

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:

- Work with FDOT to conduct an access management study to identify opportunities for consolidating driveways, limiting left turn locations, or implementing other solutions for reducing potential vehicle conflict points
- Consider increasing transit frequency and/or expanding hours of operation for routes in this area so that it becomes a more viable option for employees in the area, as well as those making trips to the Lorenzo Walker Technical College and the Salvation Army Social Services/Youth Center
- Evaluate the feasibility of constructing new dedicated right-turn lanes in key areas with high levels of activity during peak periods such as the eastbound approach to Airport-Pulling Rd, shopping center entrances, or smaller roadways used for accessing neighborhoods or multiple businesses
- Coordinate with the City of Naples and Collier County to create appropriate and place-specific policies that encourage mixed-use, dense, and transit-oriented development patterns in the areas surrounding the corridor
- Incorporate Complete Streets principles into the planning and design of the surrounding roadway network as new development and improvement projects are approved and advanced
- Provide funding assistance promoting awareness of and incentives for using existing carpool/vanpool and transit options for commuters who pass through the corridor while traveling from home to work and back on a regular basis

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:

R11	US 41 to Creekside Commerce Park	R13	NCH & Coastland Center Mall
R12	Airport Rd to Creekside Commerce Park	R16	Golden Gate City (Santa Barbara)
R14	Bayshore Drive to Coastland Mall	R19	Golden Gate Estates & Immokalee
R15	Golden Gate City (Santa Barbara)	R28	Golden Gate Estates Everglades Blvd, Ave Maria

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

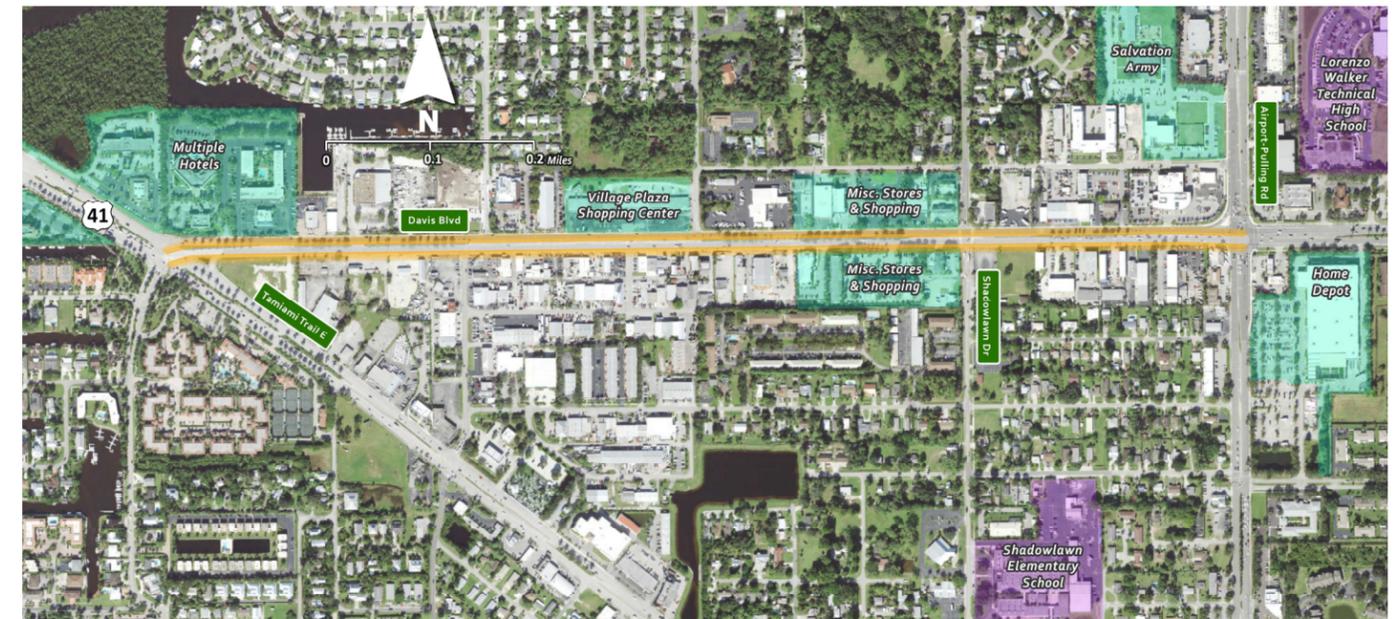
Fall 2022



Collier County's Congestion Hotspots

SR 84 / Davis Blvd

(From US 41 / Tamiami Trail to CR 31 / Airport-Pulling Rd)



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

SR 84 / Davis Blvd (From US 41 / Tamiami Trail to CR 31 / Airport-Pulling Rd)

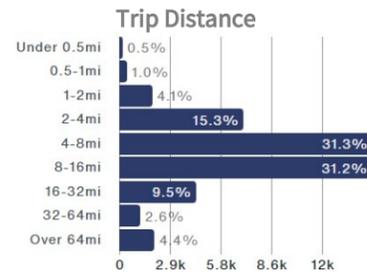
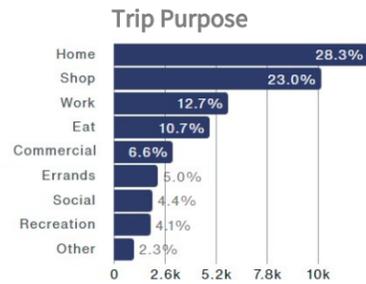


Quick Facts

Corridor Length: 1.01Miles
Number of Major Intersections: 3
Number of Daily Trips (Avg. Weekday): ~46k

~9 min
 Avg. Daily Duration of Bottleneck Conditions

~1k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Traffic on US 41:** The west end of the corridor intersects with another busy corridor, which can worsen traffic problems during times of high activity.
- Freight & Small Truck Traffic:** Industrial, warehouse, or repair/service businesses are numerous along the corridor. Frequent freight trucks, box trucks, or other similar vehicles can worsen traffic congestion.

Corridor Opportunities

- Transit-Oriented Development (TOD):** The corridor's existing density provides a long-term option of developing a variety of land uses that provide housing, employment, and recreation activities in one area, which makes non-motorized and transit trips easier and more practical.
- Location & Proximity:** The location of this corridor allows it to be one of the primary gateways to the City of Naples. Proximity to the City's Community Redevelopment Agency (CRA) District also offers additional benefits for planning and implementing transportation improvements, as well as "placemaking" elements that could make the corridor inviting for users of all types of transportation in the future.

Where is Congestion Usually the Worst?



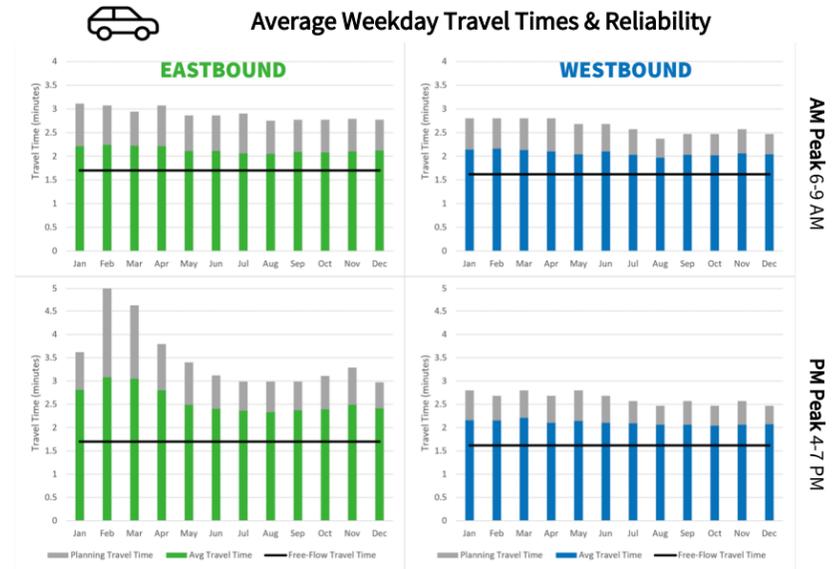
Direction
Eastbound

Location
Approaching
Airport-Pulling Rd

Time
3-6 PM

Congestion Throughout the Year...

The seasonal patterns of congestion occurring along this corridor can be seen in the longer travel times during the first part of the year, especially in the eastbound direction. Seasonal patterns in travel time may not be as distinct along this corridor because of its short length, but additional unpredictability associated with delay is present throughout the year. The grey lines on these graphs show the amount of additional time needed for "planning ahead" to arrive on time, which also increases at the beginning of the year. A similar pattern is shown below by the higher monthly delay costs from 2019 through 2021. 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

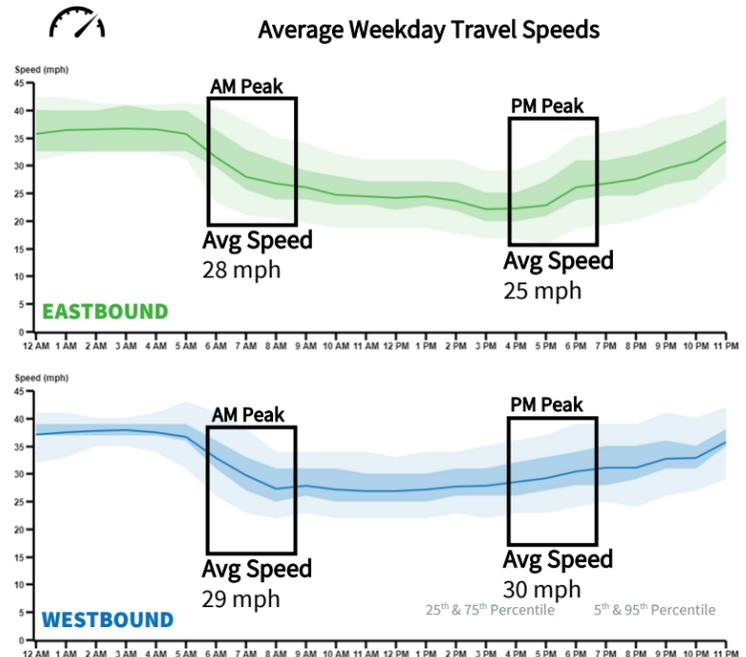
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$	\$\$	\$\$	\$								
2021	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$	\$	\$	\$	\$	\$	\$	\$
2020	\$\$\$	\$\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$
2019	\$\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$

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.



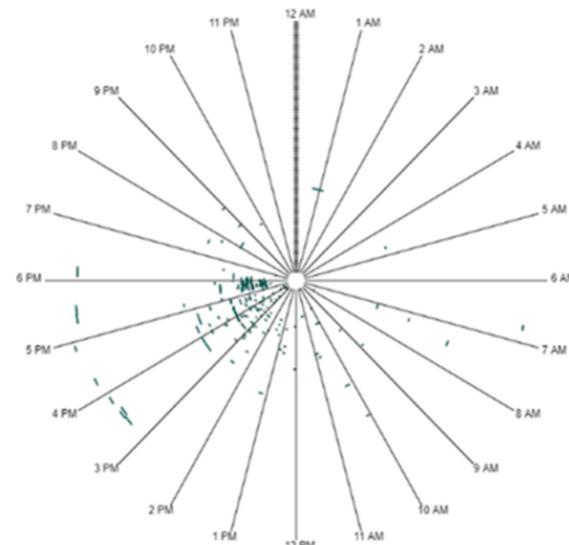
Congestion Throughout the Day...

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 to the lowest in the eastbound direction during the PM peak at roughly 22 MPH, they remaining consistently low in both directions throughout the middle of the day as well. As shown in the circular graph to the left, most bottlenecks occur during the first part of year between 3 and 6 PM in the eastbound direction. 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 trip purpose throughout the day, accounting for 13% of all trips during the AM peak period and 24% during the PM peak period.



Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at Airport-Pulling 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 PM peak period towards the beginning and the year.



Davis Blvd at Airport-Pulling Rd – Facing West