

This aerial map illustrates the US Highway 41 corridor from Naples to Wiggins Pass Road. The highway is highlighted in orange. Key features include:

- Proposed Transit Operations Improvements:** Route 11 along the corridor.
- Proposed Intersection Improvements:** US 41/Vanderbilt Beach Rd (L RTP Cost Feasible Project).
- Roadway Expansion & Improvements:** Vanderbilt Beach Rd.
- Roadway Expansion:** Goodlette-Frank Rd & Airport-Pulling Rd.
- Proposed Complete Streets & TSM&O Improvements:** US 41 (L RTP Cost Feasible Project).
- Proposed Intersection Improvements:** US 41/Immakalee Rd (L RTP Cost Feasible Project).
- Proposed Roadway Expansion:** Old US 41 (L RTP Cost Feasible Project & Ongoing PD&E Study).
- Roadway Extension:** Veterans Memorial Blvd (West to Old US 41).
- New Sidewalks:** Wiggins Pass Rd.

The map also shows local landmarks such as Naples Park Elementary School, Gateway Shopping Center, and various shopping centers like Goodlette Shopping Center and Granada Shopping Center. A scale bar indicates distances up to 1 mile, and a north arrow is present.

Collier County's Congestion Hotspots
US 41 / Tamiami Trail (From CR 862 / Vanderbilt Beach Rd to CR 887 / Old US 41)

Quick Facts

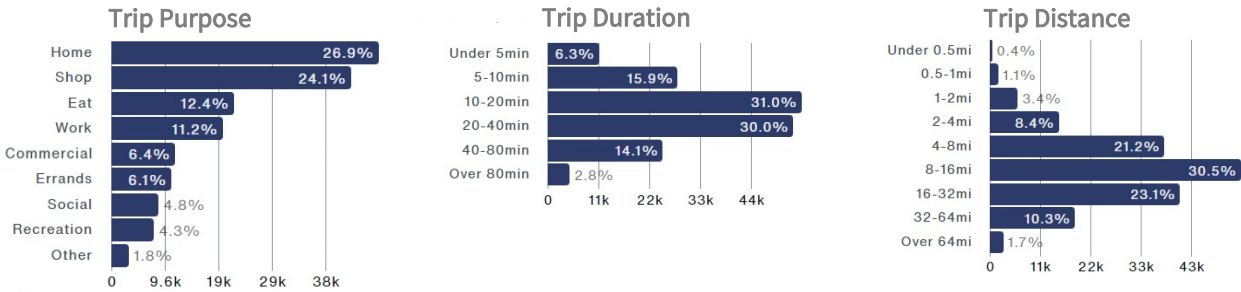
Corridor Length: 3.25 Miles
Number of Major Intersections: 9
Number of Daily Trips (Avg. Weekday): ~180k

~4 min

Avg. Daily Duration of Bottleneck Conditions

~87k

Annual Vehicle Hours of Delay



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

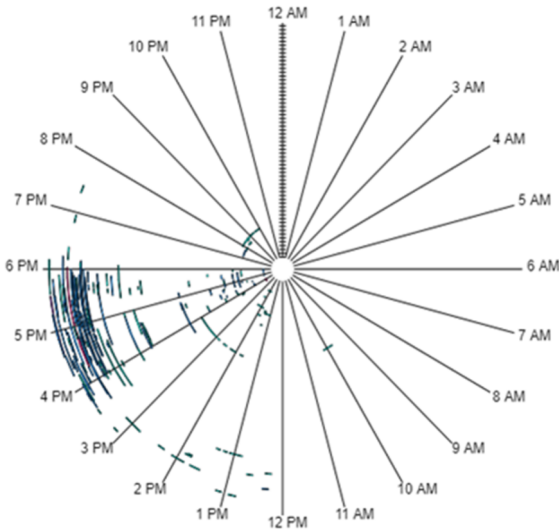
- Lack of Development Density:** A combination of conservation/drainage areas and undeveloped land on the north end of the corridor can provide opportunities for Collier and Lee counties to plan and control future growth and development, which can help limit the worsening of traffic congestion.
- Right-of-Way & 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.

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



Where is Congestion Usually the Worst?

Direction
Northbound

Location
Approaching Immokalee Rd

Time
4-6 PM



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.

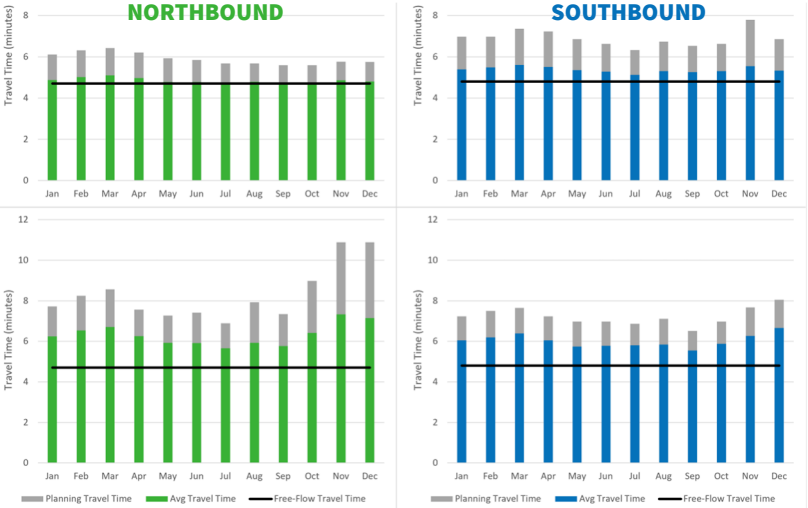


Congestion Throughout the Day...

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

