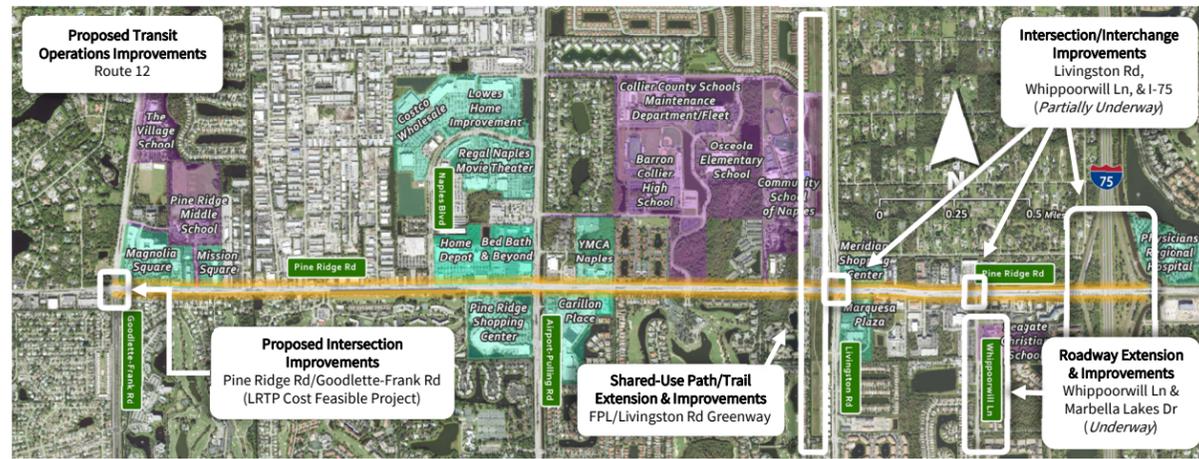


What Improvements Are Planned for This Corridor?



What Else Can Be Done to Reduce Congestion?

Although CMP strategies are focused on reducing traffic congestion, they are more than just roadway improvements and adding new lanes. In fact, well-planned CMP strategies can include multiple modes of transportation and often produce low-cost projects that can be completed in a short timeframe. In addition to the improvements shown on the map above, strategies that may help address congestion along this corridor if pursued by the MPO and its transportation partner agencies include:

- Consider a new Park-and-Ride lot at Physicians Regional Hospital with an Express Bus route to serve longer commute trips
- Provide funding assistance for promoting existing car/vanpool awareness and app availability, and evaluate the potential for new carpool or ridesharing programs for nearby schools
- Consider increasing transit frequency and/or expanding hours of operation for routes along and adjacent to the corridor so that it becomes a more viable option for employees in the area
- Improve incident management, especially near I-75 to account for a higher crash rate
- Advance the intersection improvement recommendations at Livingston Rd, Whippoorwill Ln, and I-75 made by the County's recent Corridor Congestion Study, and evaluate the feasibility of similar intersection improvements at Airport-Pulling Rd
- Evaluate the need for and feasibility of constructing additional turn lanes or extending existing storage capacity for accessing Osceola Trail from both directions to accommodate potential spikes in school traffic at this location
- Work with schools to stagger arrival/dismissal times if possible, and optimize signal timing at Airport-Pulling Rd, Osceola Trail, and Livingston Rd for times of increased school traffic

What Can I Do to Help Reduce Congestion?

Common strategies that people can use to help with congestion include:

- Changing your trips to less busy time periods when possible
- Checking for alternate routes based on traffic conditions
- Using transit when possible
- Walking or biking for short trips
- Joining or starting a carpool with nearby coworkers or commuters
- Taking advantage of flex schedule or telecommuting opportunities if offered by your employer
- Practicing safe driving techniques to avoid crash incidents

Transit Routes Available:

R12	Airport Rd to Creekside Commerce Park
R20	Pine Ridge Road
R25	Golden Gate Parkway & Goodlette - Frank
R26	Pine Ridge Road/ Naples Blvd/ Clam Pass

RideCAT.com 

How Do I Get Involved?

If you want to learn more about the Collier MPO's efforts to improve our transportation system, please visit our website: www.colliermpo.org

We want to hear your feedback!



COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 896 / Pine Ridge Rd (From CR 851 / Goodlette-Frank Rd to I-75)



What is Congestion Management?

Congestion management describes all of the activities used to help reduce the negative impacts of traffic congestion and improve roadway performance in urban areas.

Transportation planning agencies, such as the Collier MPO, follow a detailed Congestion Management Process (CMP) when making decisions about the best ways to address traffic congestion in specific areas, and eventually how improvement strategies should be prioritized for available funding.

Once a congestion reduction strategy or policy decision has been implemented, the CMP then evaluates its effectiveness using measurable data to determine if the intended outcome was achieved or if other solutions may be needed.

Why is the MPO Evaluating Hotspot Corridors?

As a part of the ongoing effort to reduce congestion on Collier County roadways, the MPO regularly identifies corridors with high levels of recurring traffic congestion. This usually occurs every two years when the MPO's Transportation System Performance (TSP) Report is updated. This process consists of traffic data analysis and forecasting that is based on other MPO planning efforts such as the Long Range Transportation Plan (LRTP).

The corridor featured in this fact sheet was identified in the most recent TSP Report as having unmet needs related to safety, congestion, or other causes that are not likely to be addressed by currently planned improvements. The MPO is now evaluating it in greater detail to develop potential improvement strategies and better understand which strategies could be the most effective based on current conditions.



Collier County's Congestion Hotspots

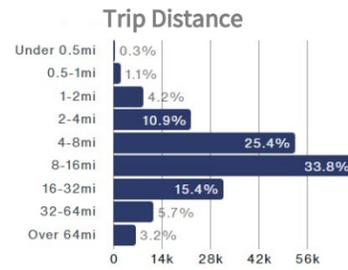
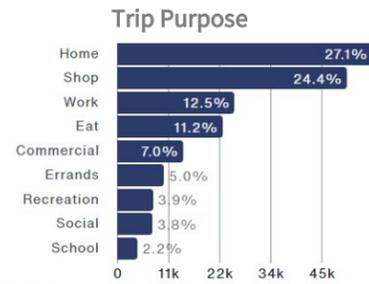
CR 896 / Pine Ridge Rd (From CR 851 / Goodlette-Frank Rd to I-75)

Quick Facts

Corridor Length: 3.67 Miles
Number of Major Intersections: 13
Number of Daily Trips (Avg. Weekday): ~210k

~22 min
 Avg. Daily Duration of Bottleneck Conditions

~277k
 Annual Vehicle Hours of Delay



Corridor Challenges

- I-75 Interchange:** This corridor's access to I-75 creates demand from other neighboring arterial roadways, resulting in higher traffic volumes and more "pass through" trips.
- Mix of Trip Purposes:** The variety of commuter traffic, trucks associated with warehouse/ industrial areas, shopping/recreational trips, and school traffic can create a high number of vehicles and difficulty proposing solutions to address all activity effectively.

Corridor Opportunities

- Regional Non-Motorized Connections:** This corridor intersects with multiple north-south shared-use path segments. These areas could become opportunities for bicycle and pedestrian connections to the larger countywide greenway network in the future.
- Existing Transit Routes:** This corridor offers a variety options for existing transit services and transfer opportunities for traveling in multiple directions throughout the county.

Where is Congestion Usually the Worst?



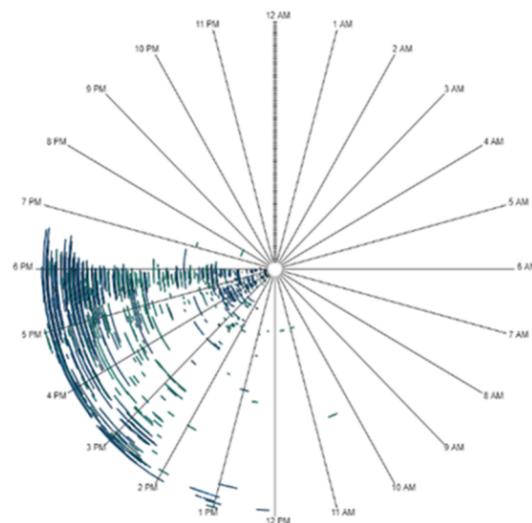
Direction
Eastbound

Location
Approaching Livingston Rd

Time
4-6 PM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at Livingston Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred more often during the mid-afternoon and PM peak period. These conditions are less common during the middle of the year, especially those occurring before 5 PM.



Pine Ridge Rd at Livingston Rd - Facing West

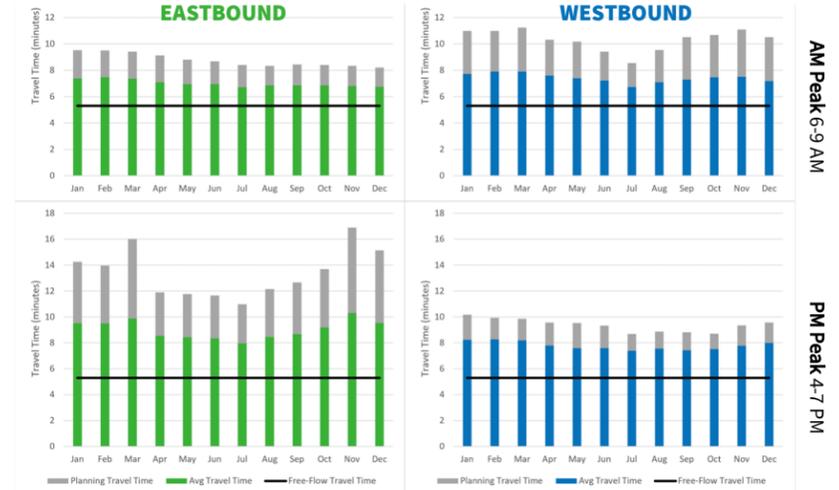


Congestion Throughout the Year...

The seasonal patterns of congestion occurring along this corridor can be seen in the longer travel times from roughly September to May, which coincides with school activity and may be worsened by seasonal visitors at the beginning and end of the year combined with commuting patterns. Not only is congestion worse due to seasonal patterns, but delay is also more unpredictable. The grey lines on these graphs show the amount of additional time needed for "planning ahead" to arrive on time, which also increases during the same months. A similar pattern is shown below by the higher monthly delay costs. Expressed in terms of relative costs, months with higher delay costs are shown as red and orange where lower delay costs are shown as shades of green.



Average Weekday Travel Times & Reliability



Estimated Traffic Delay Costs

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$\$\$	\$\$\$	\$\$\$	\$\$\$								
2021	\$\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$	\$	\$\$	\$\$	\$\$\$	\$\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$\$	\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$
2019	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$	\$\$	\$\$\$	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$

Data Sources: All data shown or referenced on these two pages is from 2021 unless otherwise noted. Information related to congestion, delay, travel times, travel speeds, and bottleneck conditions is from RITIS HERE data. Information related to trip characteristics is from Replica.

Congestion Throughout the Day...

Recurring congestion patterns vary during the average weekday based on time period. Typically, roadway activity is higher in the morning and evening during what are known as the peak periods. The graph on the right shows how average travel speeds change throughout the day along this corridor that has a posted speed limit of 40-45 MPH. Although speeds drop noticeably during both peak periods, they become the lowest in the eastbound direction during the PM peak period at roughly 22 MPH. Travel speeds in the westbound direction drop sharply in the morning to roughly 25 MPH and then remain at this relatively low level throughout the afternoon. As shown in the circular graph to the left, most bottlenecks occur roughly between 12 and 6 PM in the eastbound direction, becoming more common later in the afternoon. Trip purposes also change throughout the day. Work trips are most common in the morning and home trips in evening. Shopping trips are the second most common purpose throughout the day.

Average Weekday Travel Speeds

