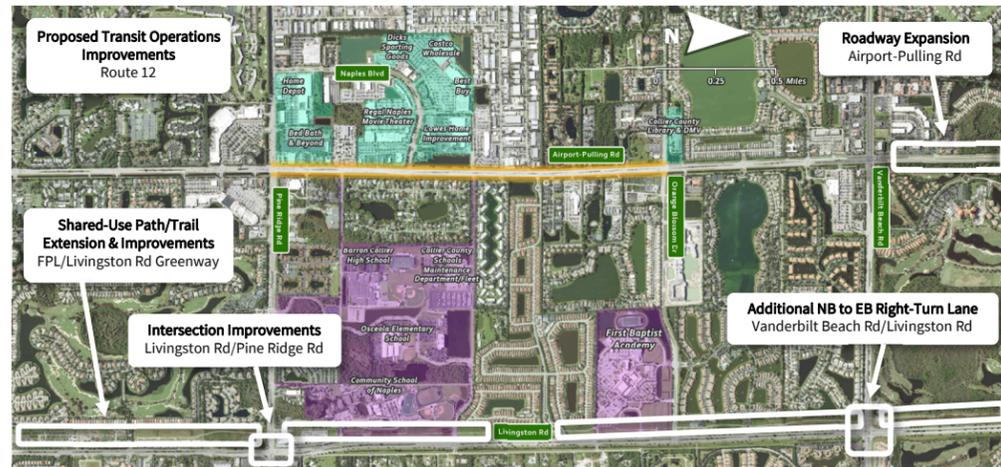


What Improvements Are Planned for This Corridor?



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:

- Evaluate the feasibility of removing the bulbout north of Cougar Dr to allow existing right-turn lane to be extended and used as an auxiliary/merge lane for school buses exiting the County facility
- Consider expanding traffic signal capabilities through technology and communications improvements
- Conduct a study to evaluate possible intersection improvements at Pine Ridge Rd and Airport-Pulling Rd
- Work with local schools to stagger arrival/dismissal times if possible, and optimize signal timing at Cougar Dr during times of increased school traffic
- Evaluate the feasibility of and estimated right-of-way needed for constructing additional turn lanes at the J and C Blvd / Airport-Pulling Rd intersection to better accommodate truck traffic
- Evaluate the feasibility of a new southbound dedicated right-turn lane at YMCA Rd (Bed Bath & Beyond Plaza), or extending the existing turn at Pine Ridge Rd back to this location
- Consider increasing transit frequency and/or expand hours of operation for routes along and adjacent to the corridor so that it becomes a more viable option for employees in the area
- Evaluate the feasibility of removing the striping south of Cougar Dr to extend the northbound right-turn lane queue length and allow for additional school traffic vehicles
- Conduct a study to develop alternatives for a new buffered bike lane or shared-use path along the corridor, which has been identified as a network gap priority by the most recent Bicycle & Pedestrian Master Plan based on public feedback

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:



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We want to hear your feedback!

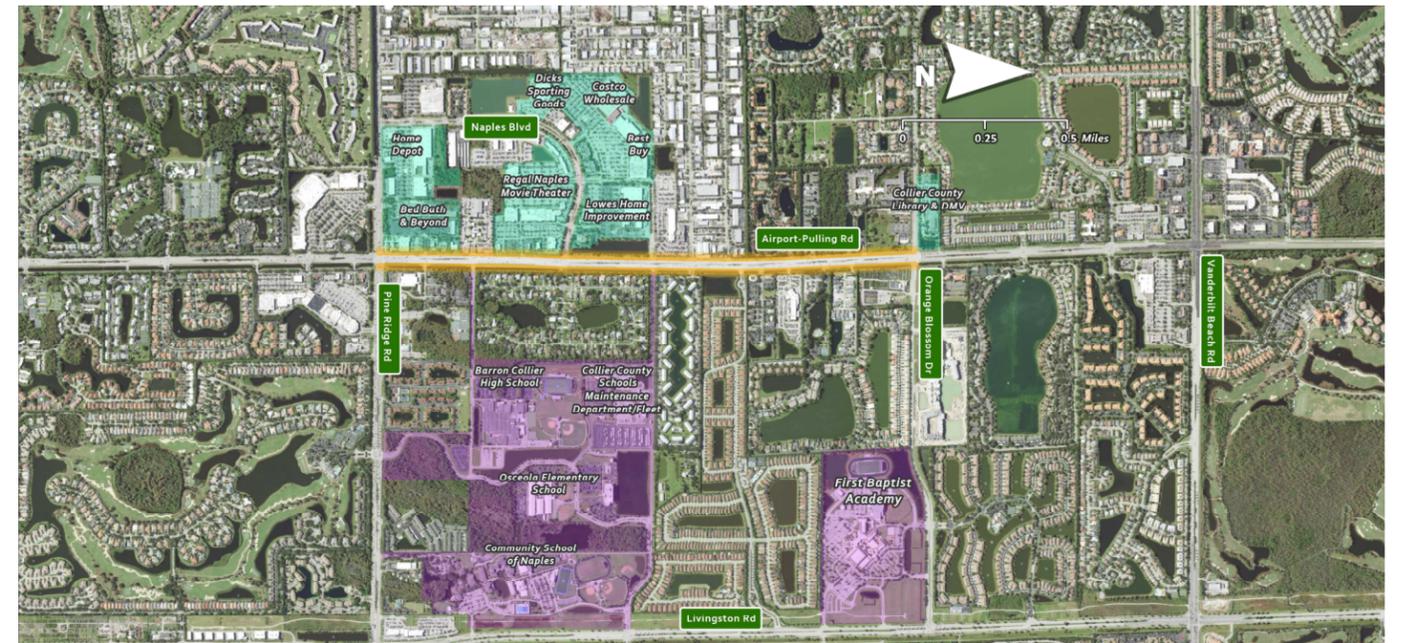


COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 31 / Airport-Pulling Rd (From CR 896 / Pine Ridge Rd to Orange Blossom Dr)



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 31 / Airport-Pulling Rd (From CR 896 / Pine Ridge Rd to Orange Blossom Dr)

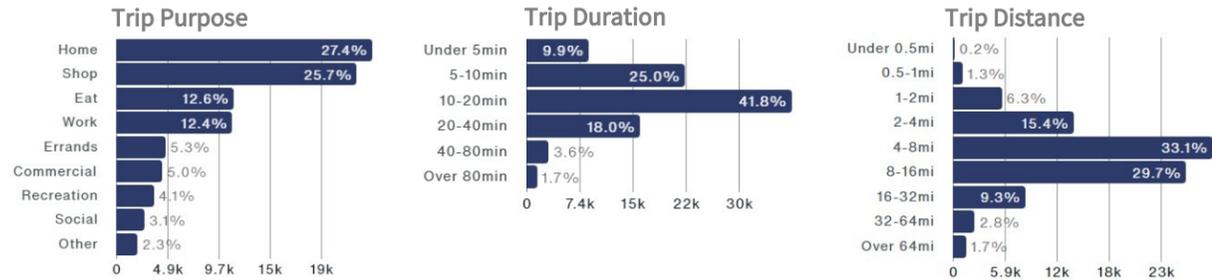


Quick Facts

Corridor Length: 1.4 Miles
Number of Major Intersections: 5
Number of Daily Trips (Avg. Weekday): ~89k

~14 min
 Avg. Daily Duration of Bottleneck Conditions

~7k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Freight & Small Truck Traffic:** Truck traffic accessing the large industrial/warehouse area west of the corridor can worsen traffic congestion when making trips to/from Pine Ridge Rd and the I-75 interchange.
- School Traffic:** Multiple schools east of the corridor, along with the County school bus maintenance facility, can create additional stress on the corridor during times of heavy activity.
- Signal Coordination:** Four signalized intersections exist along this relatively short corridor. Additional traffic signals also exist along Pine Ridge Road creating challenges related to timing and coordination.

Where is Congestion Usually the Worst?



Direction
Southbound

Location
Approaching
Pine Ridge Rd

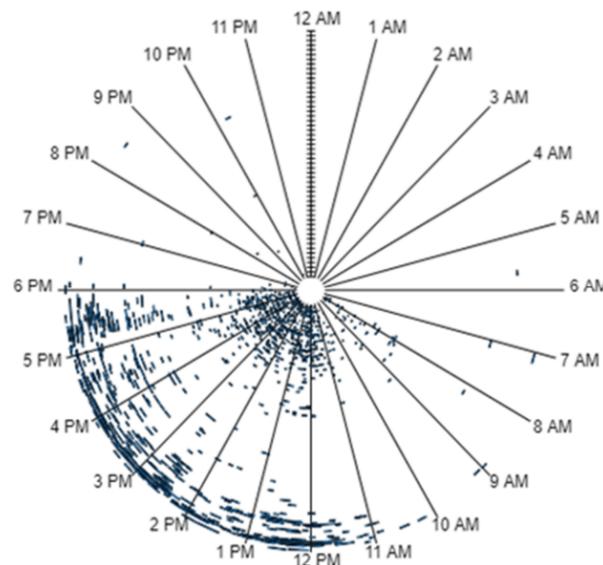
Time
12-6 PM

Corridor Opportunities

- Naples Boulevard:** Most of the large concentration of retail stores and restaurants on the southwest end of the corridor is already accessed primarily by a large signalized intersection at Naples Boulevard, which reduces the number of turning movements along the corridor and connects to Pine Ridge Road.
- Canal Right-of-Way:** The canal along the east side the corridor provides an opportunity for creating future multi-use path segments for recreation and connecting to other non-motorized facilities or transit stop locations.

Bottleneck Occurrences

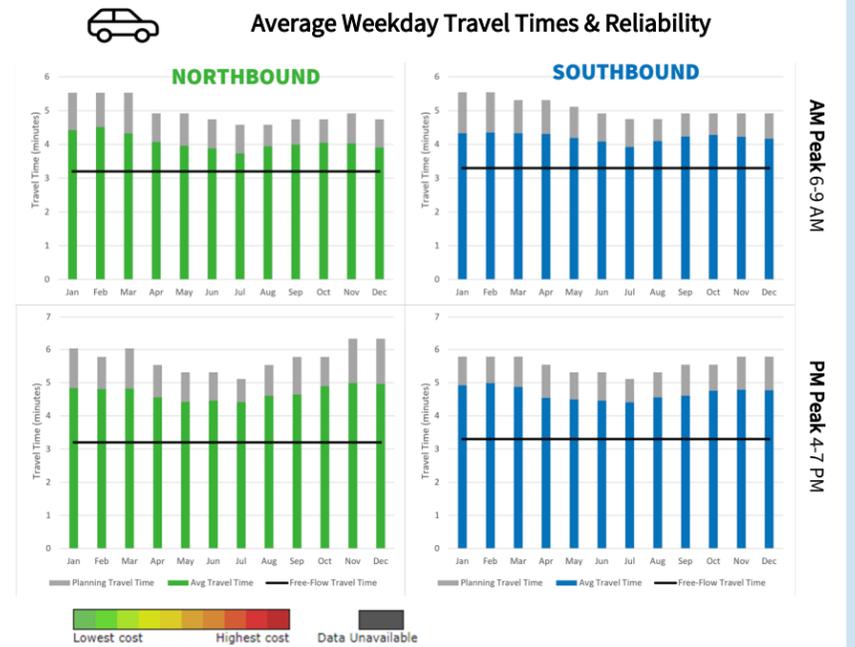
Each line in this circular graph represents a traffic bottleneck during 2021 in the southbound direction at Pine Ridge Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred more often during the early-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.



Airport-Pulling Rd at Orange Blossom Dr – Facing South

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 November 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. A similar 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.



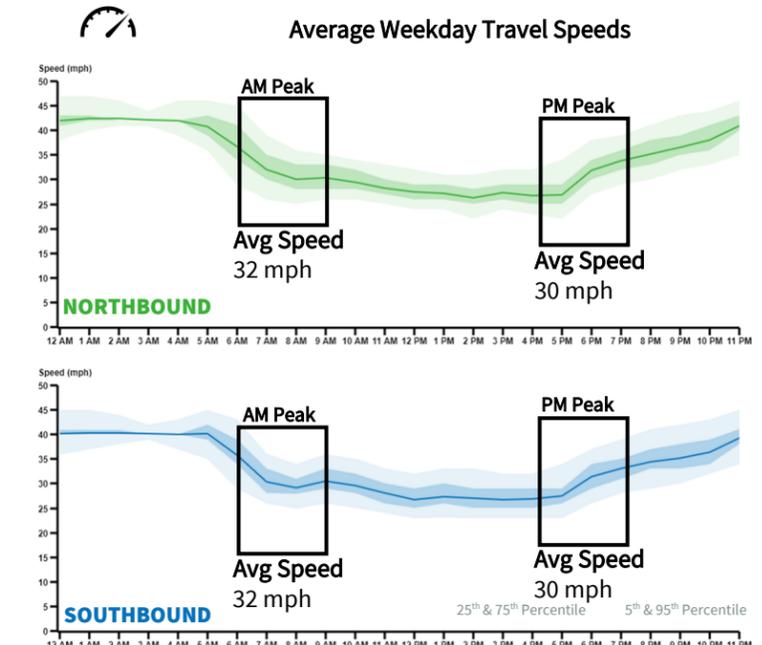
Estimated Traffic Delay Costs

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 noticeably during the AM and PM peak periods, they become the lowest in both directions during mid-afternoon, reaching roughly 26 MPH and remaining at similar levels until the end of the PM peak. As shown in the circular graph to the left, most bottlenecks occur during this same time, roughly between 12 and 6 PM. Trip purposes also change throughout the day. Work trips are most common in the morning and home trips in evening. Shopping trips are numerous in this area throughout the day, and when combined with trips home, account for almost 70% of all trips made on this corridor during the PM peak.



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
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- Taking advantage of flex schedule or telecommuting opportunities if offered by your employer
- Practicing safe driving techniques to avoid crash incidents

Transit Routes Available:



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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)

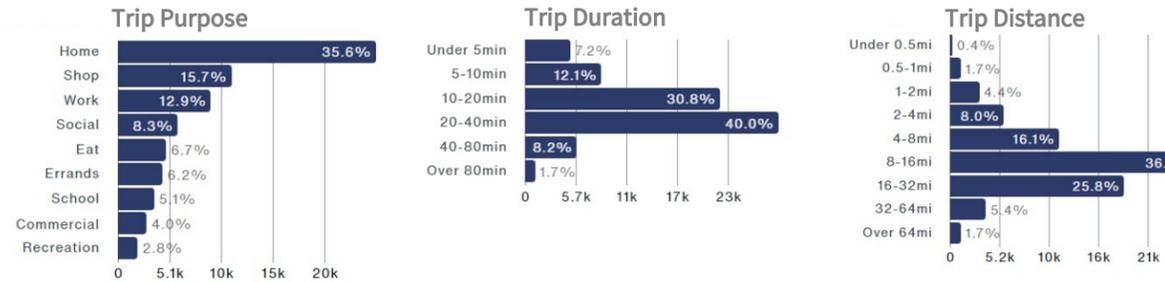


Quick Facts

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?

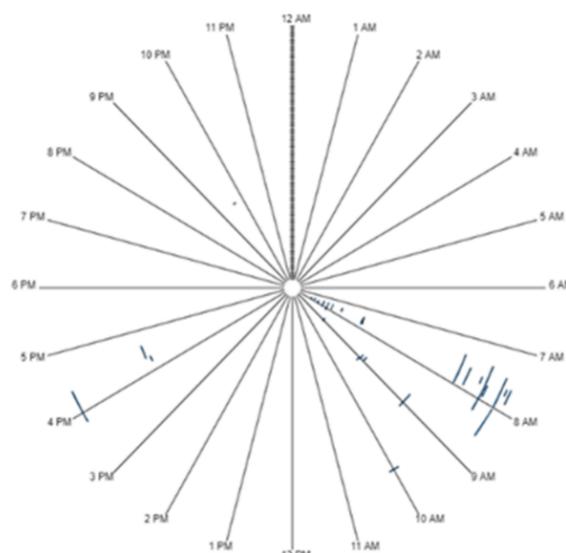
Direction
Southbound

Location
Approaching Vanderbilt Beach Rd

Time
7-9 AM

Bottleneck Occurrences

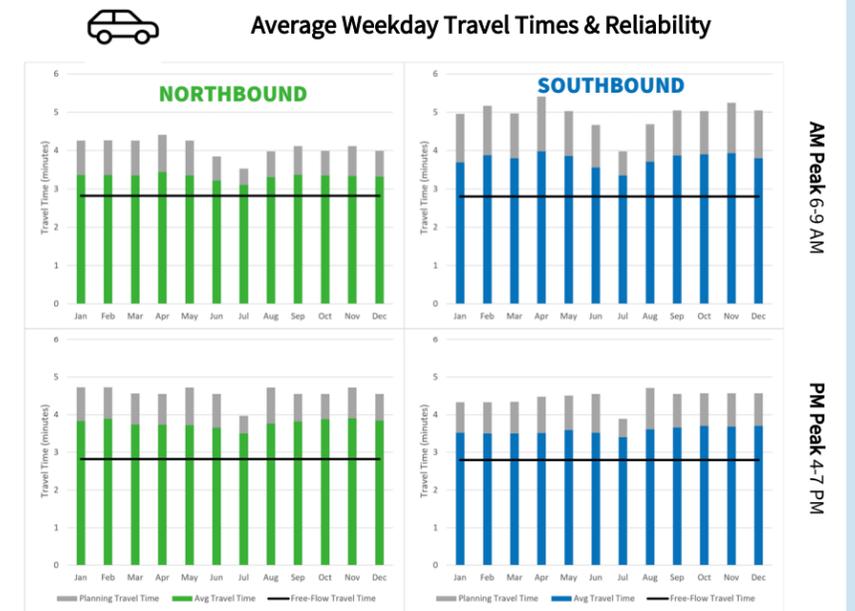
Each line in this graph represents a traffic bottleneck during 2021 in the southbound direction at Vanderbilt Beach Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside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



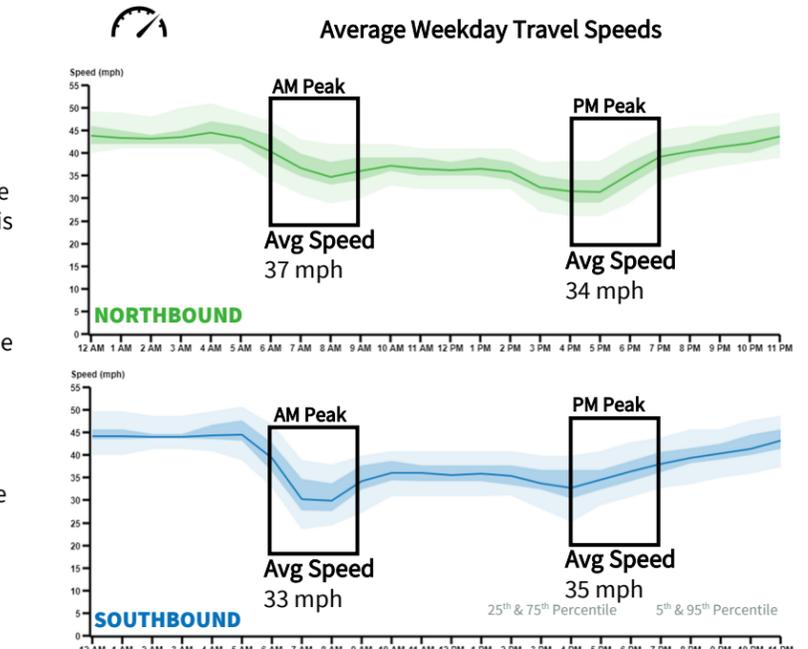
Estimated Traffic Delay Costs

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

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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.



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
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- 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 

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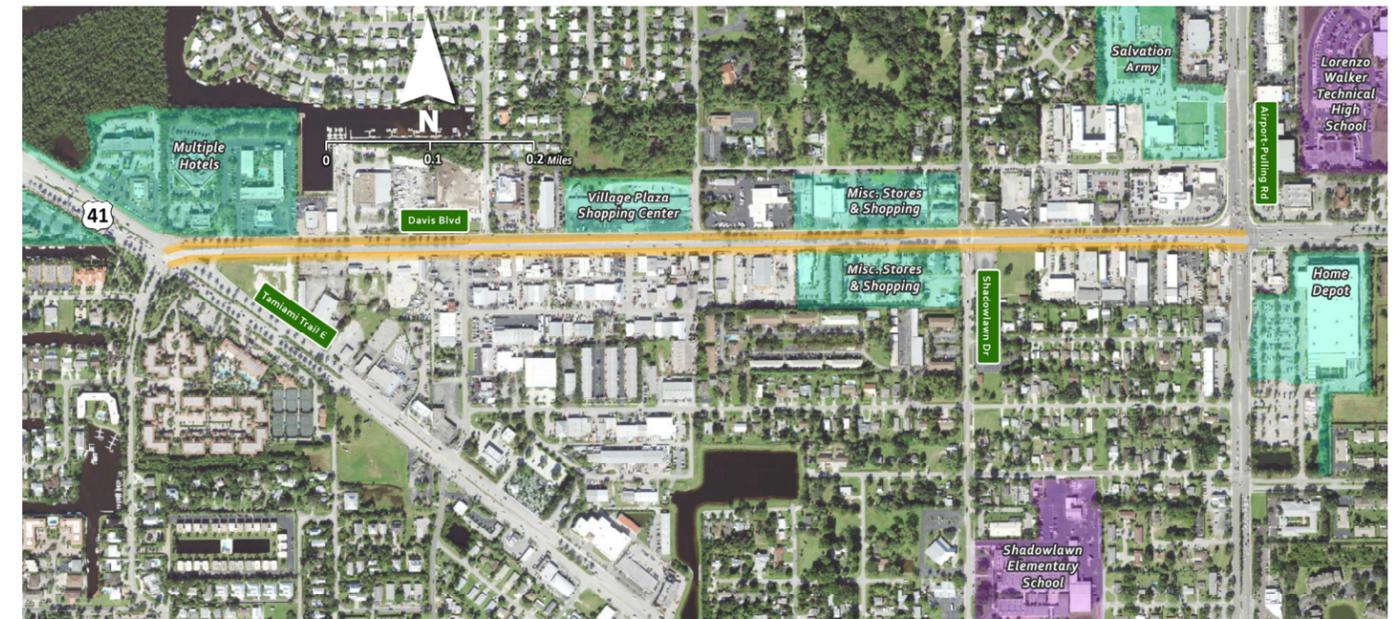
Fall 2022



Collier County's Congestion Hotspots

SR 84 / Davis Blvd

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



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Collier County's Congestion Hotspots

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

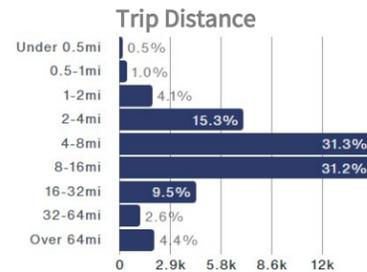
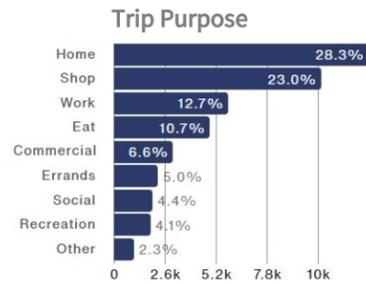


Quick Facts

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?



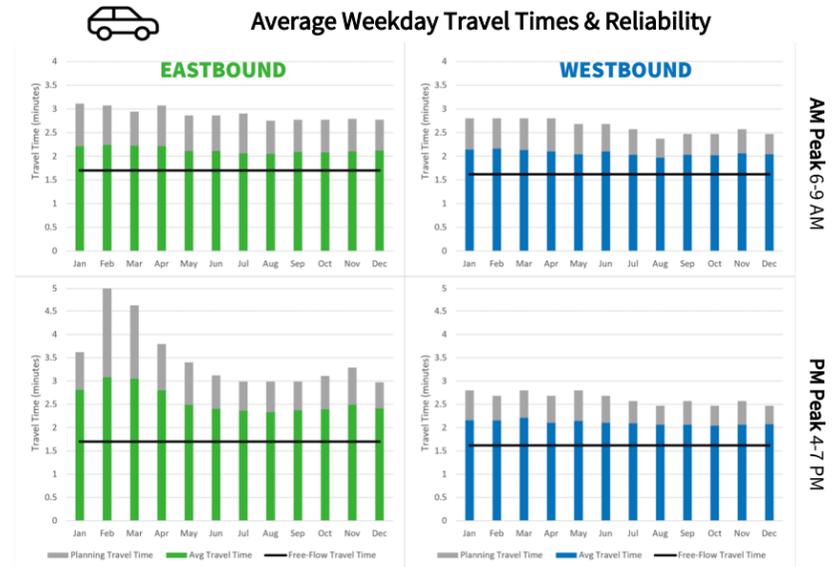
Direction
Eastbound

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

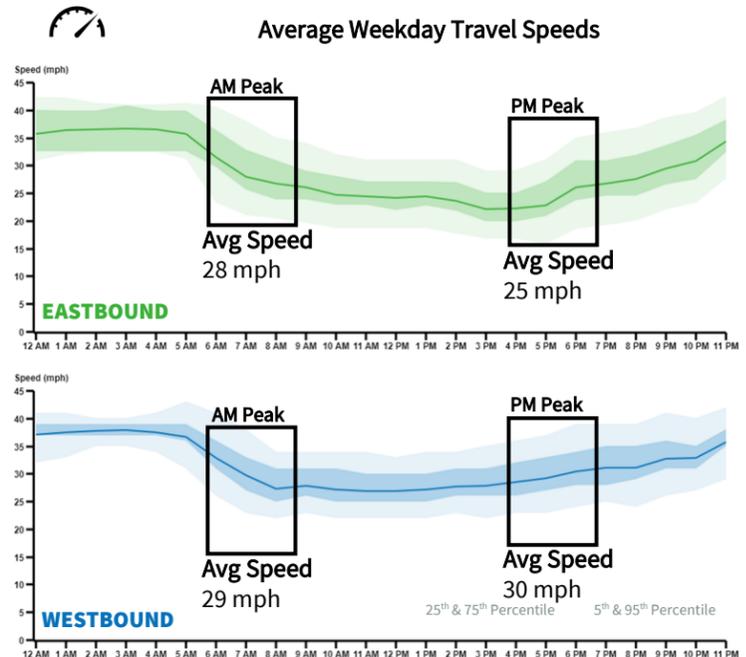
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$	\$\$	\$\$	\$								
2021	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$	\$	\$	\$	\$	\$	\$	\$
2020	\$\$\$	\$\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$
2019	\$\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$

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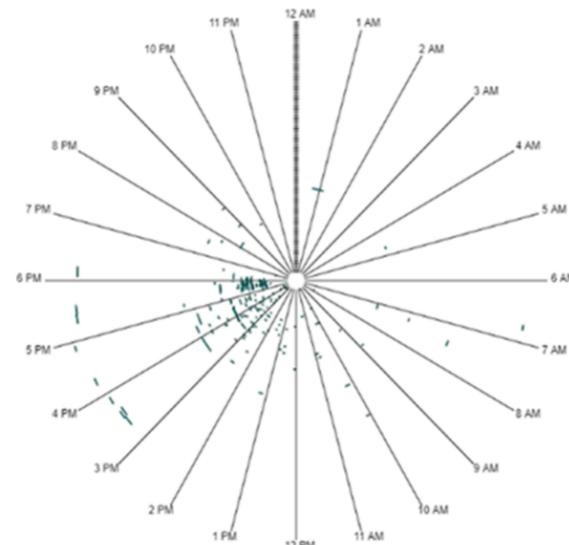
Congestion Throughout the Day...

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.



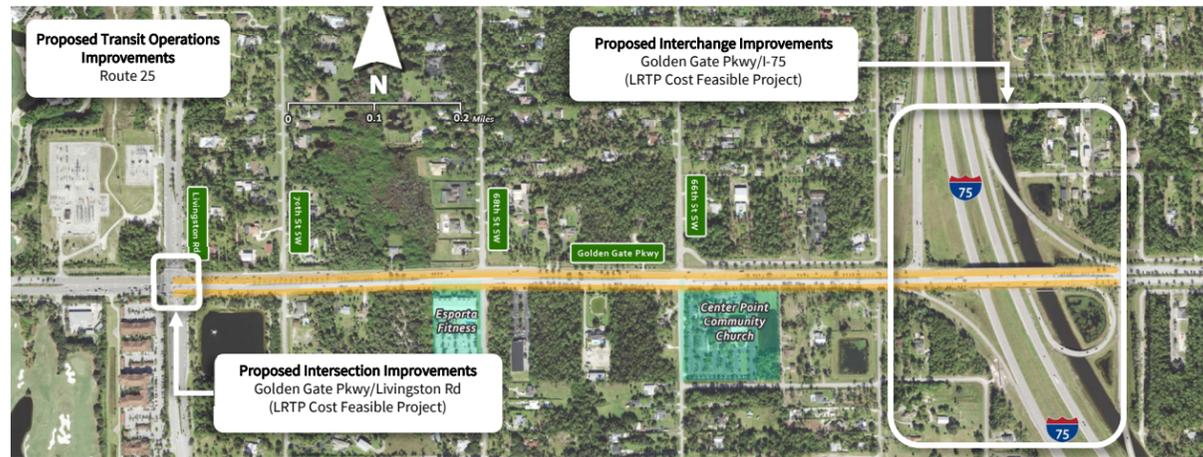
Bottleneck Occurrences

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

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:

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- Using transit when possible
- Walking or biking for short trips
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COLLIER METROPOLITAN
PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 886 / Golden Gate Pkwy (From CR 881 / Livingston Rd to I-75)



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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

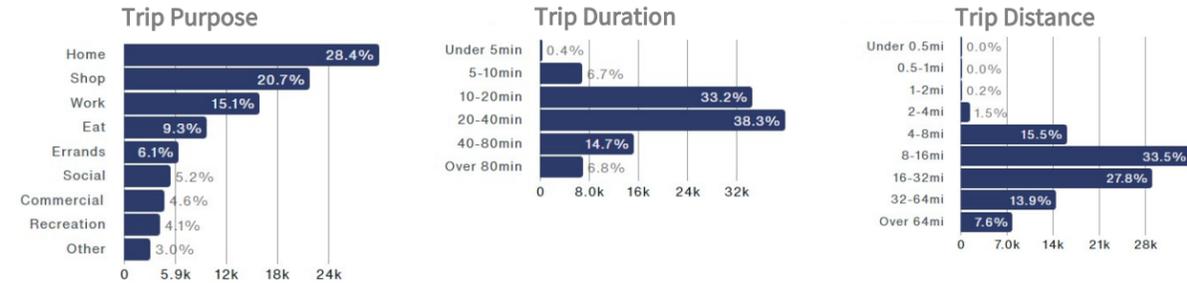
CR 886 / Golden Gate Pkwy (From CR 881 /Livingston Rd to I-75)

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?

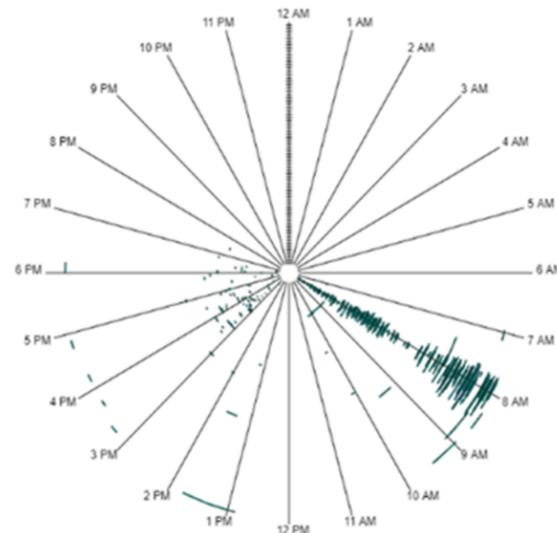
Direction
Westbound

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

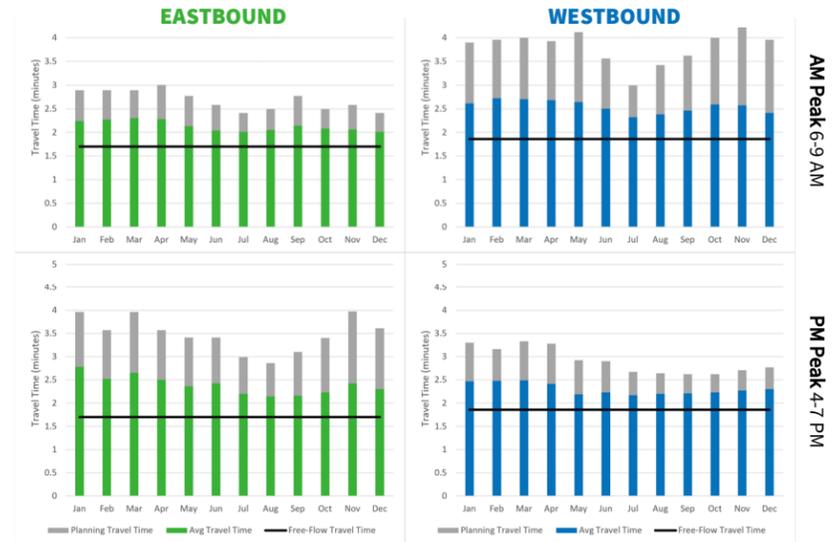


Congestion Throughout the Year...

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	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$

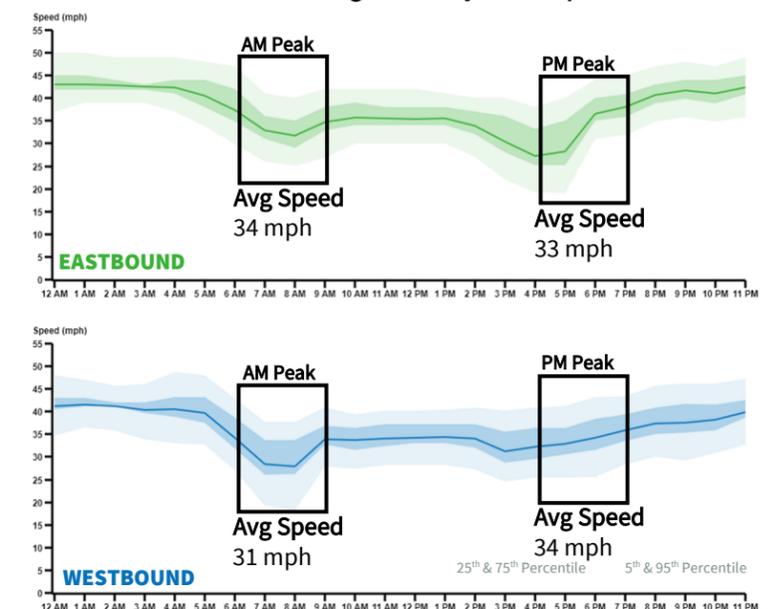
Data Sources: All data shown or referenced on these two pages is from 2021 unless otherwise noted. Information related to congestion, delay, travel times, travel speeds, and bottleneck conditions is from RITIS HERE data. Information related to trip characteristics is from Replica.



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



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?

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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)



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Collier County's Congestion Hotspots

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

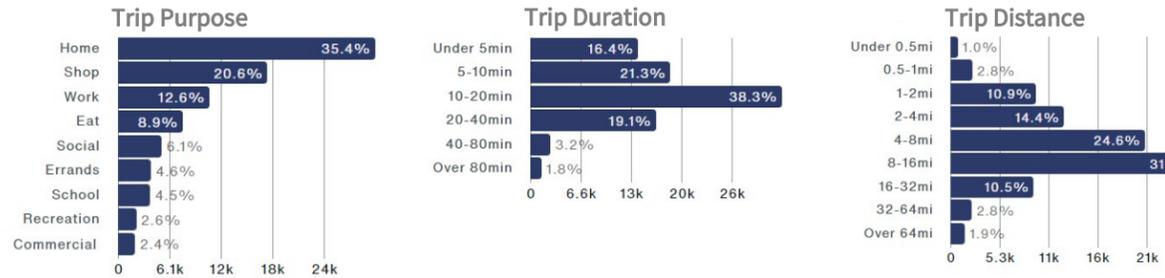


Quick Facts

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.

Where is Congestion Usually the Worst?



Direction
Eastbound

Location
Approaching
Sunshine Blvd

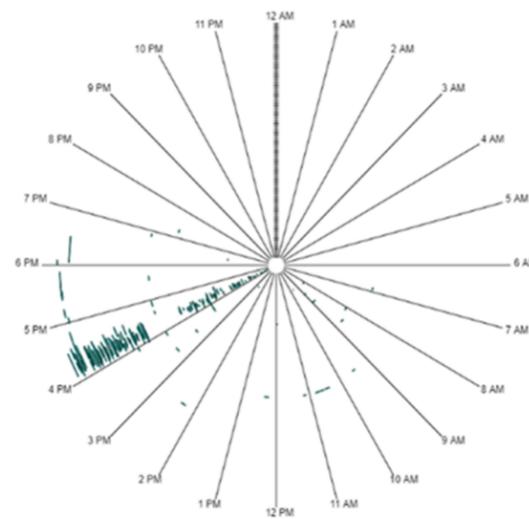
Time
4-5 PM

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.

Bottleneck Occurrences

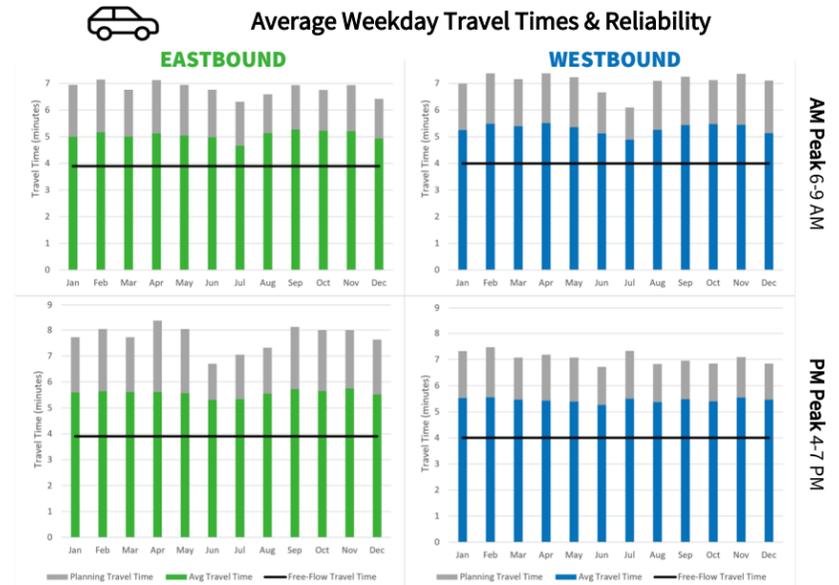
Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at Sunshine Blvd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. 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

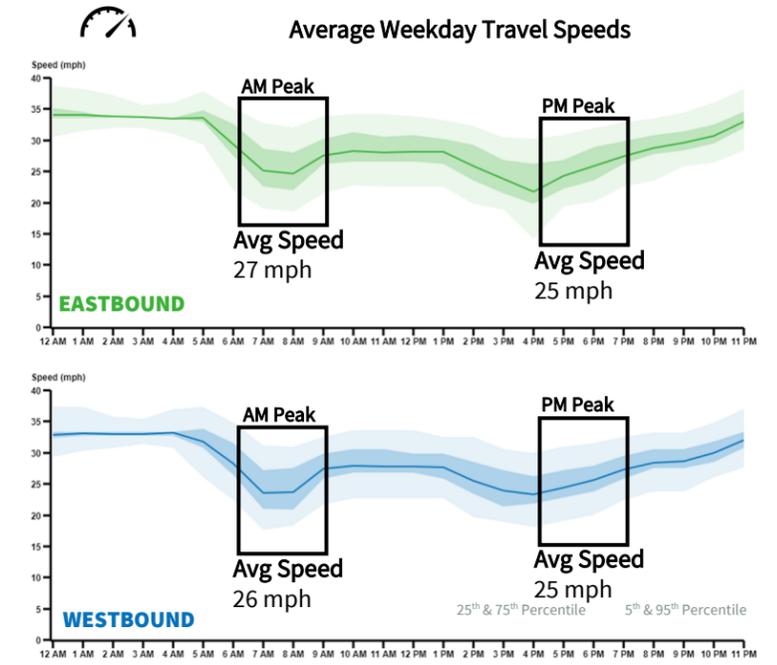
Legend: Lowest cost (Green), Highest cost (Red), Data Unavailable (Grey)

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

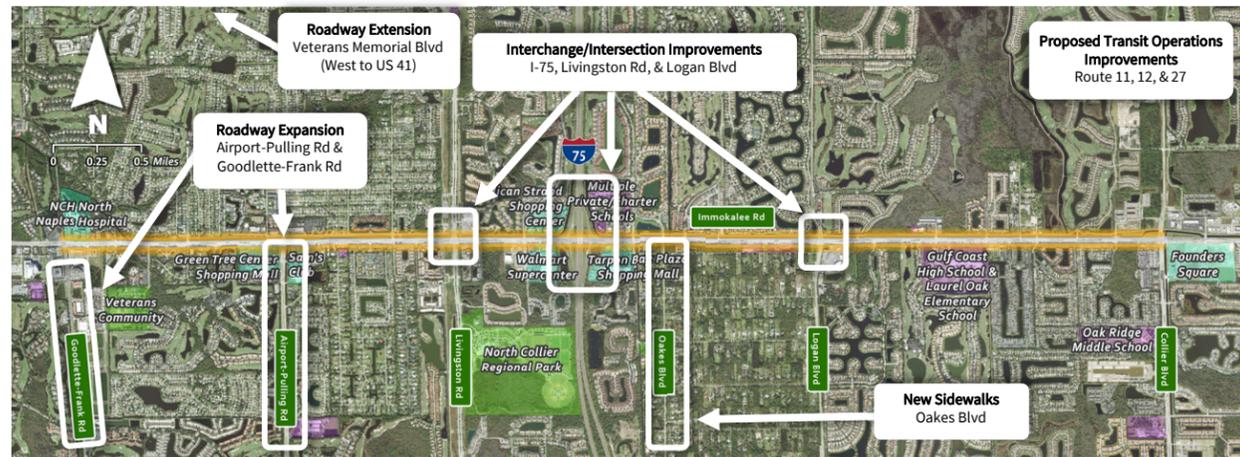
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Congestion Throughout the Day...

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.



What Improvements Are Planned for This Corridor?



What Else Can Be Done to Reduce Congestion?

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- 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?

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Transit Routes Available:

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

RideCAT.com 

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COLLIER METROPOLITAN PLANNING ORGANIZATION

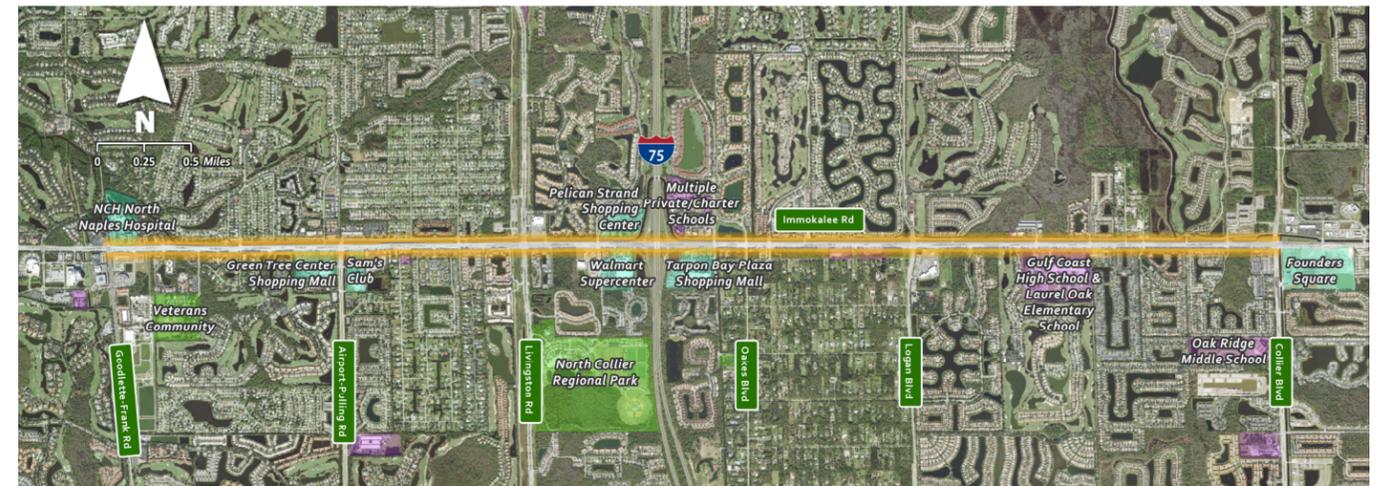
Fall 2022



Collier County's Congestion Hotspots

CR 846 / Immokalee Road

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



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Collier County's Congestion Hotspots

CR 846 / Immokalee Road (From CR 851 / Goodlette-Frank Road to CR 951 / Collier Blvd)



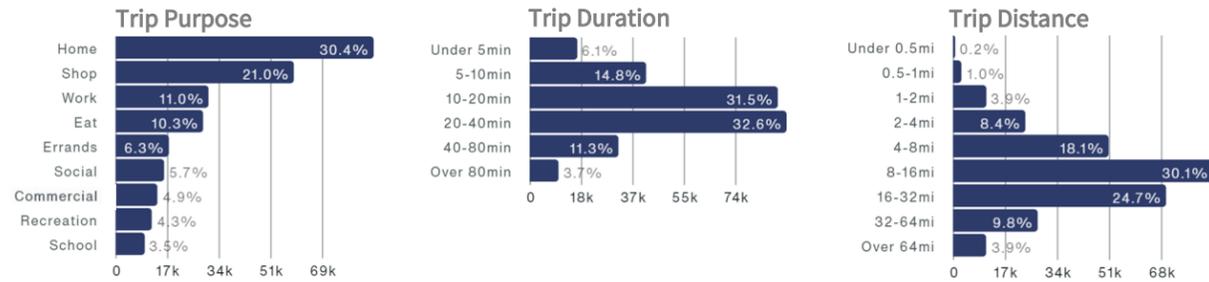
Quick Facts

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?



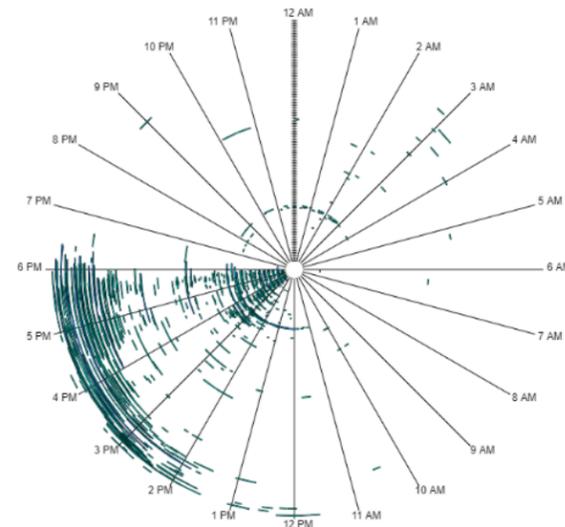
Direction
Eastbound

Location
Approaching I-75

Time
3-6 PM

Bottleneck Occurrences

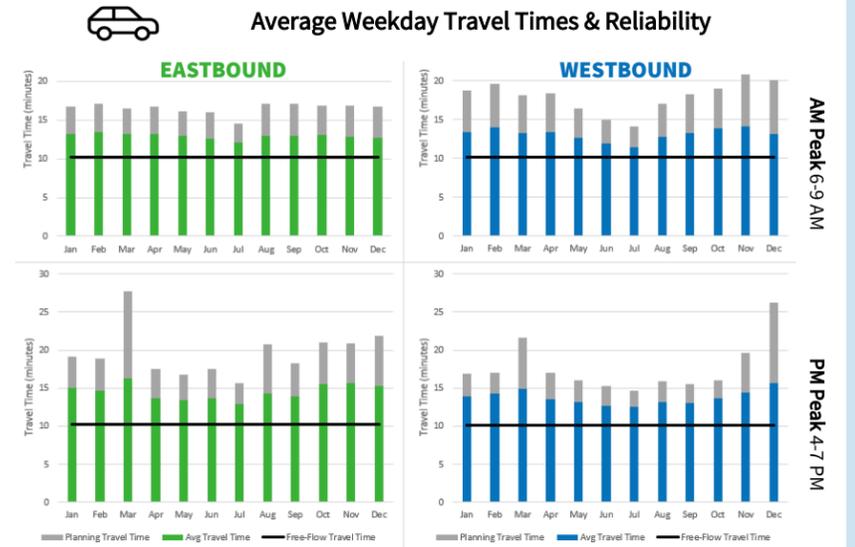
Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at I-75. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks 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.



Estimated Traffic Delay Costs

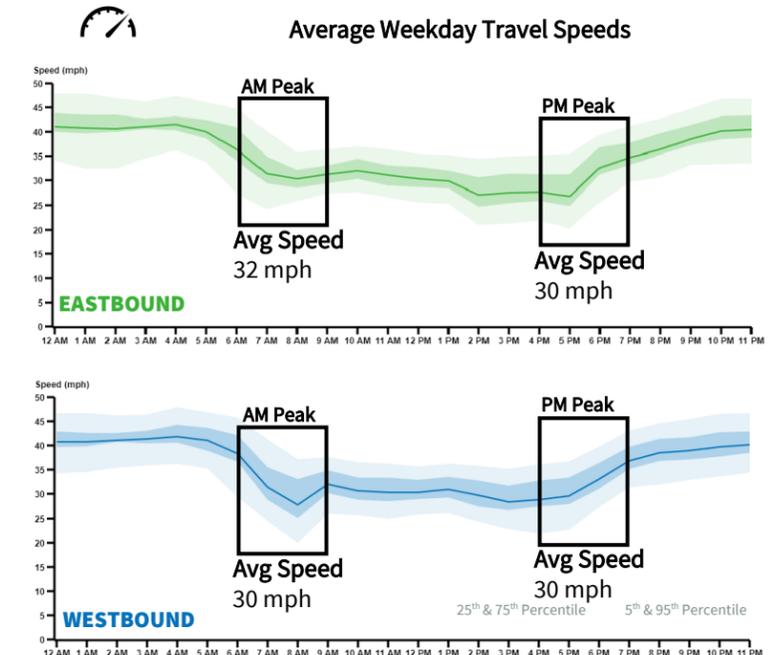
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$\$\$	\$\$\$\$	\$\$\$	\$\$\$								
2021	\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$	\$\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$\$	\$	\$\$	\$\$	\$	\$	\$\$	\$\$	\$\$	\$\$
2019	\$\$	\$\$	\$\$	\$	\$	\$	\$	\$\$	\$\$	\$\$\$	\$\$\$	\$\$\$

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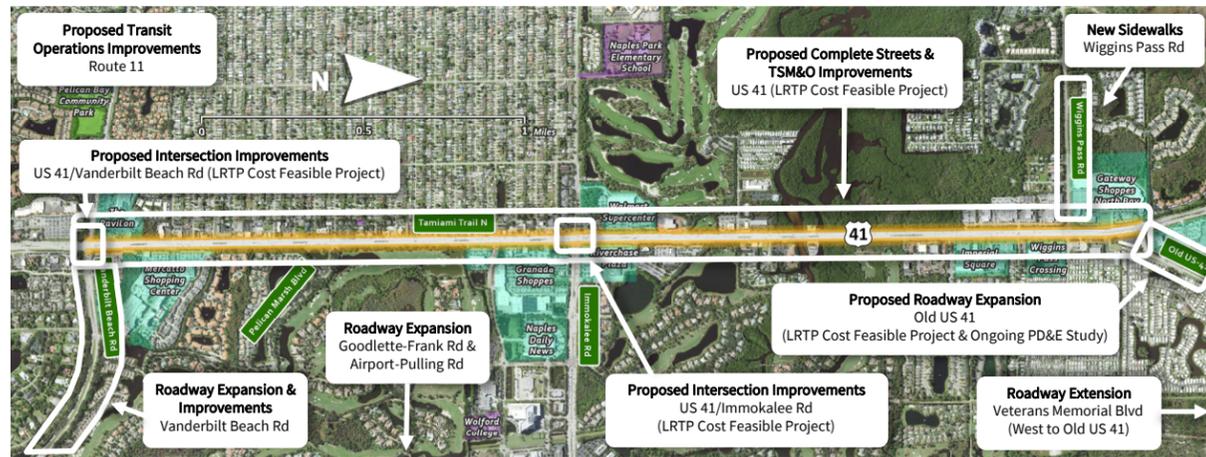


Congestion Throughout the Day...

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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:

- Consider establishing a new regional Bus Rapid Transit (BRT) or Express Bus service along US 41, with the potential for dedicated bus lanes to help improve travel times and a new Park-and-Ride lot at the Creekside Transfer Center
- Coordinate with FDOT to identify innovative, effective Connected Vehicle (CV) technologies associated with the US 41 Florida's Regional Advanced Mobility Elements (FRAME) effort in Lee County, and adopt complimentary strategies that can be deployed along this corridor
- Consider expanding traffic signal capabilities through technology and communications improvements
- Improve incident management, especially during times of the year with additional seasonal visitors on the roadways
- Consider upgrading and adding pedestrian facilities such as signage, signals, crosswalks, and other pavement markings near areas with high vehicle turning movements, especially near transit stops, to improve safety conditions for bicyclists and pedestrians
- Program funding for the evaluation, design, and construction of intersection improvements at US 41 and Immokalee Rd, as called out in the MPO's 2045 L RTP

What Can I Do to Help Reduce Congestion?

Common strategies that people can use to help with congestion include:

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R27	Immokalee Road

RideCAT.com



COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots

US 41 / Tamiami Trail

(From CR 862 / Vanderbilt Beach Rd to CR 887 / Old US 41)



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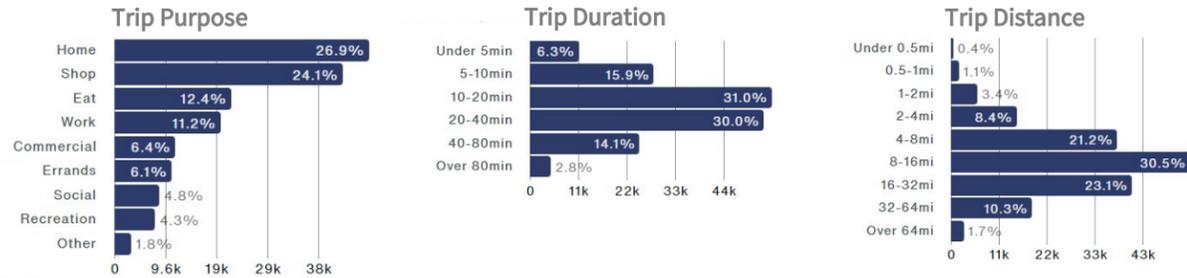
US 41 / Tamiami Trail (From CR 862 / Vanderbilt Beach Rd to CR 887 / Old US 41)

Quick Facts

Corridor Length: 3.25 Miles
Number of Major Intersections: 9
Number of Daily Trips (Avg. Weekday): ~180k

~4 min
 Avg. Daily Duration of Bottleneck Conditions

~87k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Regional Traffic:** Being one of the few continuous north-south corridors that can be used for regional trips between Lee and Collier counties, and the primary one in the western part of the county, results in higher traffic volumes.
- High Activity Areas & Visitor Destinations:** Big box retail, dining, and recreational clusters are common on multiple corners of all three major intersections along this corridor. This activity is intensified during seasonal months when visitors add to traffic conditions.

Corridor Opportunities

- Lack of Development Density:** A combination of conservation/drainage areas and undeveloped land on the north end of the corridor can provide opportunities for Collier and Lee counties to plan and control future growth and development, which can help limit the worsening of traffic congestion.
- Right-of-Way & Setback Space:** Wide right-of-way conditions and median areas along this corridor, combined with large areas of adjacent parking lots, can provide flexibility and additional options for designing roadway improvements or dedicating space for premium, limited-stop regional transit services in the future.

Where is Congestion Usually the Worst?



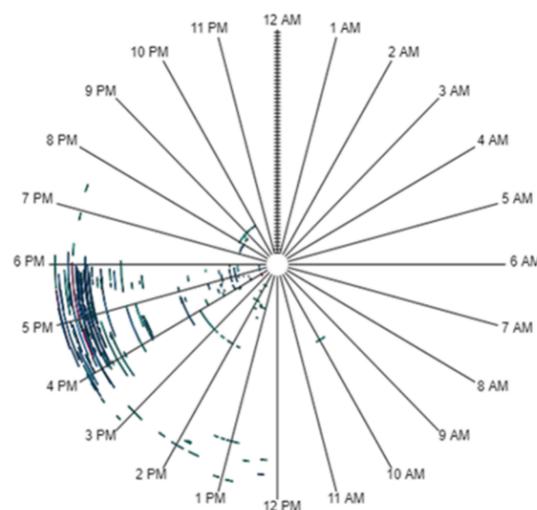
Direction
Northbound

Location
Approaching Immokalee Rd

Time
4-6 PM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the northbound direction at Immokalee 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 and are noticeably more common towards the end of the year.



US 41 at Immokalee Rd – Facing North



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, especially during the PM peak period. 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. 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.

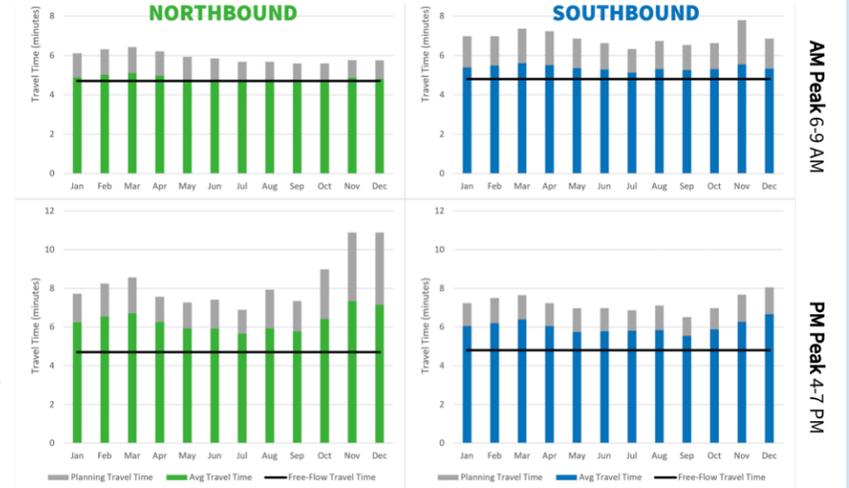


Congestion Throughout the Day...

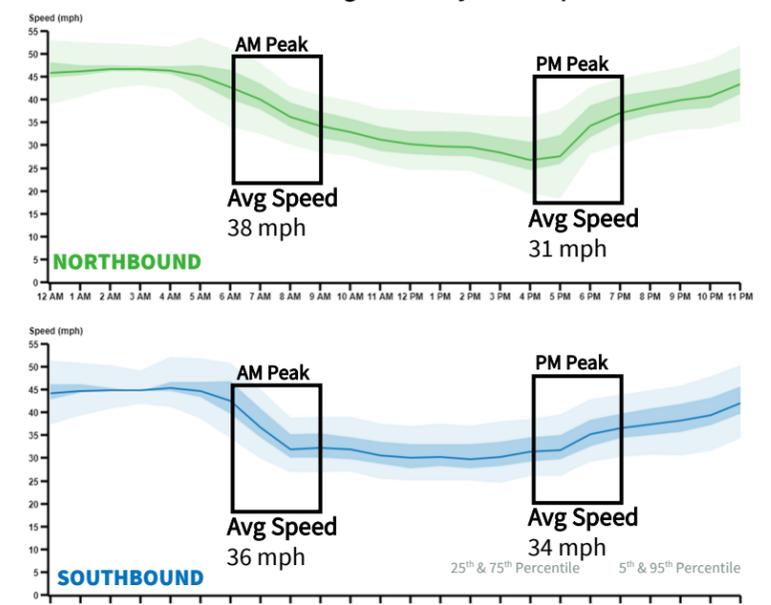
Recurring congestion patterns vary during the average weekday based on time period. Typically, roadway activity is higher in the morning and evening during what are known as the peak periods. The graph on the right shows how average travel speeds change throughout the day along this corridor that has a posted speed limit of 50-55 MPH. Speeds reach their lowest during the PM peak period in the northbound direction at roughly 26 MPH, but experience a more prolonged and less severe drop in the southbound direction beginning during the AM peak period and reaching a low of roughly 29 MPH during mid-day. As shown in the circular graph to the left, most bottlenecks occur during the peak periods with those in the northbound direction mostly between 4 and 6 PM. Trip purposes also change throughout the day. Typically, work trips are most common in the morning and home trips in evening. Along this corridor, however, shopping trips are more common than trips to work during the AM peak period and only slightly less common than trips home during the PM peak period.



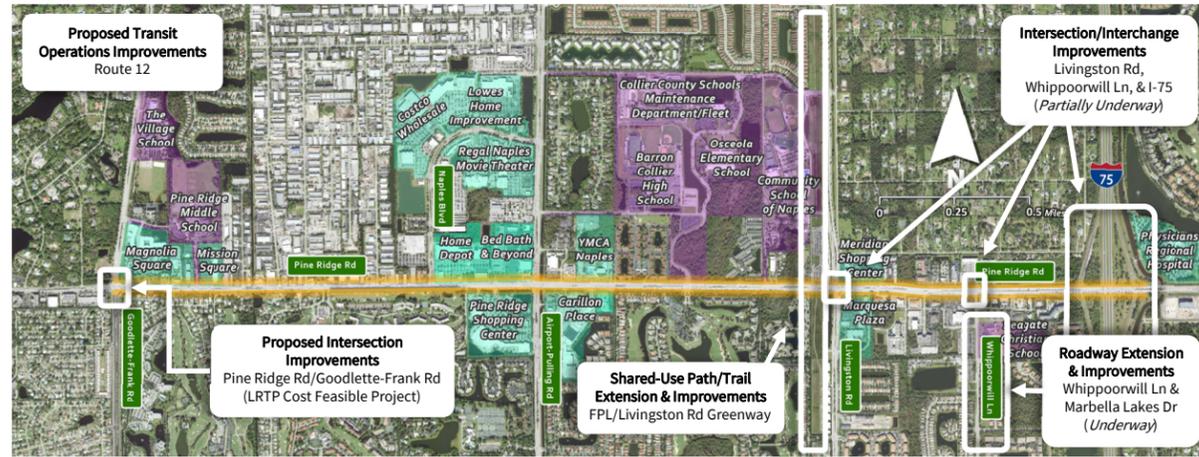
Average Weekday Travel Times & Reliability



Average Weekday Travel Speeds



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:

- Consider a new Park-and-Ride lot at Physicians Regional Hospital with an Express Bus route to serve longer commute trips
- Provide funding assistance for promoting existing car/vanpool awareness and app availability, and evaluate the potential for new carpool or ridesharing programs for nearby schools
- Consider increasing transit frequency and/or expanding hours of operation for routes along and adjacent to the corridor so that it becomes a more viable option for employees in the area
- Improve incident management, especially near I-75 to account for a higher crash rate
- Advance the intersection improvement recommendations at Livingston Rd, Whippoorwill Ln, and I-75 made by the County's recent Corridor Congestion Study, and evaluate the feasibility of similar intersection improvements at Airport-Pulling Rd
- Evaluate the need for and feasibility of constructing additional turn lanes or extending existing storage capacity for accessing Osceola Trail from both directions to accommodate potential spikes in school traffic at this location
- Work with schools to stagger arrival/dismissal times if possible, and optimize signal timing at Airport-Pulling Rd, Osceola Trail, and Livingston Rd for times of 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

Transit Routes Available:

R12	Airport Rd to Creekside Commerce Park
R20	Pine Ridge Road
R25	Golden Gate Parkway & Goodlette - Frank
R26	Pine Ridge Road/ Naples Blvd/ Clam Pass

RideCAT.com 

How Do I Get Involved?

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We want to hear your feedback!



COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots CR 896 / Pine Ridge Rd (From CR 851 / Goodlette-Frank 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

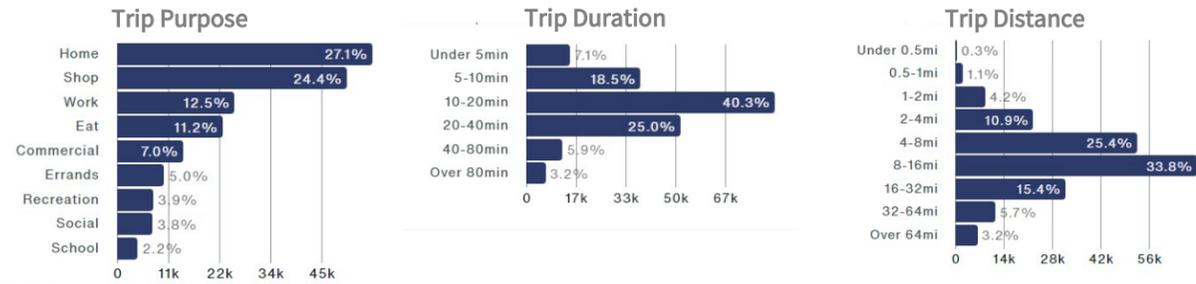
CR 896 / Pine Ridge Rd (From CR 851 / Goodlette-Frank Rd to I-75)

Quick Facts

Corridor Length: 3.67 Miles
Number of Major Intersections: 13
Number of Daily Trips (Avg. Weekday): ~210k

~22 min
 Avg. Daily Duration of Bottleneck Conditions

~277k
 Annual Vehicle Hours of Delay



Corridor Challenges

- I-75 Interchange:** This corridor's access to I-75 creates demand from other neighboring arterial roadways, resulting in higher traffic volumes and more "pass through" trips.
- Mix of Trip Purposes:** The variety of commuter traffic, trucks associated with warehouse/industrial areas, shopping/recreational trips, and school traffic can create a high number of vehicles and difficulty proposing solutions to address all activity effectively.

Corridor Opportunities

- Regional Non-Motorized Connections:** This corridor intersects with multiple north-south shared-use path segments. These areas could become opportunities for bicycle and pedestrian connections to the larger countywide greenway network in the future.
- Existing Transit Routes:** This corridor offers a variety options for existing transit services and transfer opportunities for traveling in multiple directions throughout the county.

Where is Congestion Usually the Worst?



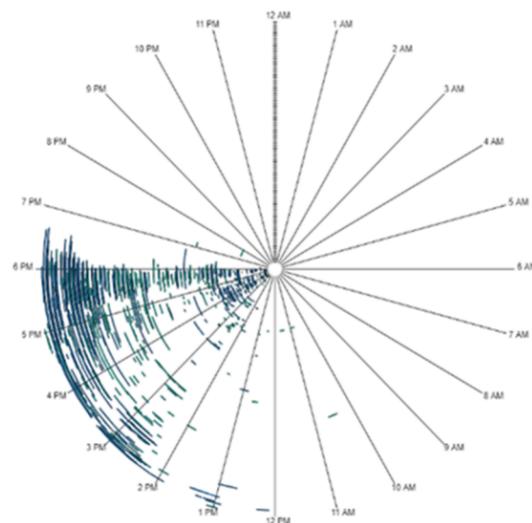
Direction
Eastbound

Location
Approaching Livingston Rd

Time
4-6 PM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the eastbound 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 more often during the mid-afternoon and PM peak period. These conditions are less common during the middle of the year, especially those occurring before 5 PM.



Pine Ridge Rd at Livingston Rd – Facing West

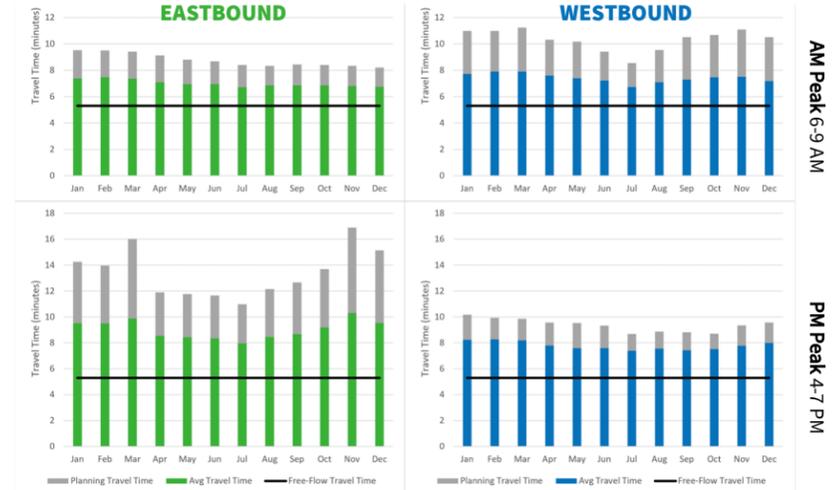


Congestion Throughout the Year...

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 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

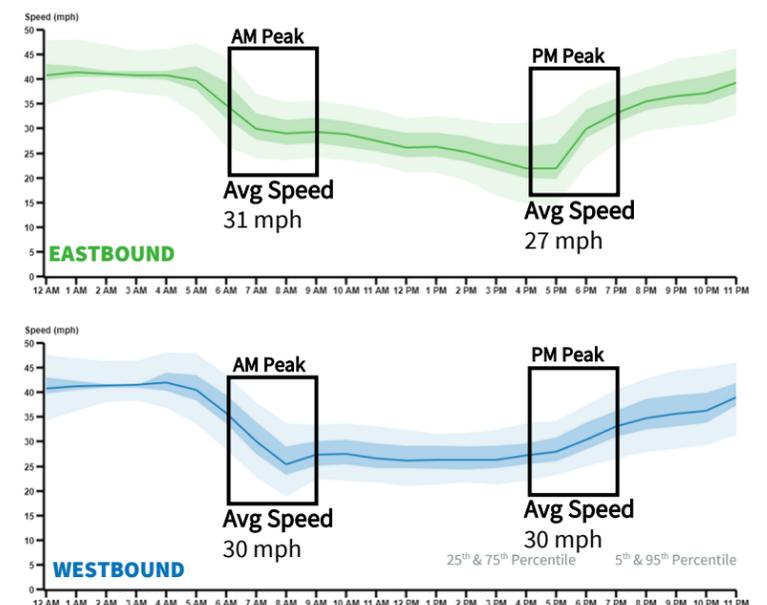
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$\$\$	\$\$\$	\$\$\$	\$\$\$								
2021	\$\$\$	\$\$\$	\$\$\$	\$\$	\$\$	\$\$	\$	\$	\$\$	\$\$	\$\$\$	\$\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$\$	\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$	\$\$\$
2019	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$	\$\$	\$\$\$	\$\$	\$\$\$	\$\$\$\$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

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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 40-45 MPH. Although speeds drop noticeably during both peak periods, they become the lowest in the eastbound direction during the PM peak period at roughly 22 MPH. Travel speeds in the westbound direction drop sharply in the morning to roughly 25 MPH and then remain at this relatively low level throughout the afternoon. As shown in the circular graph to the left, most bottlenecks occur roughly between 12 and 6 PM in the eastbound direction, becoming more common later in the afternoon. 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 purpose throughout the day.

Average Weekday Travel Speeds



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:

- Consider upgrading non-motorized crossing facilities on the west side of the Livingston Rd intersection to improve safety conditions and accommodate additional greenway crossings in the future without affecting traffic conditions
- Consider expanding traffic signaling capabilities through technology and communications improvements to optimize turning movements during peak periods at Livingston Rd
- Evaluate the feasibility of adding capacity and additional turn lanes to Orange Blossom Dr to serve as an alternative route for accessing Airport-Pulling Rd and Livingston Rd
- Provide funding assistance for promoting existing car/vanpool awareness and app availability
- Evaluate the feasibility of a new interchange at Vanderbilt Beach Rd and I-75
- Advance the displaced-left design concept from the Transportation Systems Performance Report Action Plan or evaluate other innovative intersection solutions at Vanderbilt Beach Rd and Livingston Rd to accommodate additional traffic volumes once the Vanderbilt Beach Rd Extension Project is completed

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

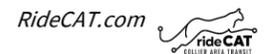
How Do I Get Involved?

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We want to hear your feedback!



Transit Routes Available:



COLLIER METROPOLITAN PLANNING ORGANIZATION

Fall 2022



Collier County's Congestion Hotspots

CR 862 / Vanderbilt Beach Rd

(From CR 31 / Airport-Pulling Rd to CR 881 / Livingston 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 862 / Vanderbilt Beach Rd (From CR 31 / Airport-Pulling Rd to CR 881 / Livingston Rd)

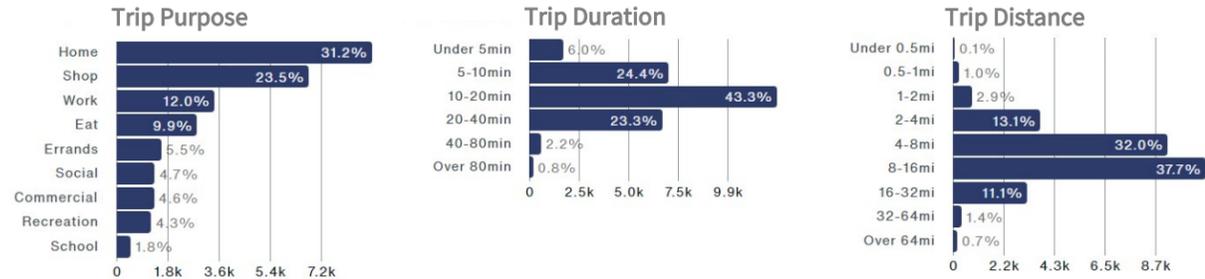


Quick Facts

Corridor Length: 1.01 Miles
Number of Major Intersections: 2
Number of Daily Trips (Avg. Weekday): ~29k

~3 min
 Avg. Daily Duration of Bottleneck Conditions

~2k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Commuter Traffic:** This corridor experiences surges in commuter traffic in the morning and afternoon, especially in the eastbound direction during the PM peak period, which is likely worsened by vehicles trying to access the I-75 interchanges and creating a burden on turning capacity at the Livingston Road intersection.
- Potential Bicycle & Pedestrian Conflicts:** As future connections and improvements are made to the greenway along Livingston Rd, the crossing at this corridor could experience increased activity that could lead to safety problems without adequate investments in facility upgrades.

Where is Congestion Usually the Worst?



Direction
Eastbound

Location
Approaching Livingston Rd

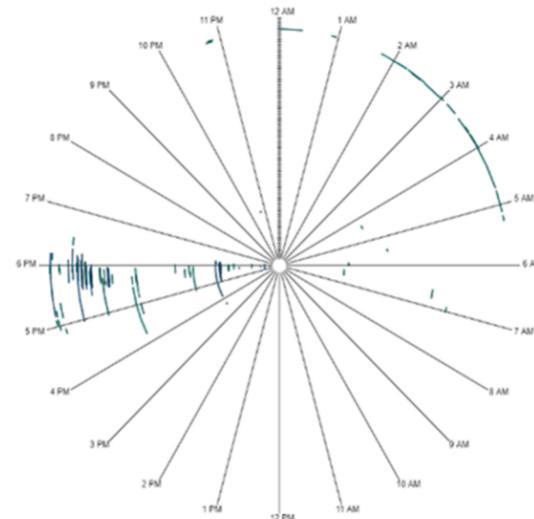
Time
5-6 PM

Corridor Opportunities

- Lack of Development Density:** The combination of natural areas, parks, golf courses, and undeveloped land north of this corridor do not currently contribute to the significant worsening of congestion levels.

Bottleneck Occurrences

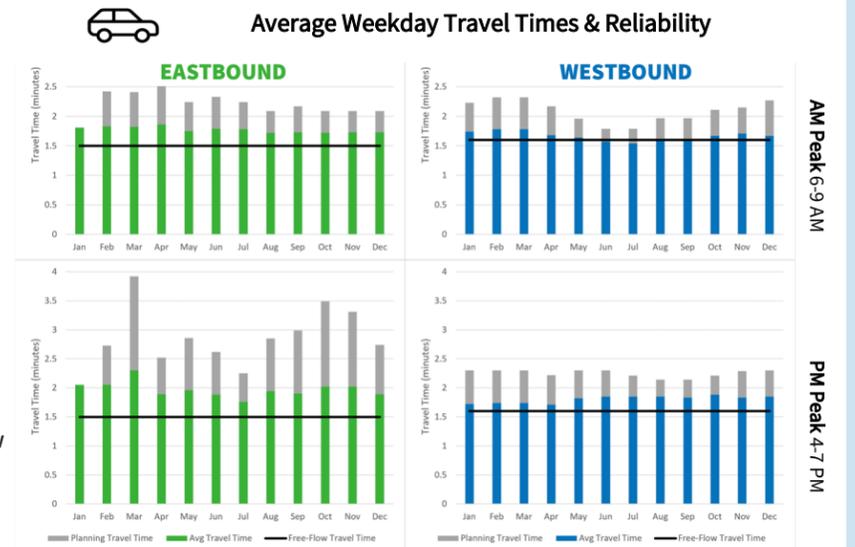
Each line in this graph represents a traffic bottleneck during 2021 in the eastbound direction at Livingston Rd. The length of the line shows how long it lasted. The line placement shows the time of day throughout the year, with January 1 at the center of the circle and December 31 at the outside edge. Bottlenecks at this location occurred more often during the PM peak period between 5 and 6 PM. Note that the overnight bottleneck conditions occurring 2 and 5 AM towards the end of the year are likely related to planned maintenance or construction activity.



Vanderbilt Beach Rd at Livingston Rd – 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, although less pronounced, 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.



Estimated Traffic Delay Costs

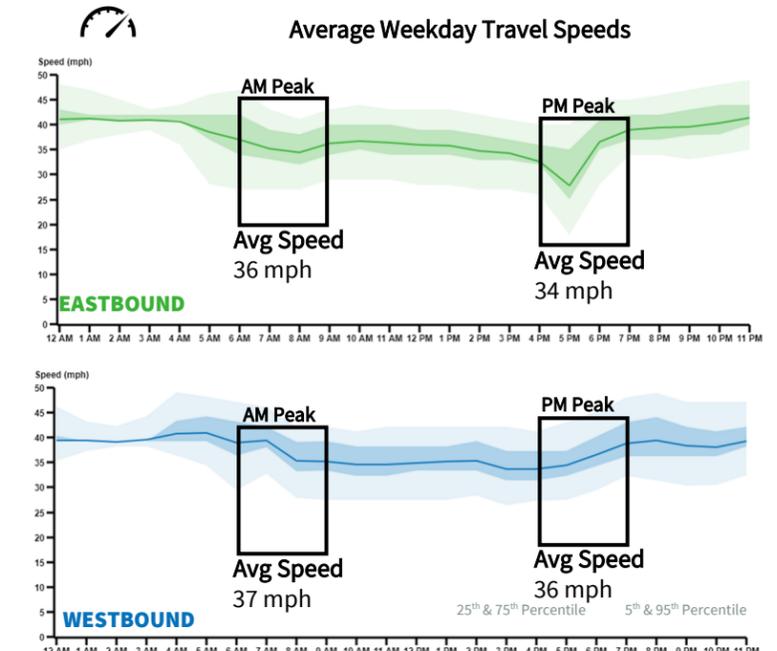
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$	\$\$	\$\$	\$								
2021	\$\$	\$\$	\$\$	\$	\$	\$	\$	\$	\$	\$	\$	\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$	\$	\$	\$	\$	\$	\$	\$	\$	\$\$
2019	\$	\$	\$	\$	\$	\$	\$	\$\$\$	\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$

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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 most severely during the PM peak period in the eastbound direction, they remain relatively more stable in the westbound direction throughout the day. As shown in the circular graph to the left, most bottlenecks occur roughly between 5 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 purpose throughout the day.



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:

- Develop a pilot project for a community shuttle/circulator route connecting the Creekside Transfer Center to the commercial areas surrounding US 41/Vanderbilt Beach Rd intersection via Gulf Shore Dr
- Evaluate the feasibility of converting existing off-street sidewalk into a shared-use path to encourage non-motorized transportation and reduce short vehicle trips from surrounding hotels and condominiums
- Consider expanding traffic signal capabilities through technology and communications improvements to optimize traffic flow at US 41 during seasonal months
- Consider upgrading existing bike lanes with additional signage, pavement markings, green paint, audible pavement markings, and/or traffic separators to increase safety conditions, and extending west to Gulfshore Dr, which has been identified as a network gap priority by the most recent Bicycle & Pedestrian Master Plan based on public feedback
- Evaluate the feasibility of constructing a roundabout at Hammock Oak Dr, Vanderbilt Dr, and/or Gulf Shore Dr
- Evaluate the feasibility of a new dedicated right-turn lane at the eastbound entrance to the Vanderbilt Beach Public

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?

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COLLIER METROPOLITAN PLANNING ORGANIZATION

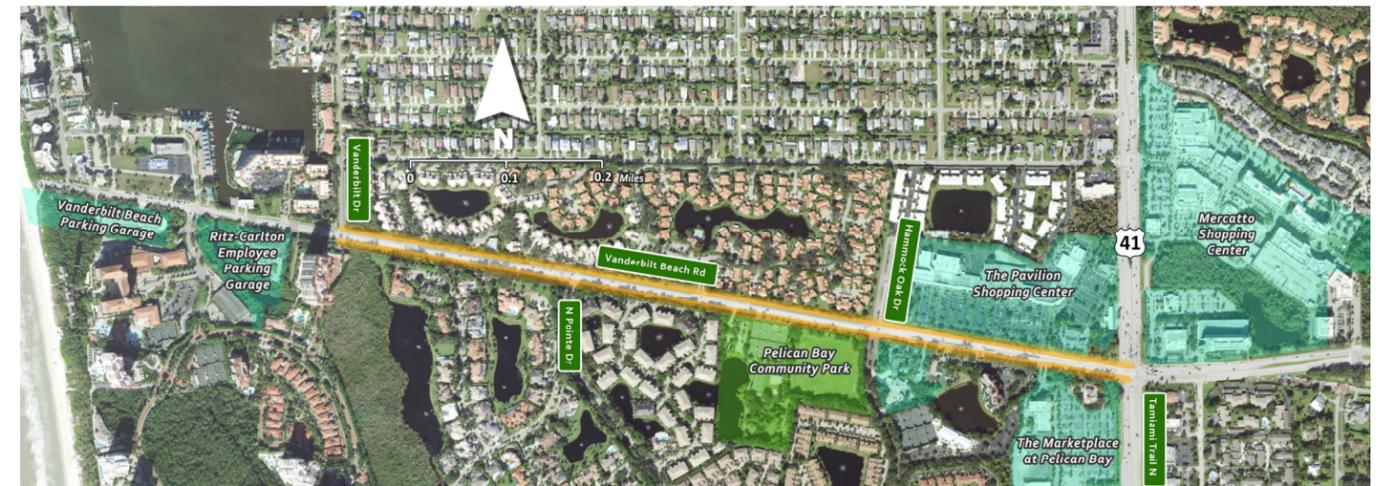
Fall 2022



Collier County's Congestion Hotspots

CR 862 / Vanderbilt Beach Rd

(From CR 901 / Vanderbilt Dr to US 41 / Tamiami Trail)



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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 862 Vanderbilt Beach Rd (From CR 901 / Vanderbilt Dr to US 41 / Tamiami Trail)

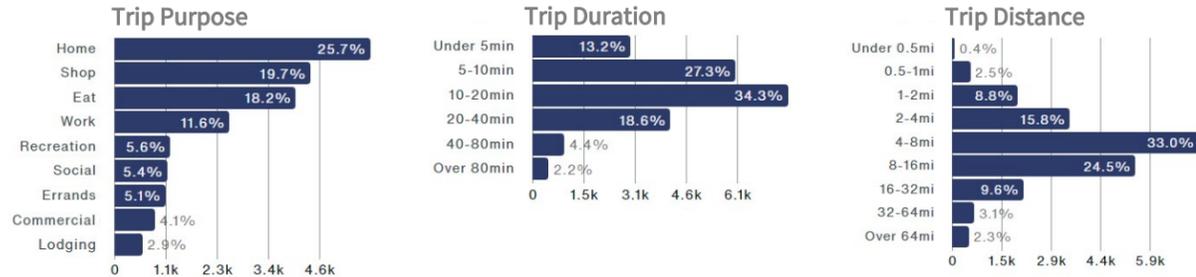


Quick Facts

Corridor Length: 1 Mile
Number of Major Intersections: 4
Number of Daily Trips (Avg. Weekday): ~22k

~2 min
 Avg. Daily Duration of Bottleneck Conditions

~1k
 Annual Vehicle Hours of Delay



Corridor Challenges

- Seasonality:** This corridor is a small roadway that is highly susceptible to spikes in traffic during months with increased seasonal visitors because of its location between coastal hotels/condominiums and shopping/dining destinations to the east.
- Beach Trips:** The public beach parking on the far west end, combined with "turnaround trips" and regular traffic from local residents and visitors, can create congestion that accumulates and eventually affects this corridor.

Corridor Opportunities

- Non-Motorized Facilities:** The existing space along this corridor provides an opportunity for upgrading and expanding the existing sidewalk into a larger share-use path. The surrounding density of hotels/condominiums and proximity to the beach could likely produce a high demand for recreational and short non-motorized trips for other purposes.
- Alternative Route Options:** The grid network of neighborhood streets east of Vanderbilt Drive can provide multiple alternative northern routes to US 41 that could be modified to incorporate elements of Complete Streets or used for re-routing in cases of severe delays or crash incidents.
- Employee Shuttles/Vanpools:** The concentration of hotels and resorts in this area could provide an opportunity to provide alternative transportation options to employees who use this corridor on a regular basis for commuting to work.

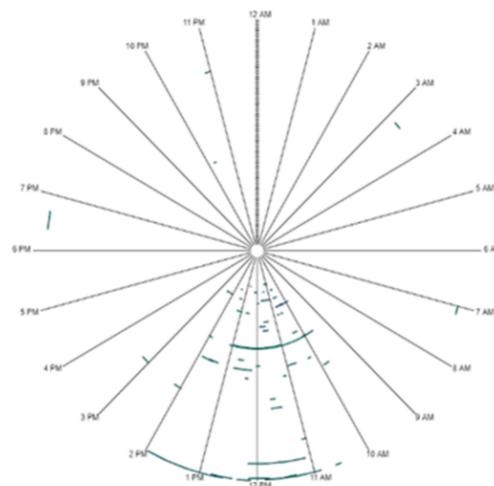
When is Congestion Usually the Worst?

Direction
 Eastbound

Time
 11AM- 4PM

Bottleneck Occurrences

Each line in this graph represents a traffic bottleneck during 2021 in the westbound direction at Gulfshore Dr. 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. Unlike roadways with a high degree of commuter traffic, bottlenecks at this location occurred more often during mid-day rather than the AM and PM peak periods typically associated with congestion. These conditions are consistent with recreational trips by seasonal visitors/retirees and regular beach activity in the area.



Vanderbilt Beach Rd at US 41 - 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 November to June. 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. 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

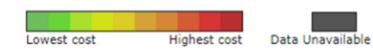
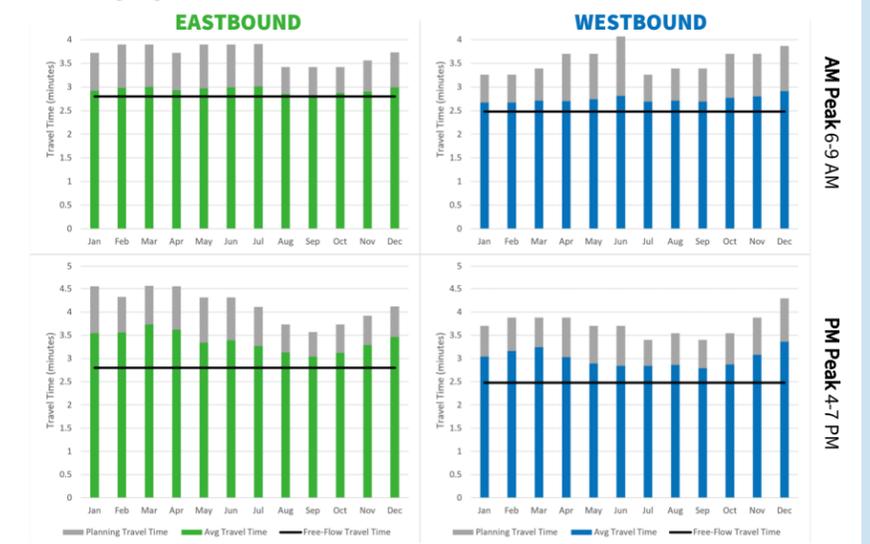
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2022	\$\$	\$\$\$	\$\$\$	\$\$								
2021	\$\$	\$\$	\$\$\$	\$\$	\$\$	\$\$	\$	\$	\$	\$	\$	\$\$
2020	\$\$\$\$	\$\$\$\$	\$\$\$	\$	\$	\$	\$	\$	\$	\$	\$	\$\$
2019	\$\$	\$\$\$	\$\$\$	\$	\$	\$	\$\$	\$\$\$	\$\$\$	\$\$	\$\$\$	\$\$\$

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. Reductions in speed to do not follow the typical peak pattern for most congested corridors, but rather decline more gradually as morning activity increases, remain relatively low throughout the mid-day, and then gradually recover again in the late afternoon. This reflects the lack heavy commuting traffic and high level of visitors or recreational trips to the beach using the corridor. Similarly, the circular graph to the left shows that most bottlenecks occur between 10 AM and 2 PM, and are not overly common occurrences. Trip purposes also indicate a similar pattern of mid-day visitor or non-work-related activity, with trips for shopping, eating, recreational, or social purposes accounting for nearly 50% of all activity along the corridor.

Average Weekday Travel Times & Reliability



Average Weekday Travel Speeds

