



# 2050 Long Range Transportation Plan

City of Marco Island Presentation



# Agenda



- LRTP Overview
- Schedule
- Planning Emphasis Areas and Factors
- Vision and Goals
- Roadway Needs
  - Deficiency Analysis
- Cost Feasible Plan
- City of Marco Island Roadway Needs
- City of Marco Island Resilience Needs
- Next Steps



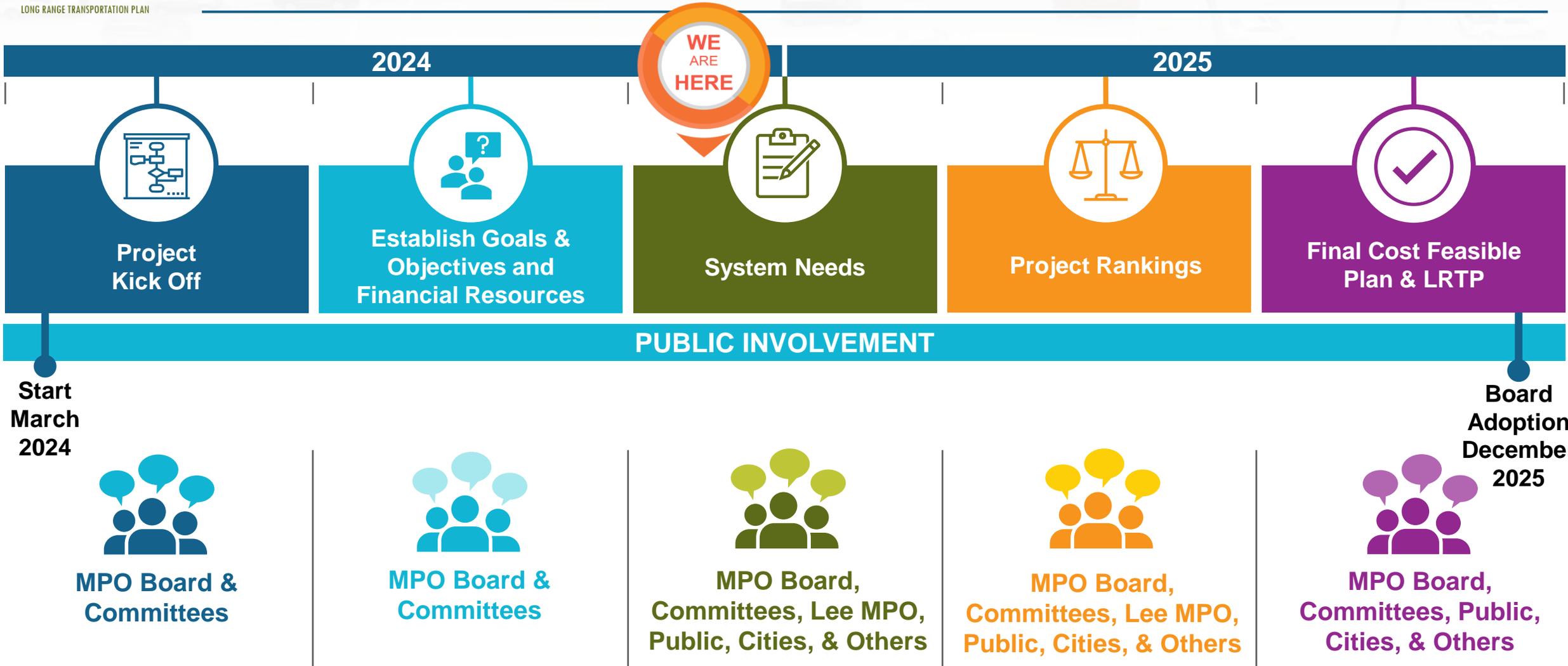


# What is the LRTP?

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- Master plan for the MPO (25-year look ahead)
- Required to receive federal transportation funds
- Updated every 5 years (last update December 2020 – 2045 LRTP)
- Guiding document for the future improvements to the Collier County transportation network
- Covers a broad range of issues including environmental impacts, economic development, mobility, safety, security, and quality of life

# LRTP Schedule



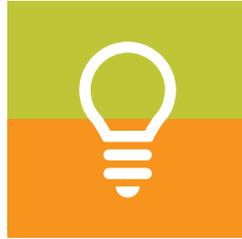
# 2021 FTA and FHWA Planning Emphasis Areas



Transportation Resilience



Equity and Justice40



Meaningful Public Involvement



Infrastructure Connectivity



Complete Streets



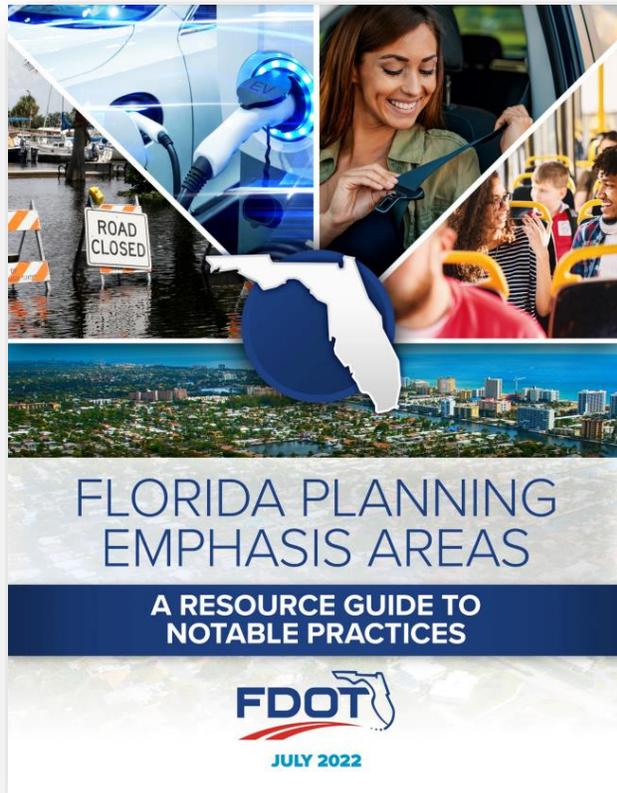
Data Sharing Principles



Planning and Environmental Linkages

Federal Transit Administration (FTA)  
Federal Highway Administration (FHWA)

# 2022 FDOT Planning Emphasis Areas



Safety



Emerging  
Mobility



Equity



Resilience

# Federal Planning Factors

Consider and implement projects, strategies, and services that address

## Planning Factors

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- 1 Economic Vitality
  - 2 Safety
  - 3 Security
  - 4 Accessibility and Mobility
  - 5 Environmental Quality
  - 6 Multimodal Connectivity
  - 7 System Efficiency
  - 8 System Preservation
  - 9 Resiliency & Reliability
  - 10 Travel and Tourism

# 2050 LRTP Vision

*“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.”*

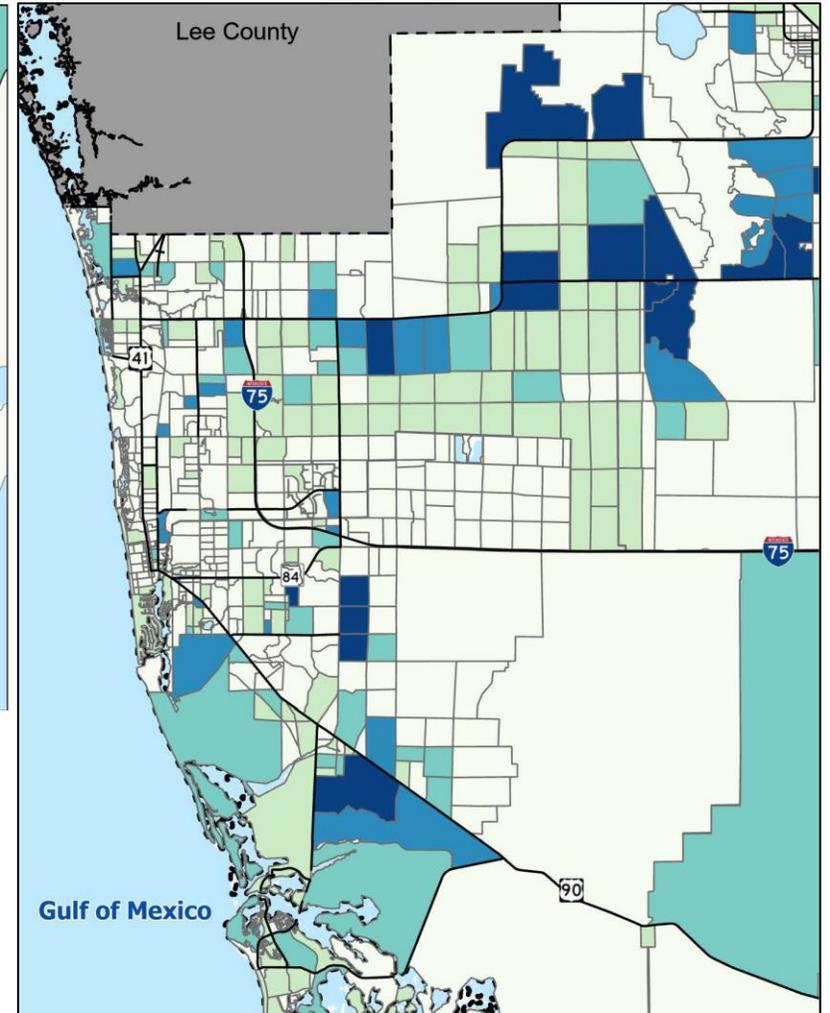
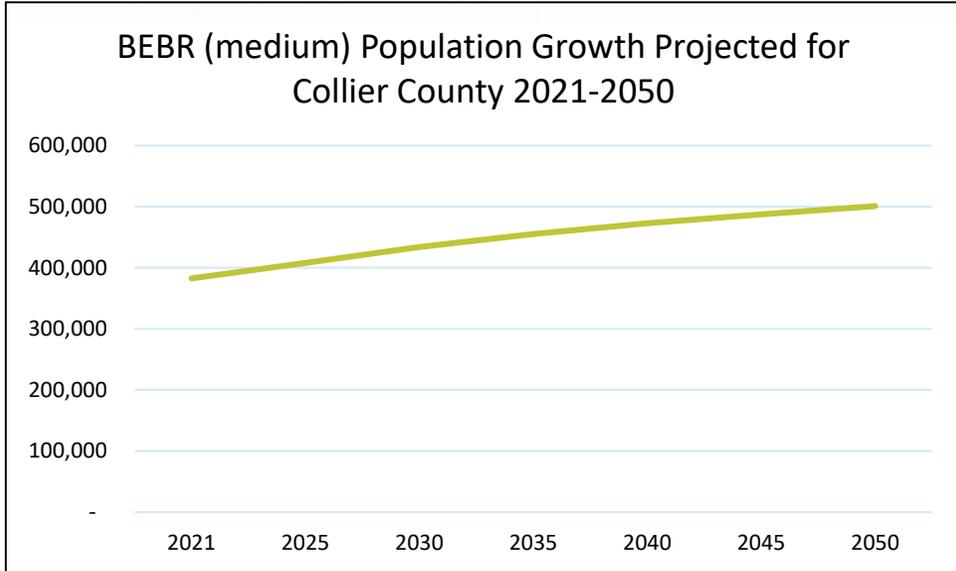


# 2050 LRTP Roadway Project Goals



1. Ensure Security of the Transportation System for Users
2. Protect Environmental Resources
3. Improve System Continuity and Connectivity
4. Reduce Roadway Congestion
5. Promote Freight Movement
6. Increase the Safety of the Transportation System for Users
7. Promote Multimodal Solutions
8. Promote the Integrated Planning of Transportation and Land Use
9. Promote Sustainability and Equity in Transportation Planning and Land Use for Disadvantaged Communities
10. Promote Agile, Resilient, and Quality Transportation Infrastructure in Transportation Decision-Making
11. Promote Emerging Mobility and its Influential Role on the Multimodal Transportation System

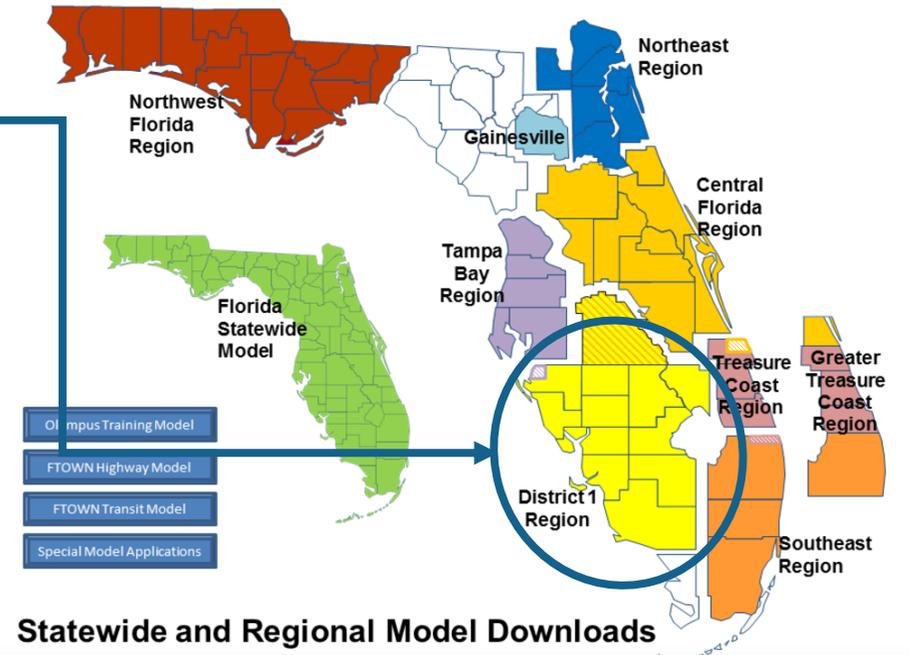
# LRTP Roadway Needs Plan Process – Growth Projections



**Forecasted Increase in number of Dwelling Units between 2019 and 2025**

# L RTP Roadway Needs Plan Process

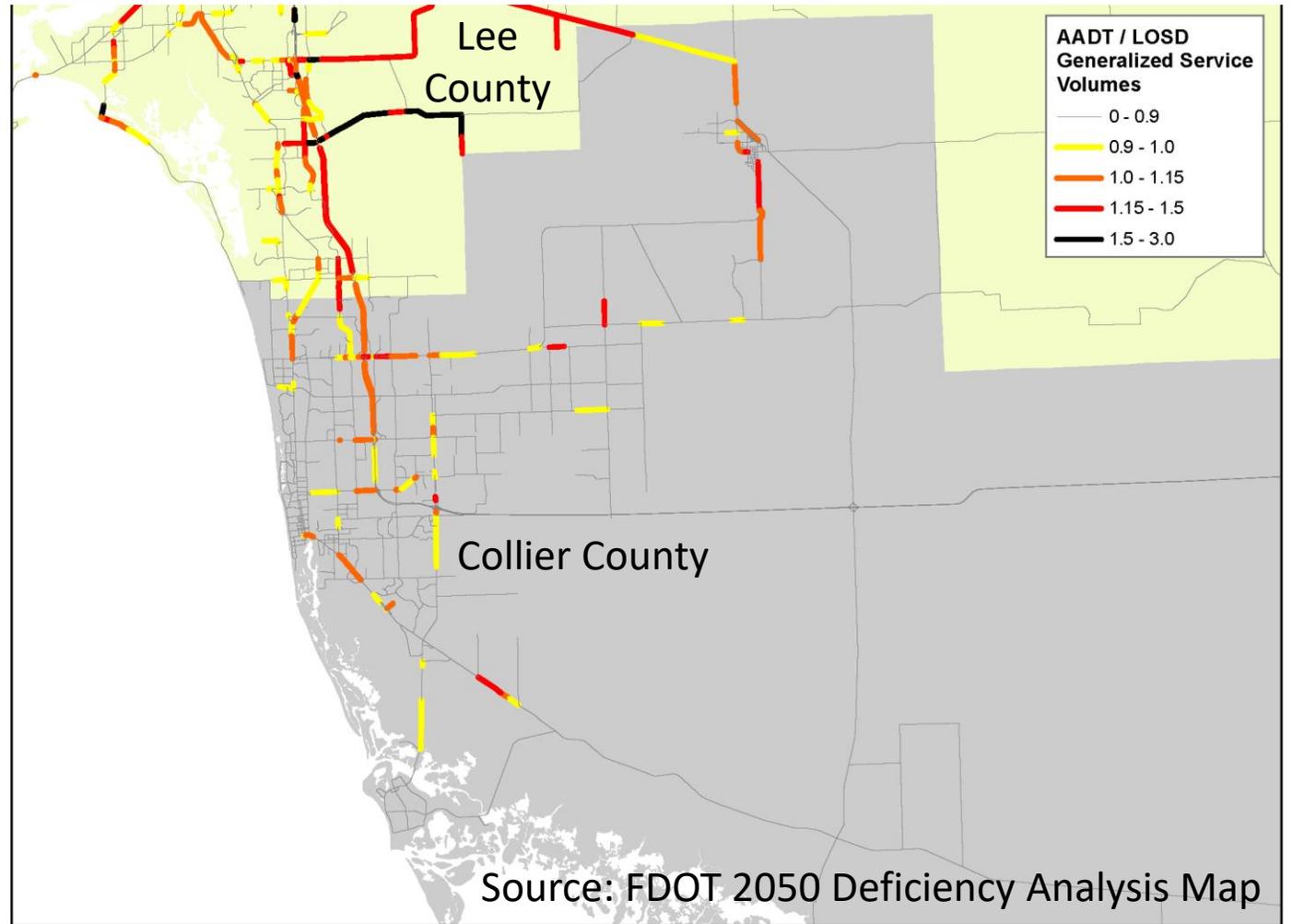
- Roadway needs coordinated through FDOT D1 Regional Planning Model (D1RPM)
- 2028 Existing + Committed (E+C) Network and 2050 Socioeconomic (SE) Data are inputs to the D1RPM
  - Existing Roadways: Open to the public by 2019
  - Committed Roadways: In construction by 2028



# 2050 Roadway Deficiency Analysis

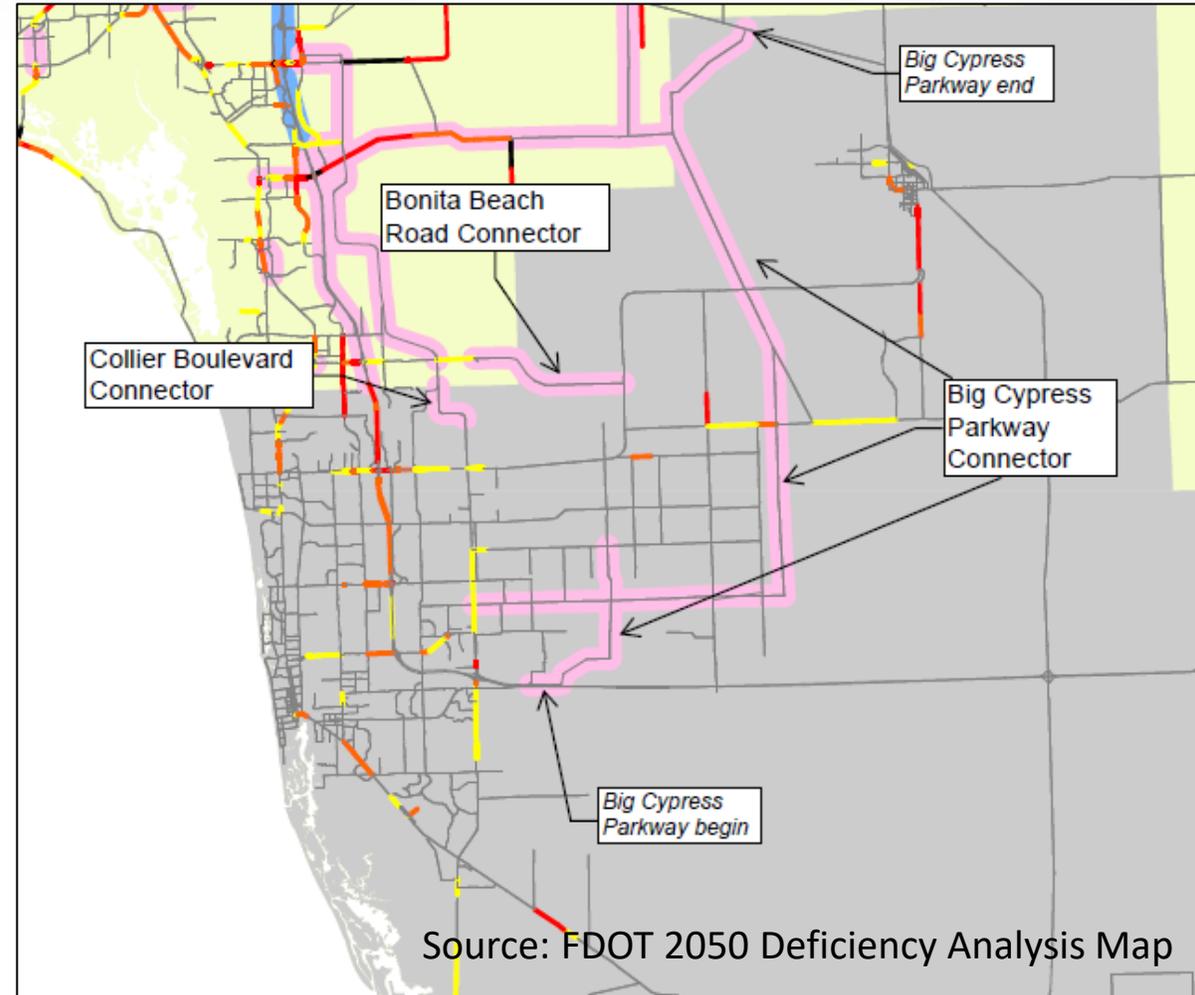
- Deficiency Analysis
  - Indicates potential significant congestion by 2050
- Identified deficiencies are used to inform the **Roadway Needs**

*We understand that there are needs outside of modeling. Our goal is to get your input on what other **roadway needs** you have.*



# 2050 Roadway – Lee County Connectivity Analysis

- Lee County Connectivity Analysis Analysis
  - Coordinated with Lee MPO to Identify potential connections to act as reliever roadways, irrespective of budget and environmental sensitivities
  
- Big Cypress Pkwy Connector had largest impact out the three tested
  
- All three would be cost prohibitive



# L RTP Cost Feasible Plan Process

- Developing Cost Feasible Plan
  - Alternative 1 – Roadway Needs (deficiency analysis)
  - Alternative 2 – Lee County Connectivity Run
  - Alternative 3 – Cost Feasible Refinement 1 (financially constrained)
  - Alternative 4 – Cost Feasible Refinement 2 (financially constrained)
  - Alternative 5 – Transit Run
  
- After all alternatives are run through the model, a refined Cost Feasible Plan is developed

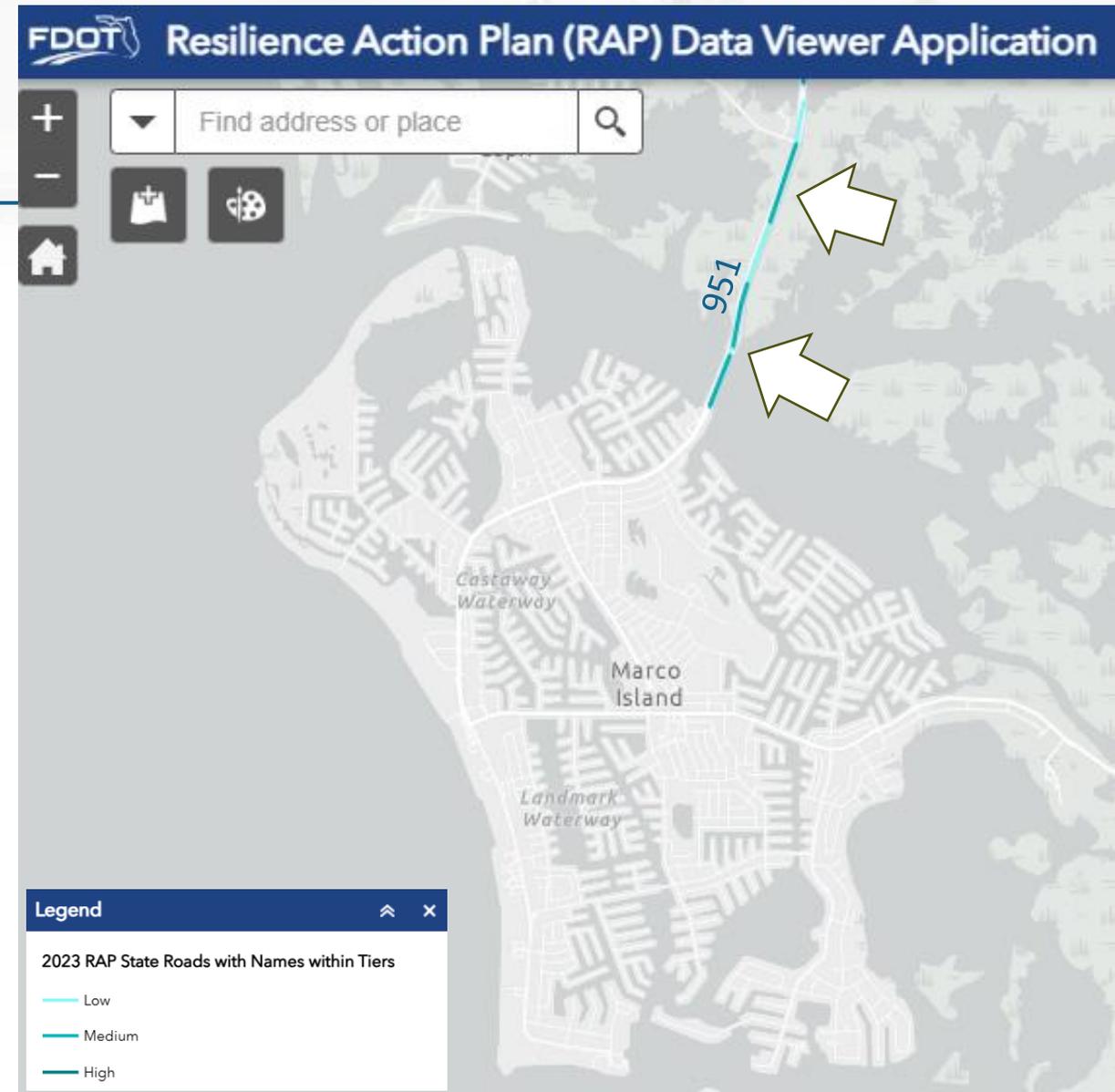


# 2050 Potential Roadway Needs (City of Marco Island)

Row	Project	From	To	Description	2045 LRTP Update Status	Current Status
1	Collier Blvd	South of Manatee Rd	North of Tower Rd	Widen from 4 to 6 Lanes	Identified as a 2045 Need	Identified as a 2050 Need
2	US 41	Greenway Rd	6 L Farm Rd	Widen from 2 to 4 Lanes	Design, ROW, & CST funded	Identified as a 2050 Need
3	US 41/Collier Blvd intersection	-	-	Major Intersection Improvement	Design & ROW funded	Identified as a 2050 Need

# Resilience Needs

- Newer federal requirements have made resilience a required planning emphasis area for MPOs to consider when developing LRTPs
- Resilience to extreme weather
  - Stormwater mitigation
  - Flooding
  - Wildfires
- Segments of CR 951 (Collier Blvd) are susceptible to water-related hazards → Need for stormwater improvements



Source: FDOT Resilience Action Plan (RAP) Data Viewer  
 Accessed: December 2024

# Next Steps



- Continue Stakeholder Coordination and Public Outreach
- Finalize Needs Plan list of projects
- Model network alternatives to help inform Cost Feasible Plan projects
- Develop cost estimates
- Integrate modal plan projects – transit, safety, bike-ped
- Complete project evaluation matrix to further inform and refine CFP





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# Thank you!



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