

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 nearby private schools, especially on the west side of the corridor, to identify feasible locations for off-site parking lots and/or curbing/waiting zones that will not obstruct traffic patterns and create delays while parents are waiting to drop off/pick up their students
- Consider upgrading crosswalk visibility at intersections providing non-motorized access to nearby schools, and consider pedestrian signals/beacons in high-activity locations
- Conduct a localized public awareness campaign to help reduce careless driving behavior and create a safer environment for the large number of school children in the area
- Advance the recommended improvements from the MPO's recent Golden Gate City Walkable Community Study to enhance safety conditions and add new non-motorized options along surrounding roadways to better connect existing schools, parks, and other destinations, including the proposed Golden Gate Canal Greenway
- Consider a new limited-stop Express Bus pilot route from the Golden Gate Community Center lot that is intended for residents of the surrounding area commuting to/from high employment areas in the western part of the County
- Work with local schools to stagger arrival and/or dismissal times if possible, and optimize corridor signal timing during times with increased school traffic

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.colliermopo.org

We want to hear your feedback!

Transit Routes Available:

R15	Golden Gate City (Santa Barbara)	R25	Golden Gate Parkway & Goodlette - Frank
R16	Golden Gate City (Santa Barbara)	R27	Immokalee Road
R19	Golden Gate Estates & Immokalee	R28	Golden Gate Estates Everglades Blvd, Ave Maria
R20	Pine Ridge Road		

RideCAT.com



COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 886 / Golden Gate Pkwy (From Santa Barbara Blvd 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.



Visit us at:
www.colliermopo.org
Scan the QR code with your smart phone camera to access our website.

Collier MPO
2885 S. Horseshoe Dr., Naples, FL 34104
(239) 252-5814



Collier County's Congestion Hotspots

CR 886 / Golden Gate Pkwy (From Santa Barbara Blvd to CR 951 / Collier Blvd)

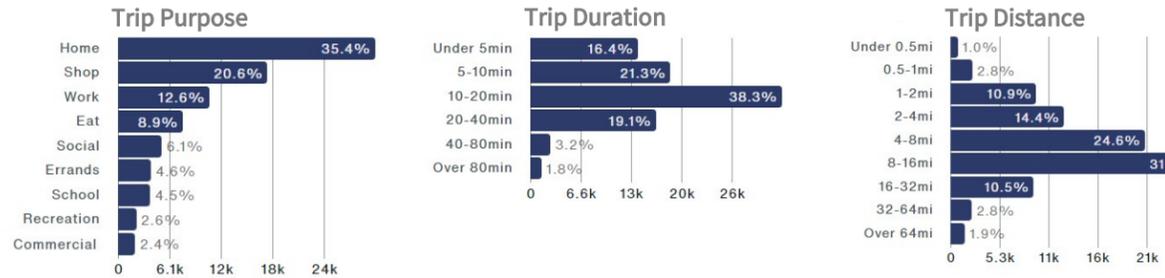


Quick Facts

Corridor Length: 2.19 Miles
Number of Major Intersections: 8
Number of Daily Trips (Avg. Weekday): ~86k

~8 min
 Avg. Daily Duration of Bottleneck Conditions

~2k
 Annual Vehicle Hours of Delay



Corridor Challenges

- School Traffic:** The high concentration of schools along this corridor creates spikes in traffic volumes on a roadway not designed to support them.
- Trips from Surrounding Neighborhoods:** Multiple signalized intersections connecting to residential areas can create situations in which traffic along the corridor is stopped at frequent intervals for a small number of vehicles.
- Local & Regional Traffic:** This corridor provides access to an I-75 interchange from either end, which can intensify congestion when regional "pass through" trips coincide with local or school-related traffic.

Corridor Opportunities

- Non-Motorized Improvements:** The combination of schools, residential areas, and parallel streets with minimal traffic provides options and increases the benefits for new bicycle and pedestrian facilities that can be used for both neighborhood recreation and short trips to destinations in the Golden Gate area.
- Roadway Connections:** Despite residential development patterns that lack a full grid roadway network, the areas surrounding the corridor contain several alternative routes that make connections to major roadways without using Golden Gate Parkway.
- Existing Transit Routes:** This corridor offers a sizeable number of options for existing transit services and transfer opportunities to/from a variety of destinations due to centralized location.

Where is Congestion Usually the Worst?



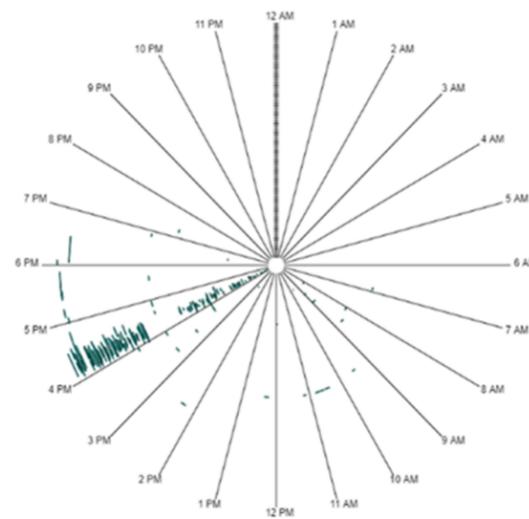
Direction
Eastbound

Location
Approaching
Sunshine Blvd

Time
4-5 PM

Bottleneck Occurrences

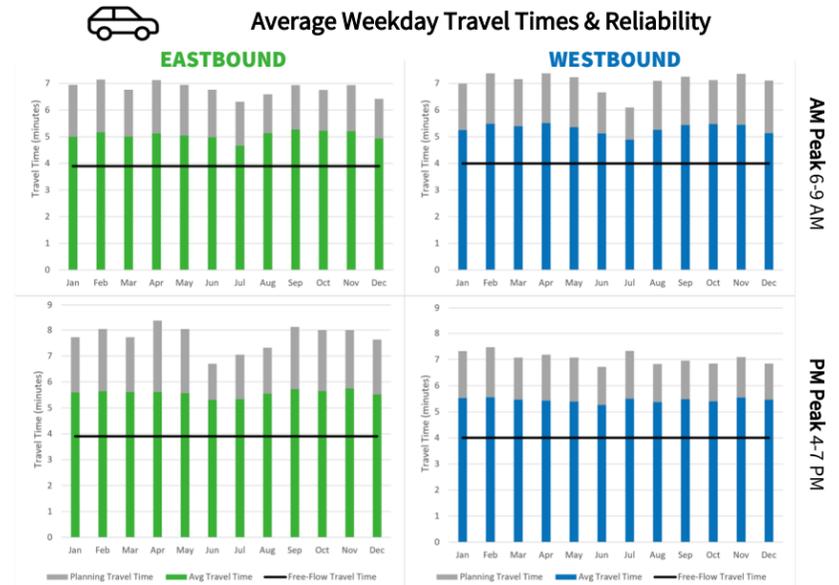
Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at Sunshine Blvd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred mostly during the early PM peak period between 4 and 5 PM at the beginning and end of the year. These conditions are noticeably less common during the middle of the year.



Golden Gate Pkwy at 50th St – Facing East

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 activity from the numerous schools in the area. 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, especially during the first part of the year. 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 35 MPH. Although speeds reach their lowest during the PM peak period in the eastbound direction at roughly 21 MPH, they also experience a noticeable but slightly less severe drop in the westbound direction to roughly 24 MPH during both peak periods. As shown in the circular graph to the left, most bottlenecks only occur during the peak periods with those in the eastbound direction mostly just after 4 PM. Trip purposes also change throughout the day. Work trips are most common in the morning and home trips in evening. School trips are also common, accounting for nearly 20% of all trips along this corridor during the AM peak period.

