

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:

- Incorporate Complete Streets principles on new roadways and identify opportunities to add new bike facilities to existing roadways to make better connections to the existing share-use path along the canal on the east side of the corridor
- Provide funding assistance for promoting existing car/vanpool awareness and app availability
- Consider upgrading signage and pavement markings at locations where the shared-use path crosses roadways and driveway entrances to make drivers more aware of potential conflicts and enhance safety conditions
- Consider Alternative Intersection Design concepts at major intersections following the construction of the Vanderbilt Beach Drive Extension project
- Evaluate the feasibility of extending the southbound right-turn lane used for accessing Oakridge Middle School, and work with the school to identify feasible locations for curbing/waiting areas that will not obstruct traffic patterns and create delays while parents are waiting to drop off/pick up their students

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 951 / Collier Blvd

(From CR 862 / Vanderbilt Beach Rd to CR 846 / Immokalee 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

CR 951 / Collier Blvd (From CR 862 / Vanderbilt Beach Rd to CR 846 / Immokalee Rd)

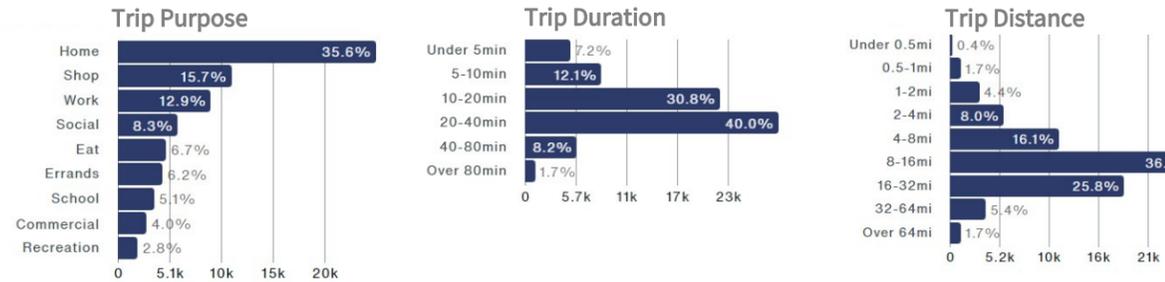


Quick Facts

Corridor Length: 2.01 Miles
Number of Major Intersections: 6
Number of Daily Trips (Avg. Weekday): ~72k

~1 min
 Avg. Daily Duration of Bottleneck Conditions

~4k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Surrounding Roadway Network:** The layout of newer residential developments on both sides of the corridor does not provide many alternatives for making short trips or re-routing without using major arterial roadways.
- Access to I-75:** A limited number of access points to I-75 in the area can create additional congestion along the corridor from commuters trying to access the Immokalee Road interchange and those trying to avoid it by using Vanderbilt Beach Road instead.

Corridor Opportunities

- Additional Commuting Options:** The upcoming Vanderbilt Road Extension Project should help relieve congestion along this corridor to some degree as it provides east-west commuters with an alternative route.
- Residential Traffic Patterns:** The congestion along this corridor is mostly generated from residential land uses, which would indicate that it's less affected by surges in seasonal visitors and can be easier to manage than corridors with a mix of trip types and destinations.

Where is Congestion Usually the Worst?



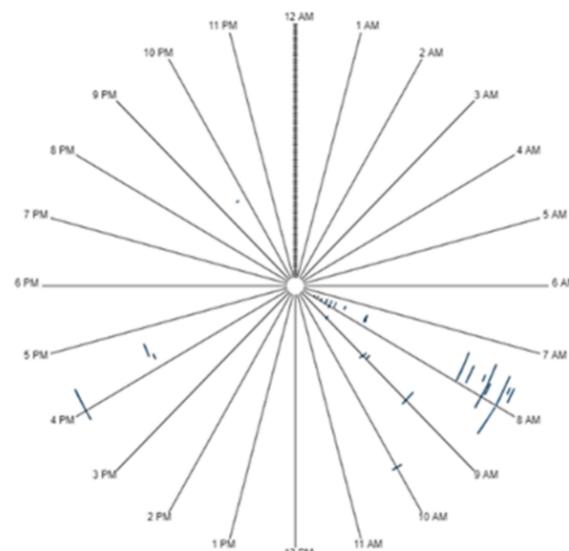
Direction
Southbound

Location
Approaching
Vanderbilt Beach Rd

Time
7-9 AM

Bottleneck Occurrences

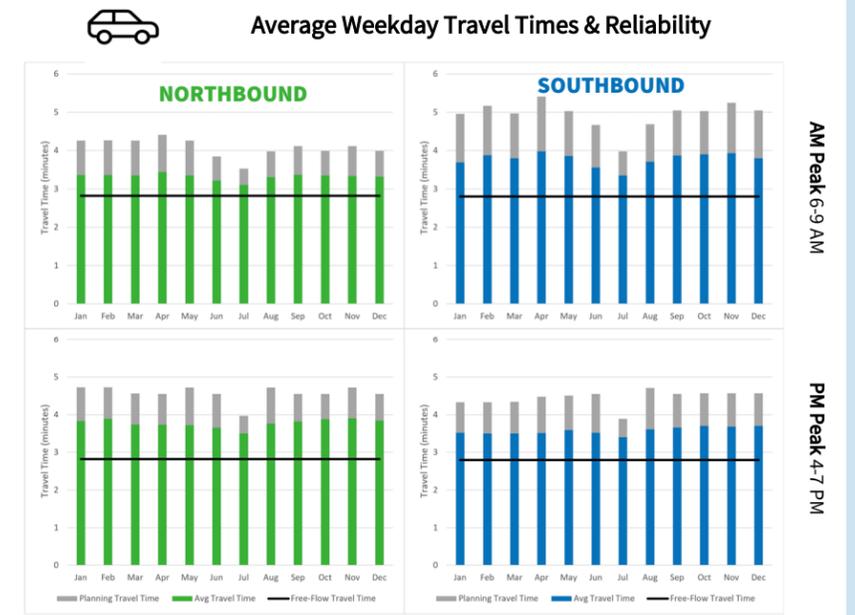
Each line in this graph represents a traffic bottleneck during 2021 in the southbound direction at Vanderbilt Beach Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred mostly during the AM peak period and during the second half of the year.



Collier Blvd at Immokalee Rd – Facing South

Congestion Throughout the Year...

The seasonal patterns of congestion occurring along this corridor are not as pronounced as in some areas, but can still be seen in the longer travel times from roughly September to May, which coincides with school activity. 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 over the past two years. 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. Speeds are lowest during the AM and PM peak periods at roughly 30 MPH, with a slight recovery period in between those two times. As shown in the circular graph to the left, most bottlenecks only occur during the peak periods and are not overly common occurrences. Trip purposes also change throughout the day. While home trips are most common throughout the entire day and even more so during the PM peak period, school trips along this corridor are equally as common as work trips during the AM peak period with each accounting for roughly 26% of all trips made.

