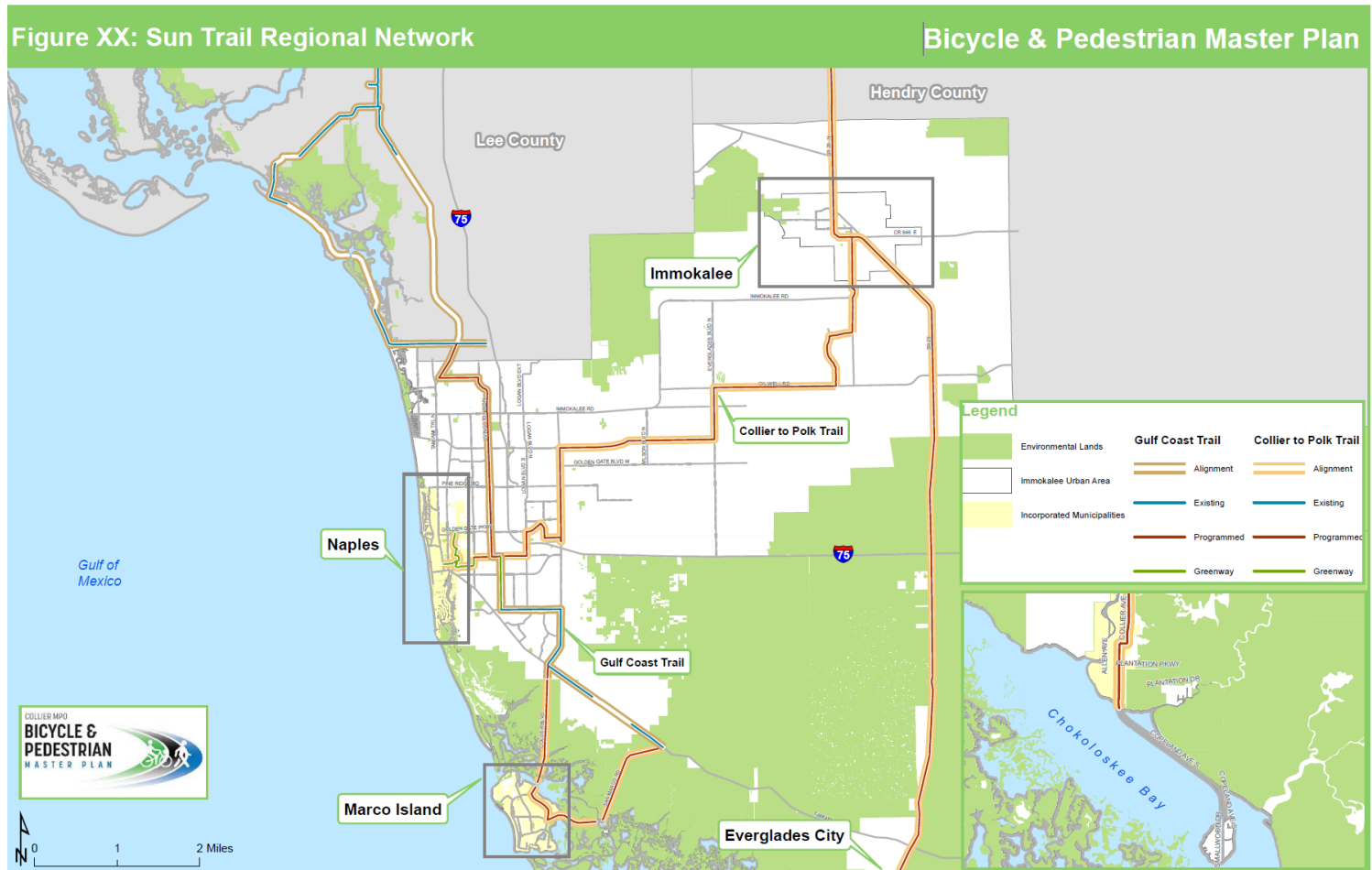


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SUN TRAIL REGIONAL NETWORK (COUNTY VIEW)

- This slide presents the same information as the previous one but offers a broader, macro-level overview.





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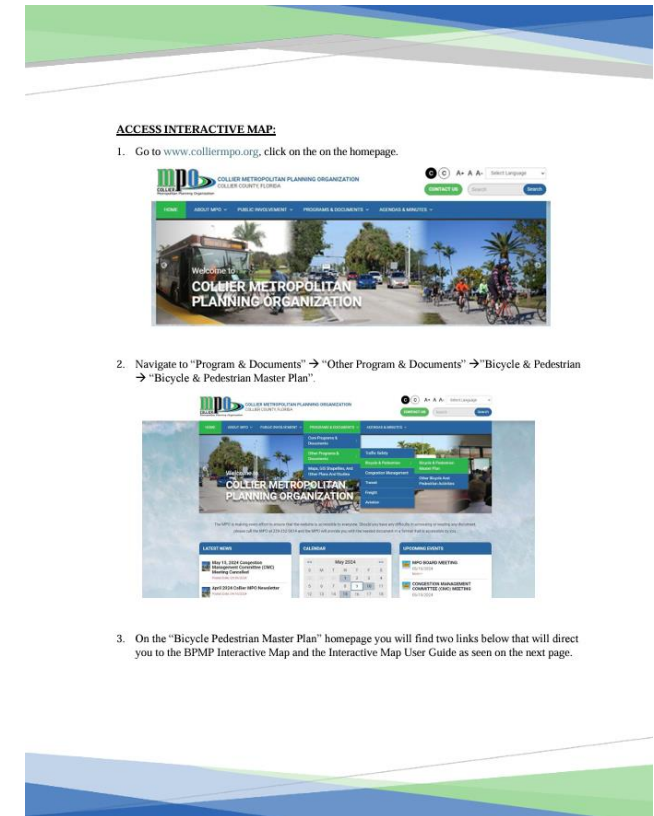
INTRODUCTION TO INTERACTIVE MAP

- Interactive maps replicate the same linework found in traditional paper GIS maps.
- They offer users a visual aid, allowing them to view the linework and engage with real-time imagery.
- This platform provides the public with the opportunity to influence the ongoing development of the Master Plan.

Useful Links:

Collier MPO – BPMP Homepage: [Collier MPO - BPMP](#)

Interactive Map Manual: [Collier County MPO BPMP - Interactive Map](#)



ACCESS INTERACTIVE MAP:

1. Go to www.colliermop.org, click on the on the homepage.



2. Navigate to "Program & Documents" → "Other Program & Documents" → "Bicycle & Pedestrian" → "Bicycle & Pedestrian Master Plan".



3. On the "Bicycle Pedestrian Master Plan" homepage you will find two links below that will direct you to the BPMP Interactive Map and the Interactive Map User Guide as seen on the next page.



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INTERACTIVE MAP WITH PUBLIC COMMENTS

- Users can activate public comments by toggling layers to see them in relation to the existing network.
- Intersections and corridors identified as safety concerns from Public Survey #1 have been mapped.
- The Interactive Map is now open for public feedback, enabling users to draw their own lines to emphasize corridor issues.





COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN













MAPPING

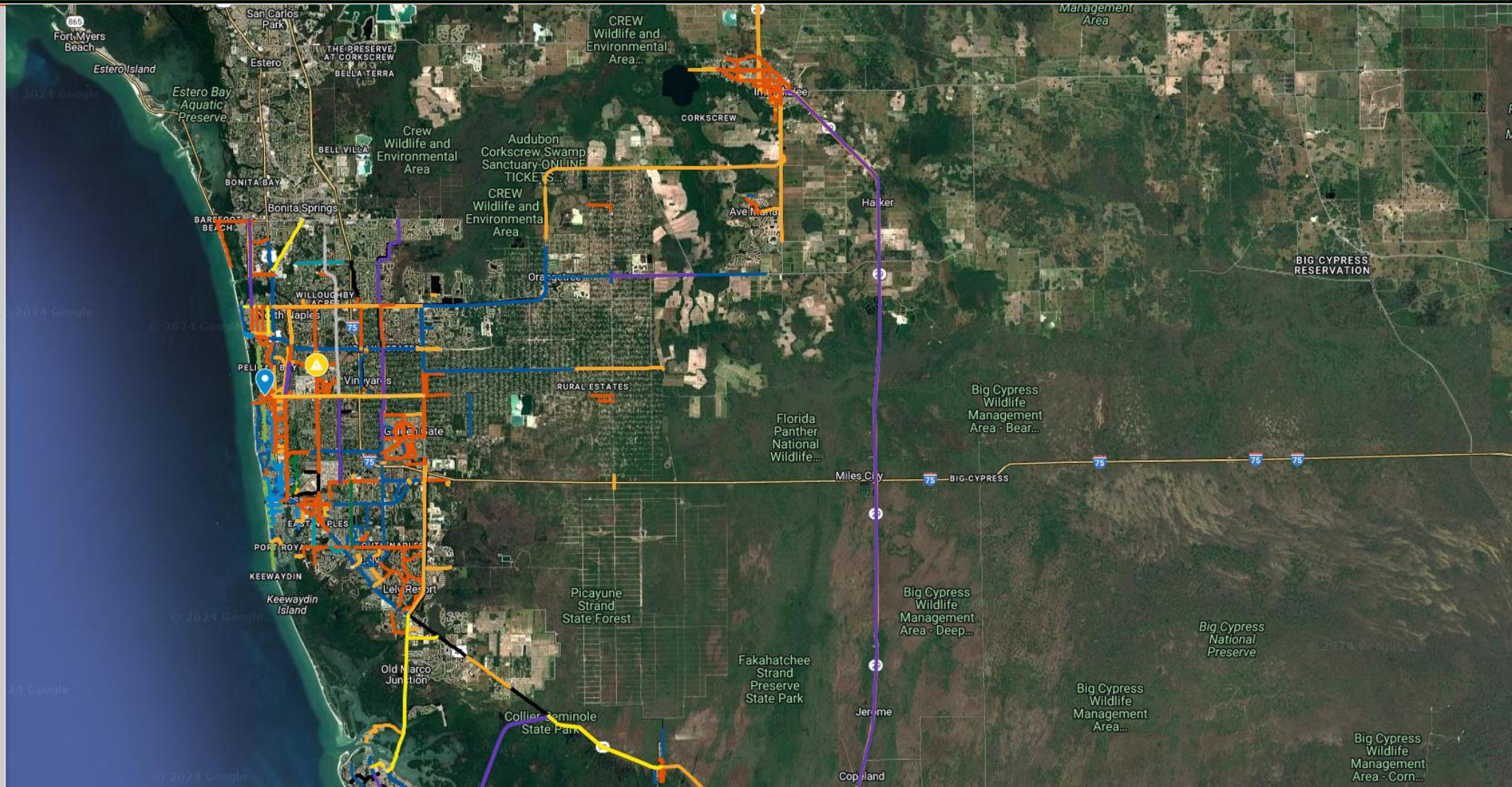
▼ The MPO Bicycle Pedestrian Interactive map is a platform for gathering feedback from technical staff and the public to refine and 3,655 views
Published 8 days ago
[SHARE](#) [EDIT](#)

Existing Facilities 01

- ▼  Bike Lane
-  Paved Shoulder
-  Connector Sidewalk
-  Low Speed/Low Volume
-  SUP
-  Sharrow
-  Greenway

Existing Facilities 02

- ▼  Connector Sidewalk
-  Bike Lane
-  Sidewalk/Bike Lane
-  SUP
-  Paved Shoulder
-  Greenway
-  Bike Lane/SUP
-  Sidewalk/Paved Shoulder
-  Paved Shoulder/SUP
-  Line 891

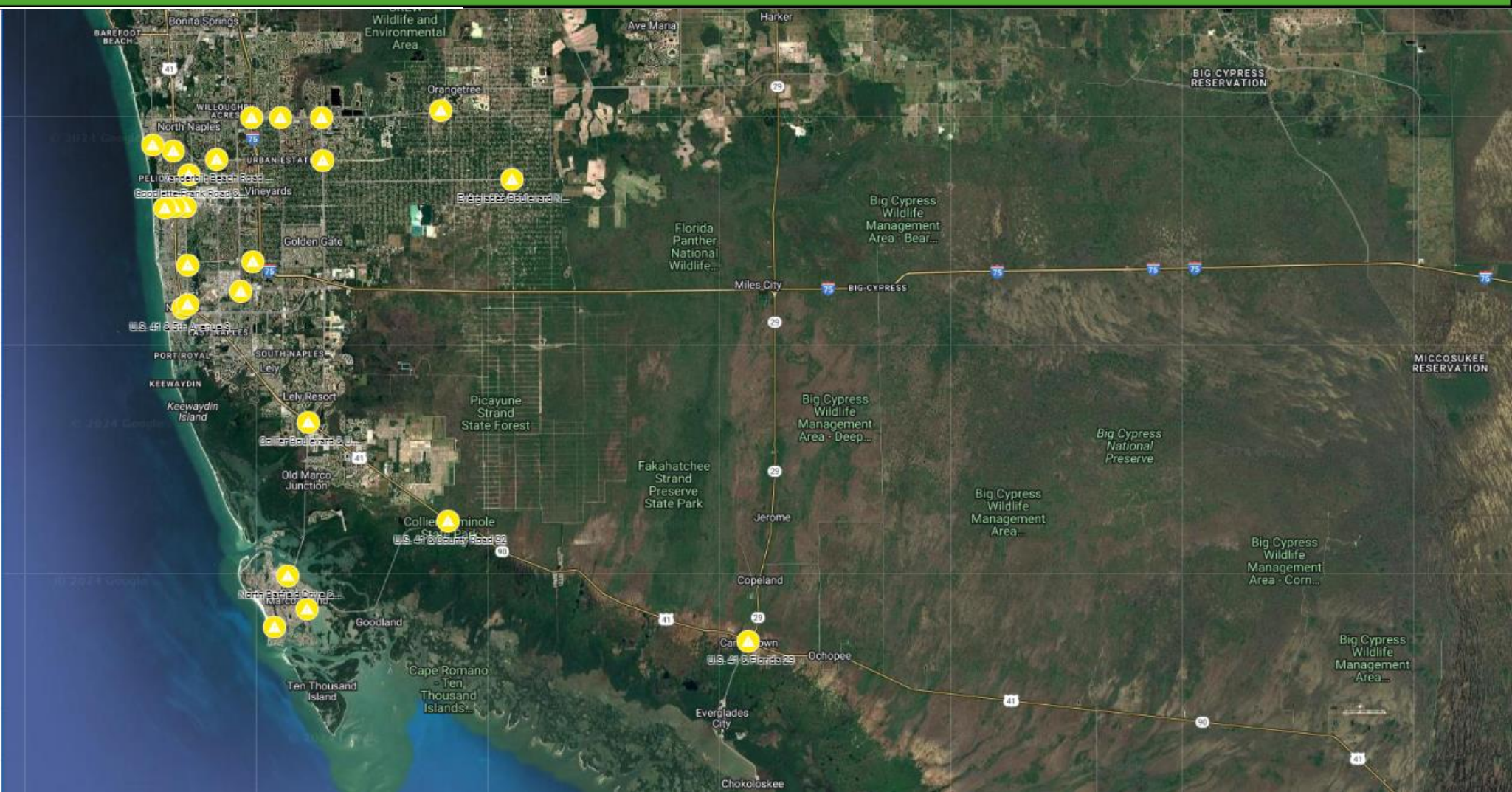


COLLIER MPO BICYCLE & PEDESTRIAN MASTER PLAN



MAPPING

- The MPO Bicycle Pedestrian Interactive map is a platform for gathering feedback from technical staff and the public to refine and update the 3,667 views
Published yesterday at 2:39 PM
[SHARE](#) [EDIT](#)
- Existing Facilities 01
 - Existing Facilities 02
 - Collier to Polk Trail Alignment
 - Gulf Coast Trail Alignment
 - Programmed Facilities FY 19-29
 - Planned Facilities
 - Public Survey Feedback [Corridors]
 - Public Survey Feedback [Intersections]
 - North Barfield Drive & North Collier Boulevard
 - Collier Boulevard & U.S. 41
 - Winterberry Drive & Landmark Street
 - Immokalee Road & Logan Boulevard North
 - ... 20 more
 - Public Interactive Map Feedback





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FUTURE PLANS OF THE INTERACTIVE MAP

- The Interactive Map will remain accessible online until early 2025.
- It will temporarily stop accepting public comments to allow for final edits in preparation for the Master Plan development.
- After the Master Plan is adopted, the map will serve as a visual resource and remain available on the Collier MPO website



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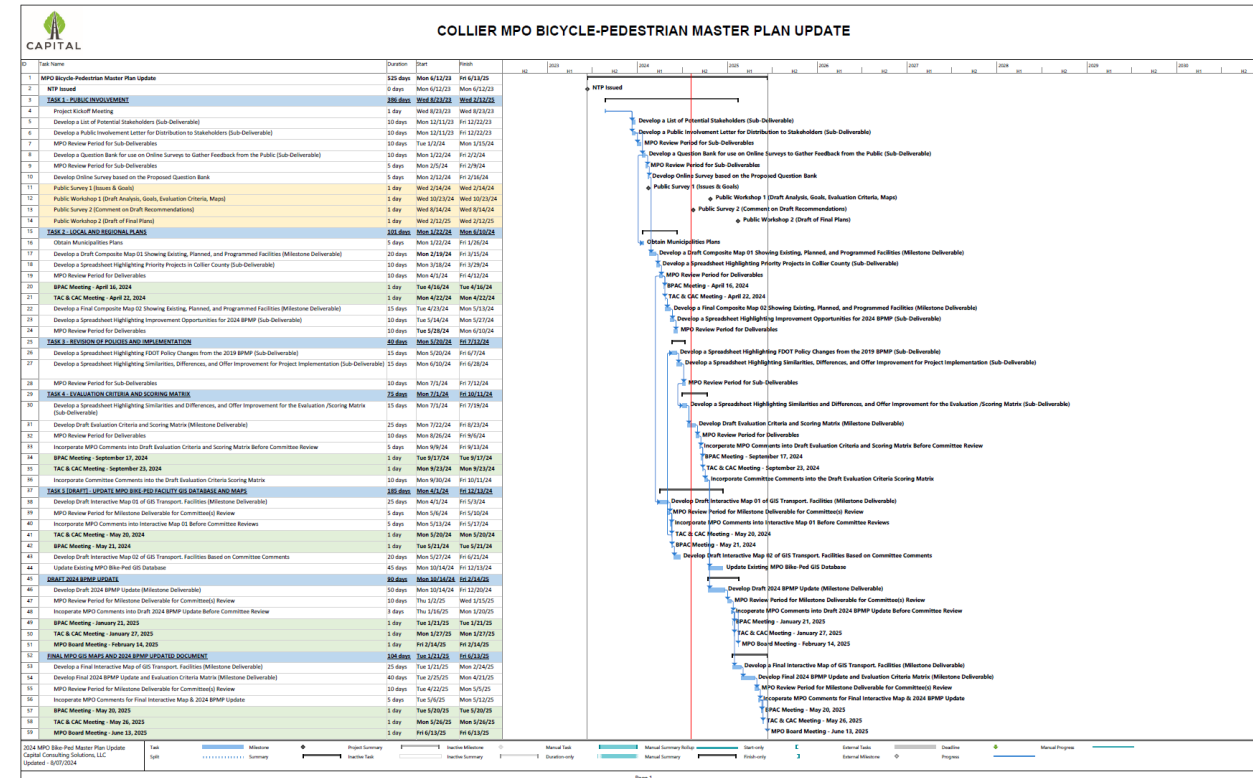
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- Continued Public Involvement
- Complete the evaluation and scoring matrix.
- Begin drafting the narrative for the Master Plan.
- Estimated plan completion between 5/20/25 and 6/13/25, pending committee and board approvals.





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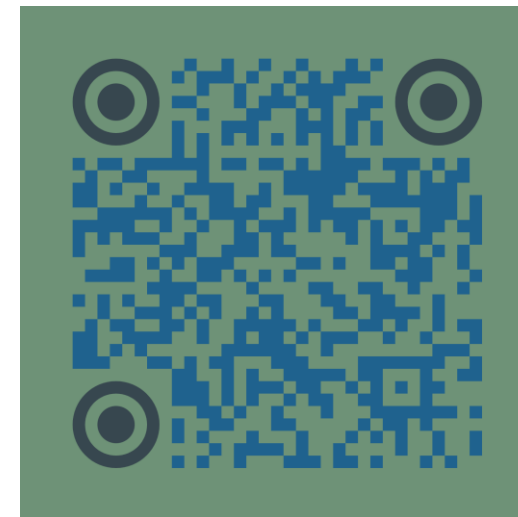
NEXT STEPS

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PUBLIC INVOLVEMENT OPPORTUNITIES

Public Surveys:

- Public Survey 1 – Received 174 responses
- Public Survey 2 – Out Now! Participate by using your mobile device and scanning the QR code below.





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EXECUTIVE SUMMARY
DISTRIBUTION
ITEM 10A

Administrative Modification #2 to the FY2025-2029 Transportation Improvement Program for the County Barn Road Bike/Ped, Marco Island Collier Alternate Bike Lane, and Capital and Operating Assistance Transit projects

OBJECTIVE: For the Committee to receive a copy of the second administrative modification made to the FY2025-2029 Transportation Improvement Program (TIP).

CONSIDERATIONS: The MPO Board approved the use of SU funds at their September meeting to cover construction cost-overruns on the following two projects in the FY25-29 TIP:

- **FPN 438091-2** - Bike Path/Trail on County Barn Road from Rattlesnake Hammock to SR 84 (Davis Blvd). Add \$640,000 in TALU funds for FY25.
- **FPN 448127-1** – Collier Alternate Bike Lane Project on Marco Island – southern segment. Add \$1,389,133 in CARU and \$346,867 in TALU funds for FY 25 for a total of \$1,739,659.

FDOT subsequently sent a letter (**Attachment 1**) confirming the funding amounts and categories listed above and revising FTA and local fund allocations to the following two transit projects, requesting they be added to the administrative modification:

- **FPN 410146-1** - Section 5307 Capital Assistance for Fixed Route. Reduce Local Funds by \$758,306 and FTA funds by \$189,577 for a total reduction of \$947,883.
- **FPN 410146-2** - Section 4307 Operating Assistance for Fixed Route. Increase Local and FTA funds by \$980,232 each for a total of \$1,960,464.

The TIP Administrative Modification signature page and project sheets are shown in **Attachment 2**.

STAFF RECOMMENDATION: That the Committee receive a copy of the second administrative modification made to the FY2025-2029 TIP.

Prepared By: Anne McLaughlin, MPO Director

ATTACHMENTS:

1. FDOT Letter 10/10/24
2. Administrative Modification No. 2 to the FY2025-2029 TIP (10/3/24)



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 10, 2024

Collier County MPO
ATTN: Mrs. Anne McLaughlin, Executive Director
2885 Horseshoe Dr S
Naples, FL 34104

RE: Request to Revise Fiscal Year (FY) 2024/25-2028/29 Transportation Improvement Program (TIP)

Dear Mrs. McLaughlin:

Florida Department of Transportation requests Collier County MPO revise the FY 2024/25-2028/29 TIP to reflect project changes as described below.

Project **#438091-2** received additional \$640,000 Federal funds (TALU) for the Construction phase in FY2025 to cover funding shortfall.

Project **# 448127-1** received additional \$1.736M Federal funds (CARU and TALU) for the Construction phase in FY2025 to cover funding shortfall.

Please use the information below to revise the TIP accordingly:

| FM# | Project Description | Length | Phase | Fund Source | Amount | FY |
|----------|--|-------------|--------------|-------------|----------------|------|
| 438091-2 | COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84(DAVIS BLVD) | 2.045 miles | Construction | TALU | \$640,000.00 | 2025 |
| 448127-1 | COLLIER ALTERNATE - MULTIPLE SEGMENTS | 1.667 miles | Construction | CARU | \$1,389,133.00 | 2025 |
| 448127-1 | COLLIER ALTERNATE - MULTIPLE SEGMENTS | 1.667 miles | Construction | TALU | \$346,867.00 | 2025 |

For Transit projects **#410146-1** and **410146-2**, changes to FTA fund allocations have been made and will require a TIP **modification**. The detailed information provided in the spreadsheet attached to this letter.

Please see enclosed excel spreadsheet for the detailed funds breakdown.

As always, feel free to contact the Liaison Group at D1-Liaisons@dot.state.fl.us if you have any questions.

Sincerely,

DocuSigned by:
Kristi A. Smith
358572051DDE4C5...

Kristi A. Smith, CPM, PLS
Community Liaison Supervisor, FDOT

Cc: Wayne Gaither, FDOT

HIGHWAYS

Project Description: COUNTY BARN ROAD
 FROM RATTLESNAKE HAMMOCK TO SR
 84(DAVIS BLVD)
Item Number: 438091 1
District: 01 **County:** COLLIER **Type of Work:** BIKE PATH/TRAIL **Project Length:** 2.045MI

| | | Fiscal Year | | | | | | |
|--|--|-------------|----------------|----------------|------|------|-------|----------------|
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | LF-LOCAL FUNDS | | 82,212 | | | | | 82,212 |
| | SU-STP, URBAN AREAS > 200K | | 175,549 | 451 | | | | 176,000 |
| | Phase: PRELIMINARY ENGINEERING Totals | | 257,761 | 451 | | | | 258,212 |
| CONSTRUCTION / MANAGED BY FDOT | | | | | | | | |
| Fund Code: | CARU-CARB FOR URB. AREA > THAN 200K | | | 185,000 | | | | 185,000 |
| | SU-STP, URBAN AREAS > 200K | | | 125,024 | | | | 125,024 |
| | Phase: CONSTRUCTION Totals | | | 310,024 | | | | 310,024 |
| Item: 438091 1 Totals | | | 257,761 | 310,475 | | | | 568,236 |

Project Description: COUNTY BARN ROAD
 FROM RATTLESNAKE HAMMOCK TO SR
 84(DAVIS BLVD)
Item Number: 438091 2
District: 01 **County:** COLLIER **Type of Work:** BIKE PATH/TRAIL **Project Length:** 2.045MI

| | | Fiscal Year | | | | | | |
|---|-------------------------------------|-------------|------------------|------------------|------|------|-------|------------------|
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| CONSTRUCTION / MANAGED BY COLLIER COUNTY | | | | | | | | |
| Fund Code: | CARB-CARBON REDUCTION GRANT PGM | | 815,000 | | | | | 815,000 |
| | CARU-CARB FOR URB. AREA > THAN 200K | | 31,156 | | | | | 31,156 |
| | GFSU-GF STPBG >200 (URBAN) | | 57 | 1,000 | | | | 1,057 |
| | SU-STP, URBAN AREAS > 200K | | 1,537,198 | 125,022 | | | | 1,662,220 |
| | TALU-TRANSPORTATION ALTS- >200K | | | 640,000 | | | | 640,000 |
| Phase: CONSTRUCTION Totals | | | 2,383,411 | 766,022 | | | | 3,149,433 |
| Item: 438091 2 Totals | | | 2,383,411 | 766,022 | | | | 3,149,433 |
| Project Totals | | | 2,641,172 | 1,076,497 | | | | 3,717,669 |
| Grand Total | | | 2,641,172 | 1,076,497 | | | | 3,717,669 |

| HIGHWAYS | | | | | | | | |
|--|--|------------------|------------------|------|------|------|-------|------------------|
| Project Description: COLLIER ALTERNATE - MULTIPLE SEGMENTS Item Number: 448127 1 District: 01 County: COLLIER Type of Work: BIKE LANE/SIDEWALK Project Length: 1.667MI | | | | | | | | |
| Phase / Responsible Agency | | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | All Years |
| PRELIMINARY ENGINEERING / MANAGED BY CITY OF MARCO ISLAND | | | | | | | | |
| Fund Code: | GFSU-GF STPBG >200 (URBAN) | | 3,659 | | | | | 3,659 |
| | LF-LOCAL FUNDS | 125,000 | | | | | | 125,000 |
| | Phase: PRELIMINARY ENGINEERING Totals | 125,000 | 3,659 | | | | | 128,659 |
| CONSTRUCTION / MANAGED BY CITY OF MARCO ISLAND | | | | | | | | |
| Fund Code: | ACSU-ADVANCE CONSTRUCTION (SU) | 577,090 | | | | | | 577,090 |
| | CARU-CARB FOR URB. AREA > THAN 200K | 1,117,947 | 1,389,133 | | | | | 2,507,080 |
| | GFSU-GF STPBG >200 (URBAN) | 67,114 | | | | | | 67,114 |
| | SU-STP, URBAN AREAS > 200K | 340,956 | | | | | | 340,956 |
| | TALU-TRANSPORTATION ALTS- >200K | 439,992 | 346,867 | | | | | 786,859 |
| | Phase: CONSTRUCTION Totals | 2,543,099 | 1,736,000 | | | | | 4,279,099 |
| | Item: 448127 1 Totals | 2,668,099 | 1,739,659 | | | | | 4,407,758 |
| | Project Totals | 2,668,099 | 1,739,659 | | | | | 4,407,758 |
| | Grand Total | 2,668,099 | 1,739,659 | | | | | 4,407,758 |

FLP: TRANSIT

Project Description: COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION
Item Number: 410146 1 5307 CAPITAL ASSISTANCE
Type of Work: CAPITAL FOR FIXED ROUTE
District: 01 **County:** COLLIER **Project Length:** 0.000
Extra Description: SECTION 5307 - URBANIZED AREAS

| Phase / Responsible Agency | Fiscal Year | | | | | | All Years |
|--|-------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | |
| CAPITAL / MANAGED BY COLLIER COUNTY | | | | | | | |
| Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION | 41,632,216 | 3,378,157 | 4,550,109 | 4,741,514 | 6,590,514 | 6,595,220 | 67,487,730 |
| LF-LOCAL FUNDS | 10,346,103 | 844,539 | 1,137,527 | 1,185,379 | 1,647,629 | 1,648,805 | 16,809,982 |
| Phase: CAPITAL Totals | 51,978,319 | 4,222,696 | 5,687,636 | 5,926,893 | 8,238,143 | 8,244,025 | 84,297,712 |
| Item: 410146 1 Totals | 51,978,319 | 4,222,696 | 5,687,636 | 5,926,893 | 8,238,143 | 8,244,025 | 84,297,712 |

Project Description: COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION
Item Number: 410146 2 5307 OPERATING ASSIST
Type of Work: OPERATING FOR FIXED ROUTE
District: 01 **County:** COLLIER **Project Length:** 0.000

| Phase / Responsible Agency | Fiscal Year | | | | | | All Years |
|--|-------------------|------------------|------------------|------------------|-------------------|-------------------|--------------------|
| | <2025 | 2025 | 2026 | 2027 | 2028 | >2028 | |
| OPERATIONS / MANAGED BY COLLIER COUNTY | | | | | | | |
| Fund Code: FTA-FEDERAL TRANSIT ADMINISTRATION | 4,932,065 | 1,779,132 | 500,000 | 75,490 | 1,183,080 | 1,316,836 | 9,786,603 |
| LF-LOCAL FUNDS | 4,932,065 | 1,779,132 | 500,000 | 75,490 | 1,183,080 | 1,316,836 | 9,786,603 |
| Phase: OPERATIONS Totals | 9,864,130 | 3,558,264 | 1,000,000 | 150,980 | 2,366,160 | 2,633,672 | 19,573,206 |
| Item: 410146 2 Totals | 9,864,130 | 3,558,264 | 1,000,000 | 150,980 | 2,366,160 | 2,633,672 | 19,573,206 |
| Project Totals | 61,842,449 | 7,780,960 | 6,687,636 | 6,077,873 | 10,604,303 | 10,877,697 | 103,870,918 |
| Grand Total | 61,842,449 | 7,780,960 | 6,687,636 | 6,077,873 | 10,604,303 | 10,877,697 | 103,870,918 |

**TIP Administrative Modification #2 for MPO Executive Director Approval
to the FY 2025 through FY 2029TIP**

| <u>Action</u> | <u>FPN</u> | <u>Responsible Agency</u> | <u>Project Name</u> | <u>Requested By</u> | <u>Fund</u> | <u>Phase</u> | <u>FY</u> | <u>Amount</u> | <u>L RTP Reference Page</u> | <u>TIP Reference Page</u> |
|----------------|------------|---------------------------|--|---------------------|-------------|--------------|-----------|---------------|-----------------------------|---------------------------|
| Add funding | 438091-2 | Collier County | COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD) | FDOT | TALU | CST | 25 | \$640,000 | P6-3 Table 6-1 | Appendix K |
| Add funding | 448127-1 | City of Marco Island | COLLIER ALTERNATE – MULTIPLE SEGMENTS | FDOT | CARU | CST | 25 | \$1,389,133 | P6-17, Table 6-8 | Appendix K |
| | | | | | TALU | | | \$346,867 | | |
| Reduce funding | 410146-1 | Collier County | COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE | FDOT | LF | CAP | 25 | \$758,306 | P6-23, Table 6-12 | Appendix K |
| | | | | | FTA | | | \$189,577 | | |
| Add funding | 410146-2 | Collier County | COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 OPERATING ASSISTANCE | FDOT | LF | OPS | 25 | \$980,232 | P6-23, Table 6-12 | Appendix K |
| | | | | | FTA | | | \$980,232 | | |

COLLIER METROPOLITAN
PLANNING ORGANIZATION



Approved By:

Date: 10/3/24

Anne McLaughlin, MPO Executive Director

COLLIER MPO FY 2025 - 2029 TIP



| | |
|--------------------------|---|
| 438091-2 | COUNTY BARN ROAD FROM RATTLESNAKE HAMMOCK TO SR 84 (DAVIS BLVD) |
| Type of Work Description | BIKE PATH/TRAIL |
| Responsible Agency | MANAGED BY COLLIER COUNTY |
| Project Description | BPAC Priority 2013-2017 |
| Project Length | 2.045 |
| SIS | No |
| 2045 LRTP | P6-3, Table 6-1 |

| Fund | Phase | 2025 | 2026 | 2027 | 2028 | 2029 | Totals |
|------|-------|---------|------|------|------|------|--------------|
| GFSU | CST | 1,000 | 0 | 0 | 0 | 0 | \$1,000.00 |
| SU | CST | 125,022 | 0 | 0 | 0 | 0 | \$125,022.00 |
| TALU | CST | 640,000 | 0 | 0 | 0 | 0 | \$640,000.00 |
| | | 766,022 | 0 | 0 | 0 | 0 | \$766,022.00 |

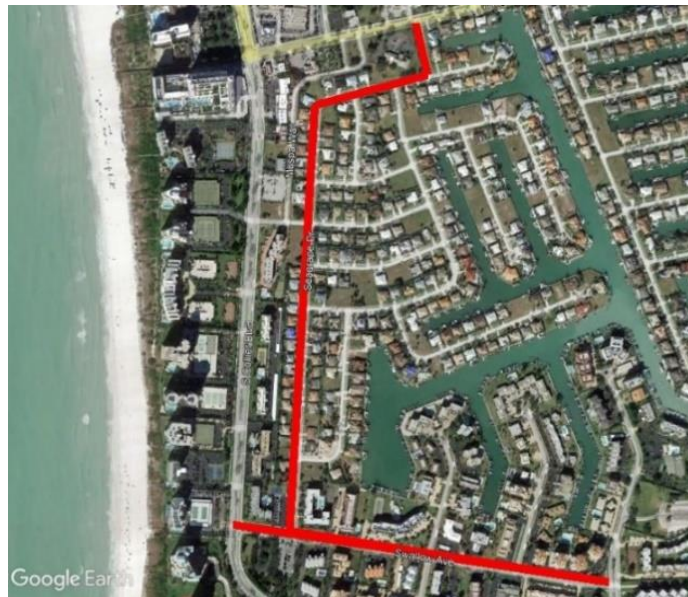


COLLIER MPO FY 2025 - 2029 TIP



| | |
|--------------------------|---|
| 448127-1 | COLLIER ALTERNATE - MULTIPLE SEGMENTS |
| Type of Work Description | BIKE LANE/SIDEWALK |
| Responsible Agency | MANAGED BY CITY OF MARCO ISLAND |
| Project Description | BPAC Priority 2020-2 (north Collier Blvd Alternate Bike Lanes - Southern Segment) |
| Project Length | 1.667 |
| SIS | No |
| 2045 LRTP | P6-17, Table 6-8 |

| Fund | Phase | 2025 | 2026 | 2027 | 2028 | 2029 | Totals |
|------|-------|-----------|------|------|------|------|----------------|
| GFSU | PE | 3,659 | 0 | 0 | 0 | 0 | \$3,659.00 |
| TALU | CST | 346,867 | 0 | 0 | 0 | 0 | \$346,867.00 |
| CARU | CST | 1,389,133 | 0 | 0 | 0 | 0 | \$1,389,133.00 |
| | | 1,739,659 | 0 | 0 | 0 | 0 | \$1,739,659.00 |



COLLIER MPO FY 2025 - 2029 TIP



| | |
|--------------------------|--|
| 410146-1 | COLLIER COUNTY/BONITA SPRING UZA/FTA SECTION 5307 CAPITAL ASSISTANCE |
| Type of Work Description | CAPITAL FOR FIXED ROUTE |
| Responsible Agency | MANAGED BY COLLIER COUNTY |
| Project Description | |
| Project Length | 0 |
| SIS | No |
| 2045 LRTP | P6-23, Table 6-12 |

| <u>Fund</u> | <u>Phase</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>Totals</u> |
|-------------|--------------|-------------|-------------|-------------|-------------|-------------|------------------------|
| LF | CAP | 844,539 | 1,137,527 | 1,185,379 | 1,647,629 | 1,648,805 | \$6,463,879.00 |
| FTA | CAP | 3,378,157 | 4,550,109 | 4,741,514 | 6,590,514 | 6,595,220 | \$25,855,514.00 |
| | | 4,222,696 | 5,687,636 | 5,926,893 | 8,238,143 | 8,244,025 | \$32,319,393.00 |



COLLIER MPO FY 2025 - 2029 TIP



| | |
|--------------------------|---|
| 410146-2 | COLLIER COUNTY/BONITA SPRINGS UZA/FTA SECTION 5307 OPERATING ASSIST |
| Type of Work Description | OPERATING FOR FIXED ROUTE |
| Responsible Agency | MANAGED BY COLLIER COUNTY |
| Project Description | |
| Project Length | 0 |
| SIS | No |
| 2045 LRTP | P6-23, Table 6-12 |

| Fund | Phase | 2025 | 2026 | 2027 | 2028 | 2029 | Totals |
|------|-------|-----------|-----------|---------|-----------|-----------|-----------------------|
| FTA | OPS | 1,779,132 | 500,000 | 75,490 | 1,183,080 | 1,316,836 | \$4,854,538.00 |
| LF | OPS | 1,779,132 | 500,000 | 75,490 | 1,183,080 | 1,316,836 | \$4,854,538.00 |
| | | 3,558,264 | 1,000,000 | 150,980 | 2,366,160 | 2,633,672 | \$9,709,076.00 |

