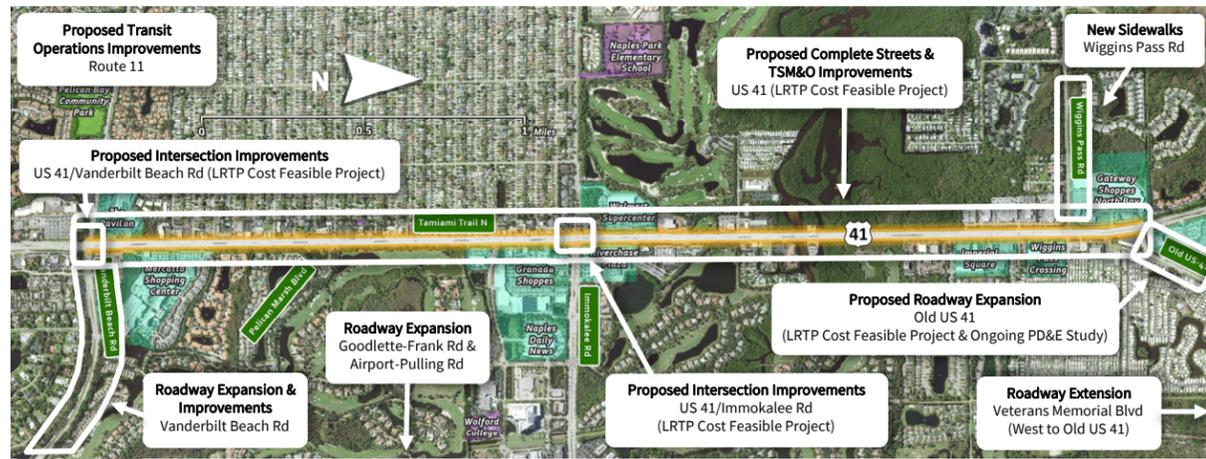


## What Improvements Are Planned for This Corridor?



## 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:

- Changing your trips to less busy time periods when possible
- Checking for alternate routes based on traffic conditions
- Using transit when possible
- Walking or biking for short trips
- Joining or starting a carpool with nearby coworkers or commuters
- Taking advantage of flex schedule or telecommuting opportunities if offered by your employer
- Practicing safe driving techniques to avoid crash incidents

## How Do I Get Involved?

If you want to learn more about the Collier MPO's efforts to improve our transportation system, please visit our website: [www.colliermpo.org](http://www.colliermpo.org)

**We want to hear your feedback!**

### Transit Routes Available:

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

RideCAT.com 



## COLLIER METROPOLITAN PLANNING ORGANIZATION

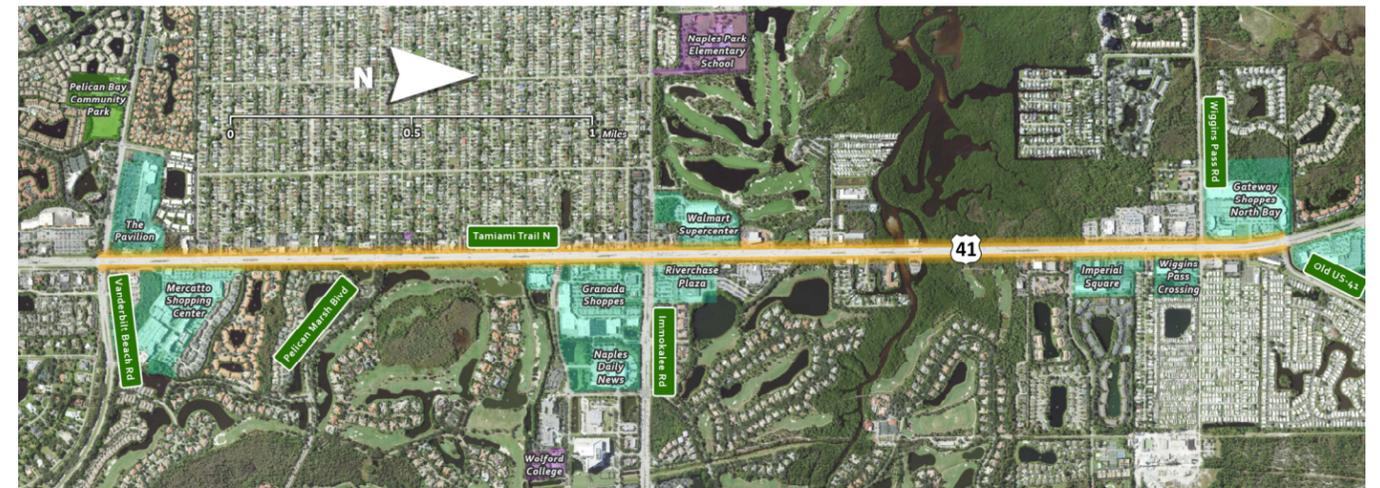
Fall 2022



## Collier County's Congestion Hotspots

### US 41 / Tamiami Trail

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



## 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 (L RTP).

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

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

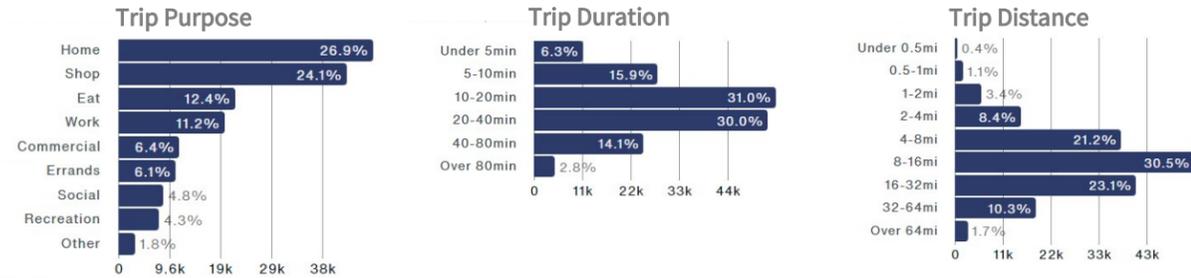


### Quick Facts

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

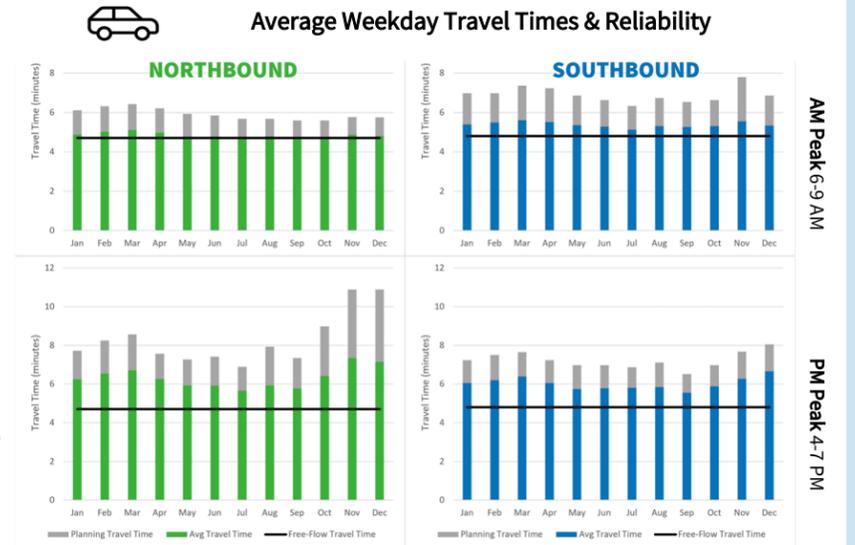
**~4 min**  
 Avg. Daily Duration of Bottleneck Conditions

**~87k**  
 Annual Vehicle Hours of Delay



### 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.



### 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?

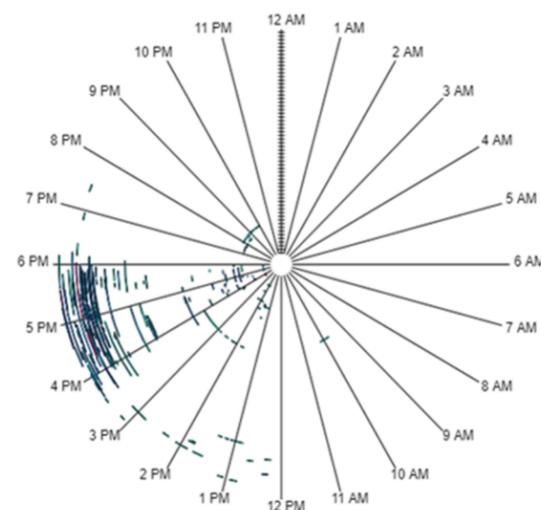
**Direction**  
 Northbound

**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

### Estimated Traffic Delay Costs

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

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

**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.

