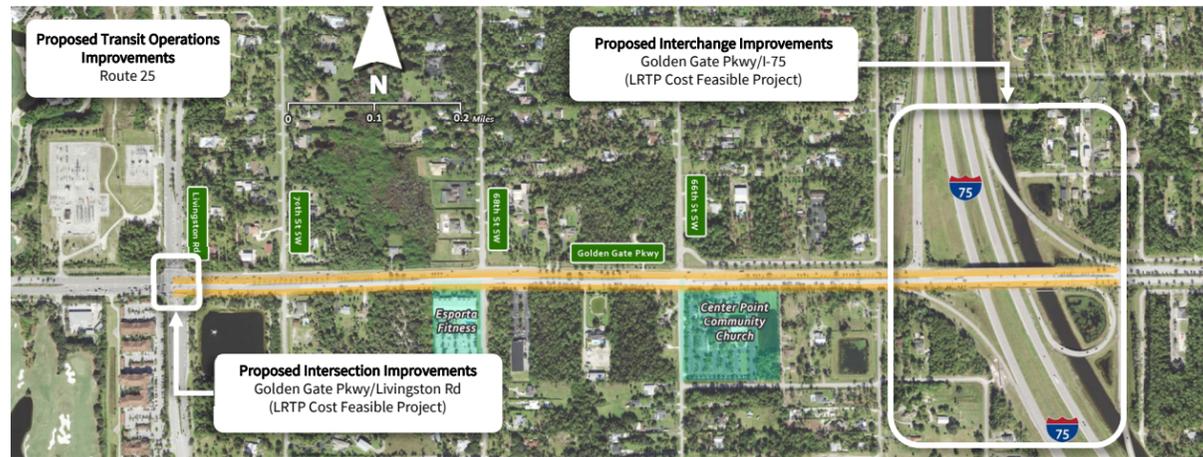


What Improvements Are Planned for This Corridor?



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:

- Provide funding assistance for promoting existing car/vanpool awareness and app availability
- Evaluate the feasibility of a grade-separated intersection at Golden Gate Pkwy and Livingston Rd
- Consider expanding regional transit options to provide express bus service for commuters routinely traveling to/from southwest Collier County during peak hours, as well as identifying potential opportunities for dedicated bus lanes that could help improve travel times for passengers
- Consider expanding traffic signal capabilities through technology and communications improvements
- Coordinate with the analysis performed as part of the upcoming intersection improvements at Livingston Rd to identify opportunities for reducing crossing-related conflicts and delays once future regional greenway connections are made and non-motorized crossings become more frequent
- Program funding for the evaluation, design, and construction of interchange improvements at Golden Gate

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

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!



Transit Routes Available:



COLLIER METROPOLITAN
PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 886 / Golden Gate Pkwy (From CR 881 / Livingston 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

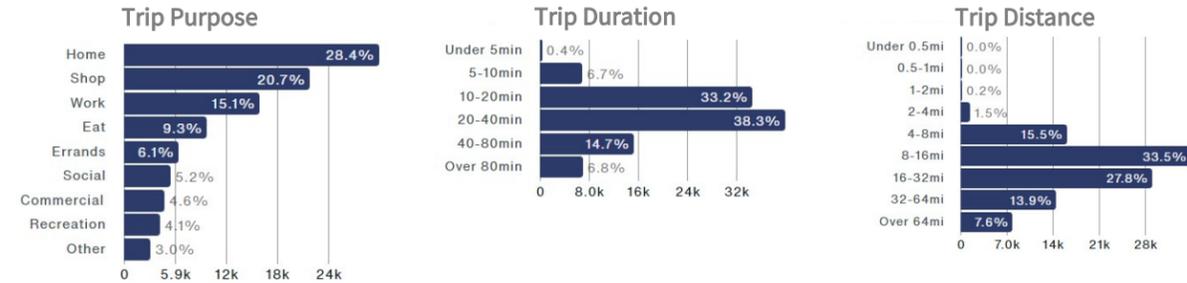
CR 886 / Golden Gate Pkwy (From CR 881 /Livingston Rd to I-75)

Quick Facts

Corridor Length: 1.03 Miles
Number of Major Intersections: 3
Number of Daily Trips (Avg. Weekday): ~100k

~11 min
 Avg. Daily Duration of Bottleneck Conditions

~6k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Commuter Traffic:** This corridor experiences high congestion levels during AM and PM peak hours primarily because it becomes overloaded by commuter traffic traveling between the southwest part of the County and the I-75 interchange, as well as the Golden Gate area east of I-75.
- Freight & Small Truck Traffic:** Truck traffic from the large industrial/warehouse area south of the Golden Gate Canal between Airport-Pulling Rd and Livingston Rd can add to commuter traffic and worsen congestion when using this corridor to access I-75.

Corridor Opportunities

- Lack of Development Density:** The large lot sizes and less-dense development patterns along the corridor on both sides of the I-75 interchange do not currently contribute to worsening congestion levels, and can provide flexibility for future development and transportation improvements.
- Regional Greenway Connections:** This corridor provides important east-west connection opportunities to/from the existing shared-use path/greenway along Livingston Road both west to the Gordon River Greenway and east along the proposed Golden Gate Canal Greenway (Paradise Coast Trail).

Where is Congestion Usually the Worst?



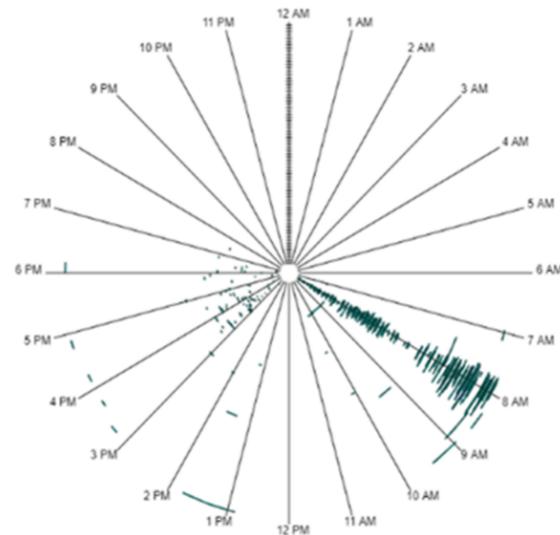
Direction
Westbound

Location
Approaching Livingston RD

Time
7-9 AM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the westbound 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 mostly during the AM peak period just before and after 8 AM. These conditions are noticeably less common during the middle of the year.



Golden Gate Pkwy at I-75 – Facing West

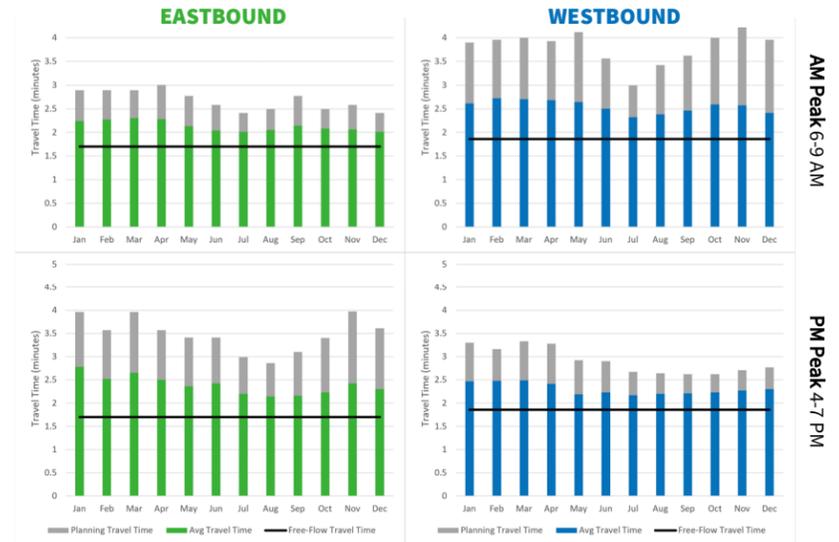


Congestion Throughout the Year...

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, though less consistent, 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. Speeds are lowest during the AM and PM peak periods at roughly 27 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 with those in the westbound direction mostly just before and after 8 AM. Trip purposes also change throughout the day. Work trips are most common in the morning and home trips in evening. School trips and shopping trips are the second most common during AM and PM peak periods, respectively.

Average Weekday Travel Speeds

