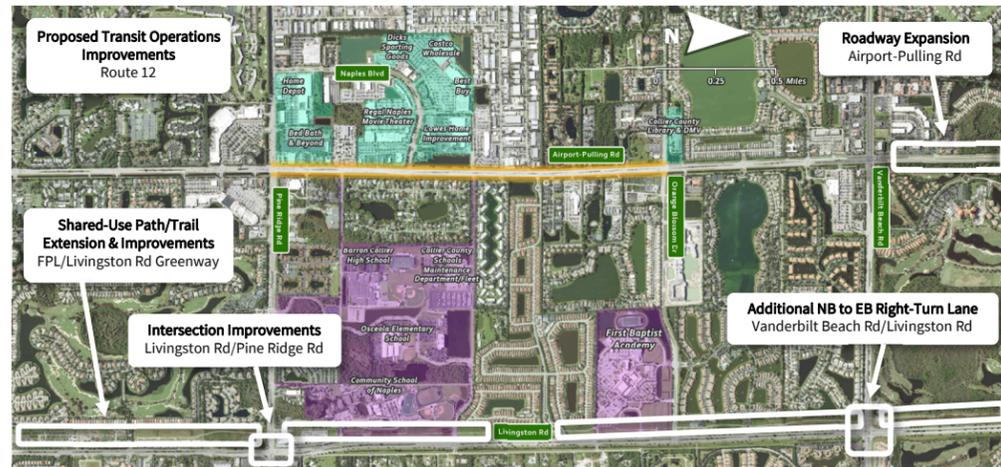


What Improvements Are Planned for This Corridor?



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:

- Evaluate the feasibility of removing the bulbout north of Cougar Dr to allow existing right-turn lane to be extended and used as an auxiliary/merge lane for school buses exiting the County facility
- Consider expanding traffic signal capabilities through technology and communications improvements
- Conduct a study to evaluate possible intersection improvements at Pine Ridge Rd and Airport-Pulling Rd
- Work with local schools to stagger arrival/dismissal times if possible, and optimize signal timing at Cougar Dr during times of increased school traffic
- Evaluate the feasibility of and estimated right-of-way needed for constructing additional turn lanes at the J and C Blvd / Airport-Pulling Rd intersection to better accommodate truck traffic
- Evaluate the feasibility of a new southbound dedicated right-turn lane at YMCA Rd (Bed Bath & Beyond Plaza), or extending the existing turn at Pine Ridge Rd back to this location
- Consider increasing transit frequency and/or expand hours of operation for routes along and adjacent to the corridor so that it becomes a more viable option for employees in the area
- Evaluate the feasibility of removing the striping south of Cougar Dr to extend the northbound right-turn lane queue length and allow for additional school traffic vehicles
- Conduct a study to develop alternatives for a new buffered bike lane or shared-use path along the corridor, which has been identified as a network gap priority by the most recent Bicycle & Pedestrian Master Plan based on public feedback

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:



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!

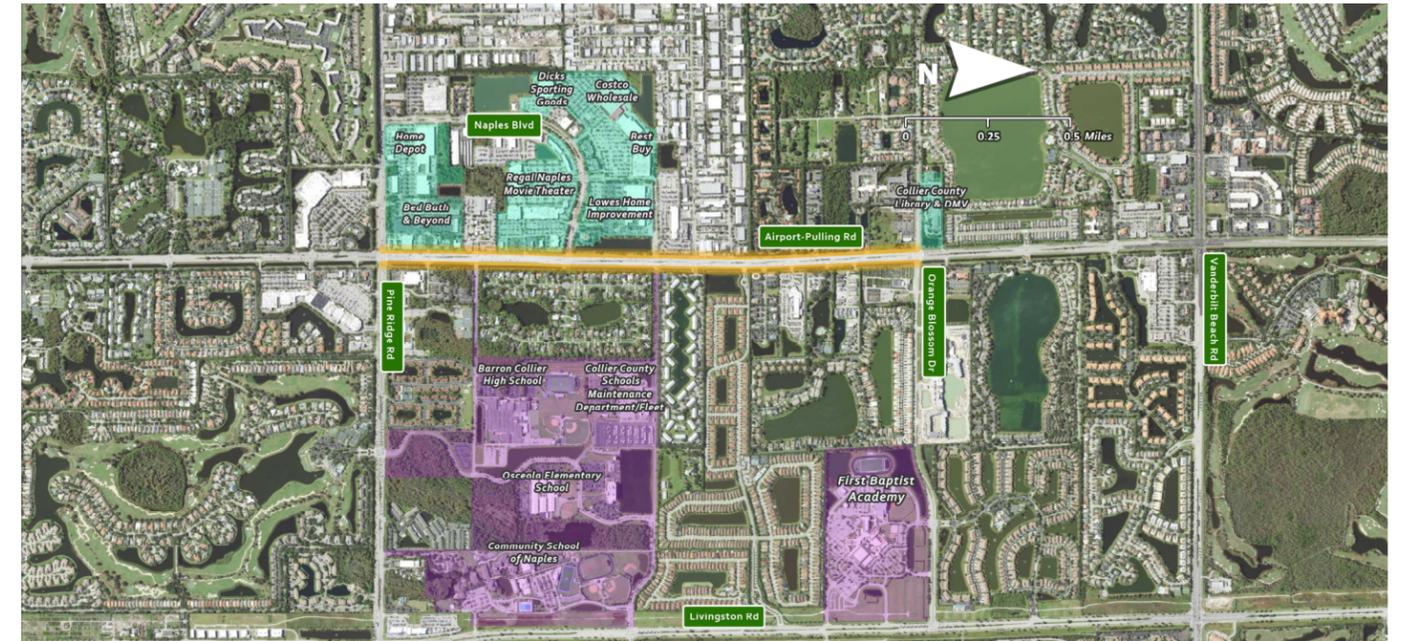


COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 31 / Airport-Pulling Rd (From CR 896 / Pine Ridge Rd to Orange Blossom Dr)



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?

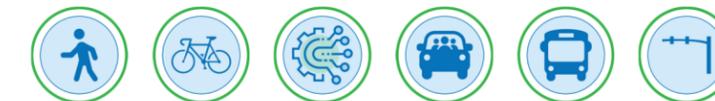
As a part of the ongoing effort to reduce congestion on Collier County roadways, the MPO regularly identifies corridors with high levels of recurring traffic congestion. This usually occurs every two years when the MPO's Transportation System Performance (TSP) Report is updated. This process consists 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 31 / Airport-Pulling Rd (From CR 896 / Pine Ridge Rd to Orange Blossom Dr)

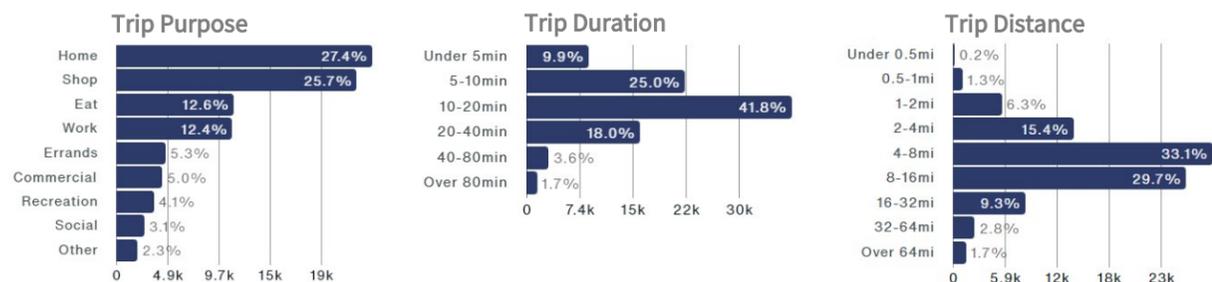


Quick Facts

Corridor Length: 1.4 Miles
Number of Major Intersections: 5
Number of Daily Trips (Avg. Weekday): ~89k

~14 min
 Avg. Daily Duration of Bottleneck Conditions

~7k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Freight & Small Truck Traffic:** Truck traffic accessing the large industrial/warehouse area west of the corridor can worsen traffic congestion when making trips to/from Pine Ridge Rd and the I-75 interchange.
- School Traffic:** Multiple schools east of the corridor, along with the County school bus maintenance facility, can create additional stress on the corridor during times of heavy activity.
- Signal Coordination:** Four signalized intersections exist along this relatively short corridor. Additional traffic signals also exist along Pine Ridge Road creating challenges related to timing and coordination.

Corridor Opportunities

- Naples Boulevard:** Most of the large concentration of retail stores and restaurants on the southwest end of the corridor is already accessed primarily by a large signalized intersection at Naples Boulevard, which reduces the number of turning movements along the corridor and connects to Pine Ridge Road.
- Canal Right-of-Way:** The canal along the east side the corridor provides an opportunity for creating future multi-use path segments for recreation and connecting to other non-motorized facilities or transit stop locations.

Where is Congestion Usually the Worst?



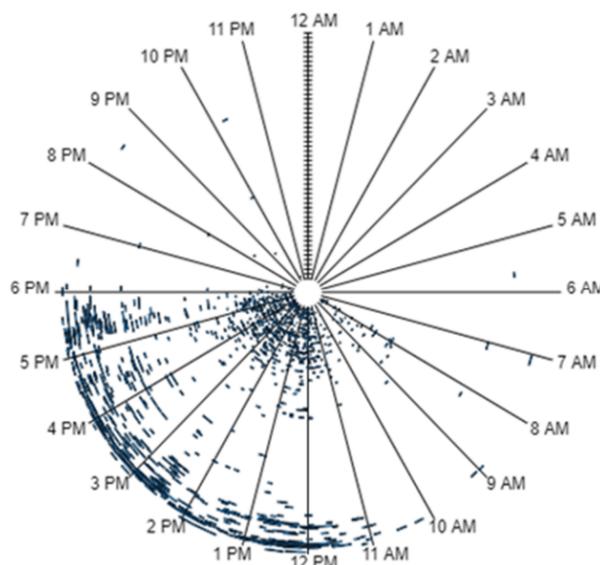
Direction
Southbound

Location
Approaching Pine Ridge Rd

Time
12-6 PM

Bottleneck Occurrences

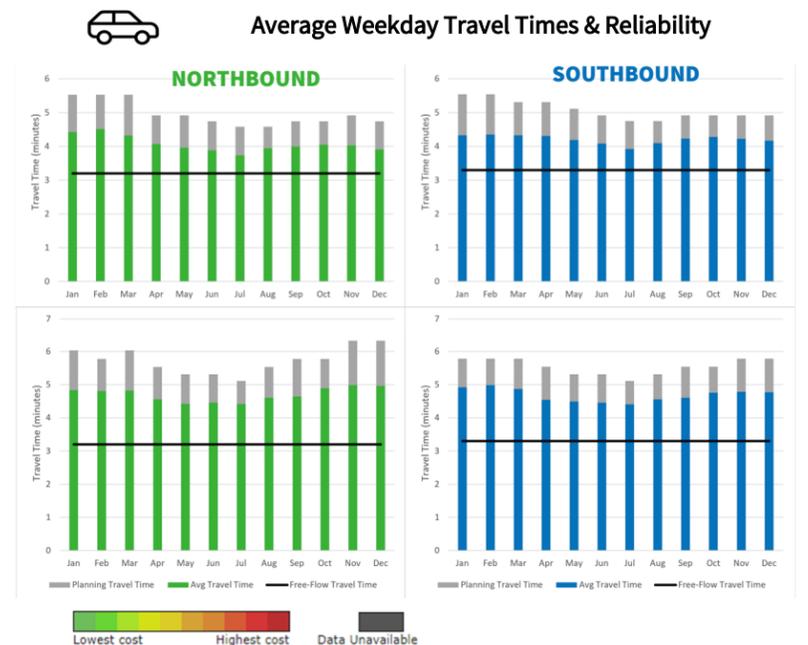
Each line in this circular graph represents a traffic bottleneck during 2021 in the southbound direction at Pine Ridge Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred more often during the early-afternoon and PM peak period at the beginning and end of the year. These conditions are noticeably less common during the middle of the year.



Airport-Pulling Rd at Orange Blossom Dr – Facing South

Congestion Throughout the Year...

The seasonal patterns of congestion occurring along this corridor during months when visitors and part-time residents are more common can be seen in the longer travel times from roughly November to March. 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. 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.



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 45 MPH. Although speeds drop noticeably during the AM and PM peak periods, they become the lowest in both directions during mid-afternoon, reaching roughly 26 MPH and remaining at similar levels until the end of the PM peak. As shown in the circular graph to the left, most bottlenecks occur during this same time, roughly between 12 and 6 PM. Trip purposes also change throughout the day. Work trips are most common in the morning and home trips in evening. Shopping trips are numerous in this area throughout the day, and when combined with trips home, account for almost 70% of all trips made on this corridor during the PM peak.

