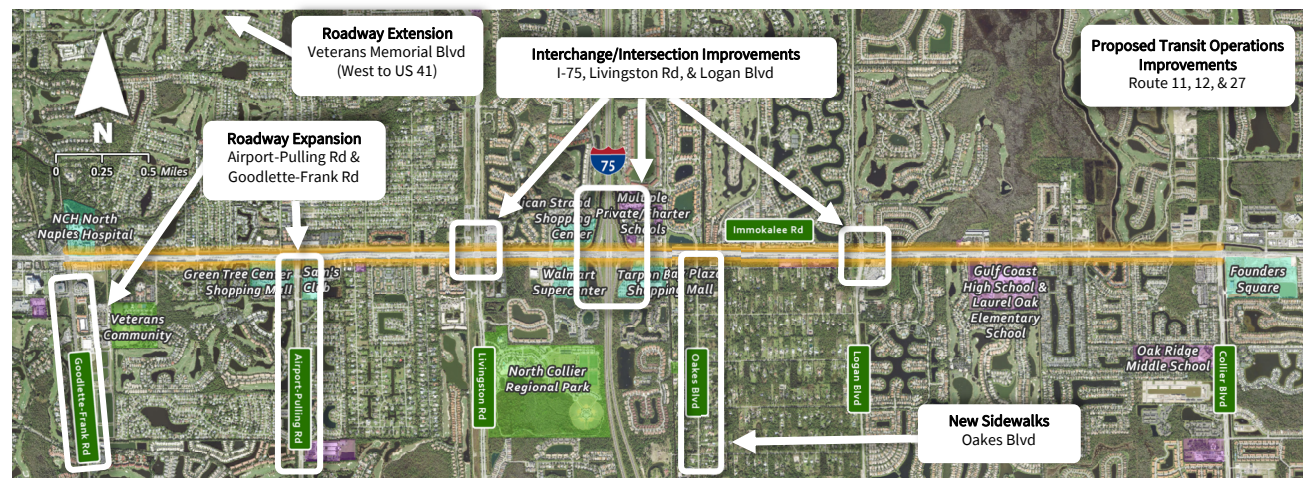


## What Improvements Are Planned for This Corridor?



## 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:

- Improve incident management, especially near I-75 to account for higher crash rate
- Consider a new Park-and-Ride lot with an Express Bus route to serve longer commute trips to Lee County, Naples, Marco Island, or other parts of Collier
- Conduct a study to develop alternatives for new or improved bicycle/pedestrian facilities that can connect to the shared-use path on the north side of the corridor (west of Northbrooke Dr) to encourage non-motorized trips
- Identify opportunities for making parallel roadway connections to create alternate routes for short vehicle trips along the corridor
- Provide funding assistance for promoting car/vanpool awareness and app availability
- Consider expanding traffic signal capabilities through technology and communications improvements
- Evaluate carpool or ridesharing program options for nearby schools, and identify potential funding sources

## 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:

<b>LINC</b>	LinC Lee-Collier
<b>R11</b>	US 41 to Creekside Commerce Park
<b>R12</b>	Airport Rd to Creekside Commerce Park
<b>R27</b>	Immokalee Road

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](http://www.colliermpo.org)

**We want to hear your feedback!**



## COLLIER METROPOLITAN PLANNING ORGANIZATION

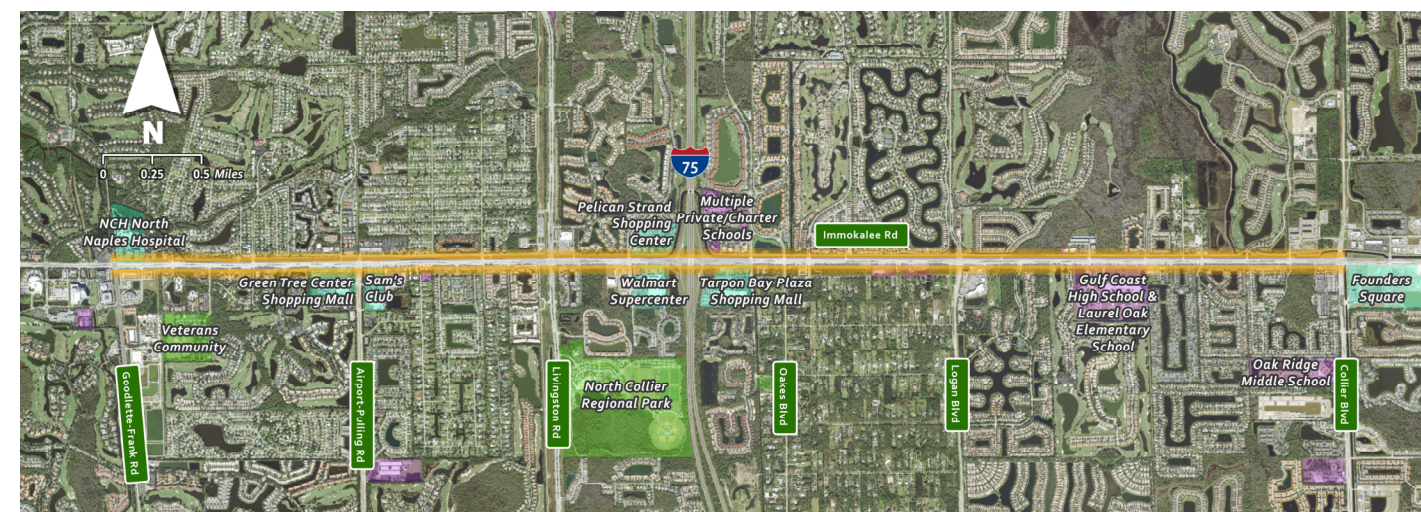
Fall 2022



## Collier County's Congestion Hotspots

### CR 846 / Immokalee Road

(From CR 851 / Goodlette-Frank Road to CR 951 / Collier Blvd)



## 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.



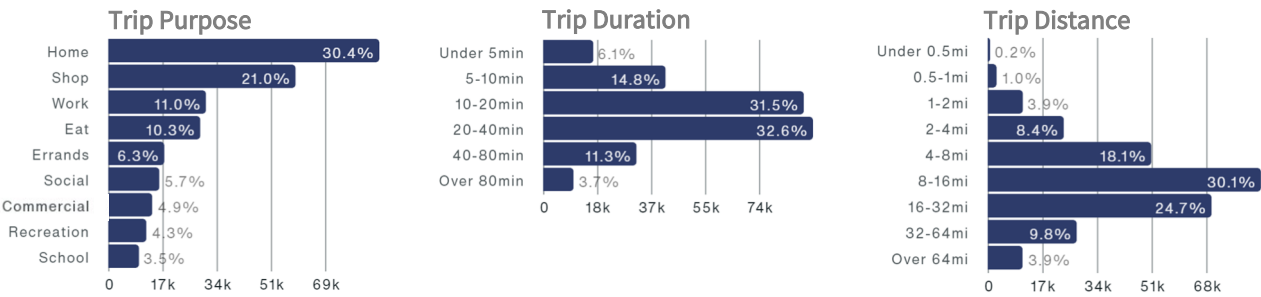


Collier County's Congestion Hotspots  
CR 846 / Immokalee Road (From CR 851 / Goodlette-Frank Road to CR 951 / Collier Blvd)

**Quick Facts**  
Corridor Length: 6.25 Miles  
Number of Major Intersections: 14  
Number of Daily Trips (Avg. Weekday): ~280k

~32 min  
Avg. Daily Duration of Bottleneck Conditions

~90k  
Annual Vehicle Hours of Delay



Corridor Challenges

- I-75 Interchange:** Vehicles going to/from I-75 result in higher traffic volumes and more “pass through” trips along the corridor with more growth expected in the future.
- High-Intensity Land Uses:** Major activity generators which include a mix of retail, office, school, and residential land uses are also found on all four corners of I-75.

Corridor Opportunities

- Right-of-Way:** Unused right-of-way and median space could allow for new turn lanes or intersection upgrades in key locations to be implemented more easily.
- Parallel Facilities:** Existing roadways, such as Piper Boulevard or 24th Avenue, and existing segments of shared use path on the north side of the Cocohatchee Canal west of Livingston Road could provide the foundation for alternative travel routes used for local or non-motorized trips along the corridor.

Where is Congestion Usually the Worst?



Direction  
Eastbound

Location  
Approaching I-75

Time  
3-6 PM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at I-75. 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 at the beginning and end of the year. These conditions are noticeably less common during the middle of the year.



Immokalee Rd at Strand Blvd – Facing West

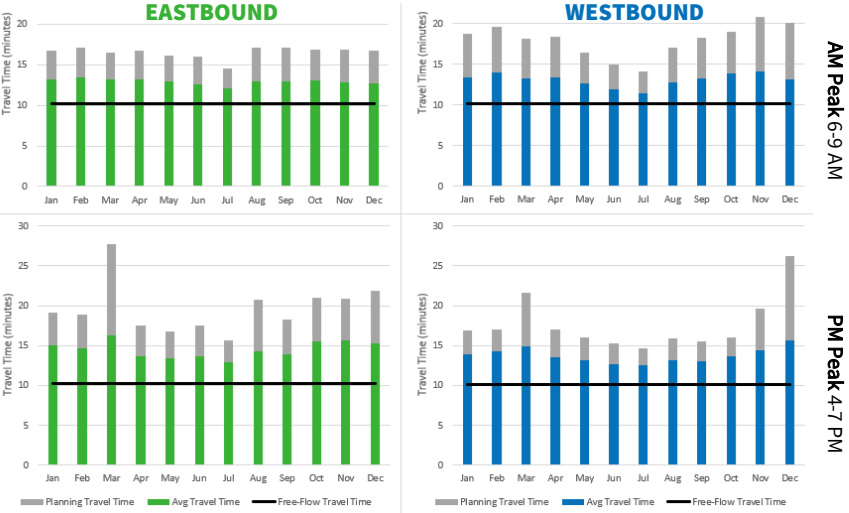


Congestion Throughout the Year...

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 October 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. The same 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 45 MPH. Although speeds are lowest during the AM and PM peak periods at roughly 30 MPH, there is also a noticeable drop in travel speeds in between those times. As shown in the circular graph to the left, most bottlenecks occur roughly between 2 and 6 PM. Trip purposes also change throughout the day along this corridor, with work being the most common purpose during the AM peak and home being the common purpose during the PM peak.



Average Weekday Travel Speeds

