



Congestion Management Process Origin and Destination Report

*Approved by Collier MPO Board
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1.0 Introduction

1.1 Purpose

As part of the MPO's Congestion Management Process, a review of travel characteristics is being conducted for the purpose of providing additional insights into trip making and travel patterns within Collier County. This origin and destination study utilizes the Replica (www.replicahq.com) Places data platform for conducting this analysis. The methodology proposed for this analysis was reviewed by the MPO's Congestion Management Committee on May 18th 2022 and is included in Appendix A.

The Replica Places module allows for analysis of trip making patterns and characteristics at Census, municipal, and county level geographies. The basis for this analysis is the average weekday travel observed during the Spring (March - May) 2021. Additionally, the ability to define geographic boundaries for reporting and analysis within Replica allows for more specific results. For this O-D Study, identification of subareas within Collier County and Lee County. In addition to further sub-dividing Collier and Lee counties, Figure 1 shows the surrounding counties that have been used for conducting this study. The subareas within Collier County for this analysis are based on a review of the Collier County Planning Communities and specific areas defined on the Growth Management Plan. One final revision was made to these 17 subareas by combining the City of Marco Island with the surrounding communities of Goodland, Isles of Capri, and Hammock Bay.

In total 17 subareas were identified for Collier County following this approach. Other areas included in the analysis outside of Collier County include the 22 planning communities identified in Lee County as well as Broward County, Charlotte County, Miami-Dade County, and Glades County.

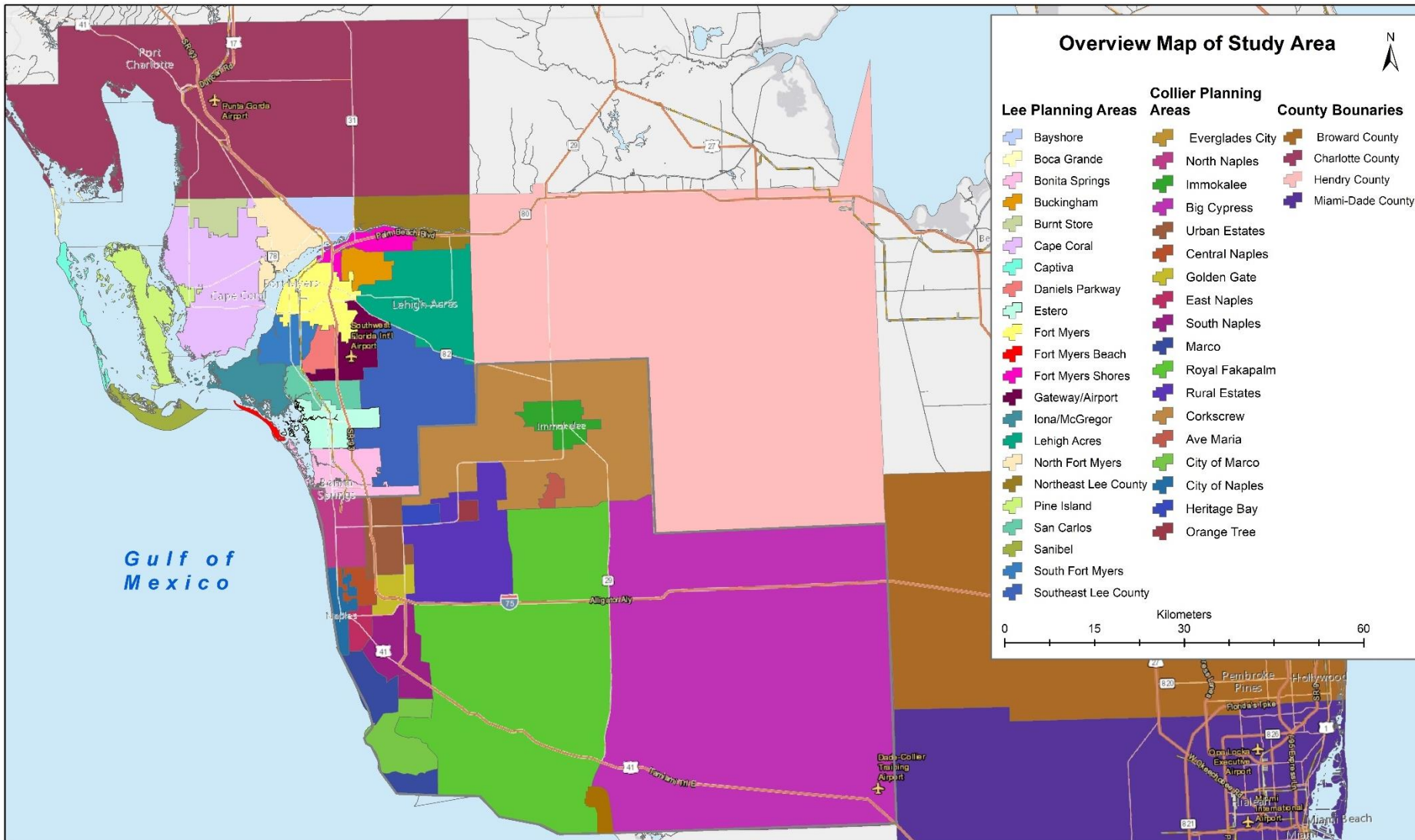
Undertaking this approach for summarizing travel data allows for results that provide insights into broad overview patterns as well as more granular and specific interactions between subareas. These results will allow the Collier MPO to better coordinate with its regional partners for developing transportation related strategies for addressing regional congestion and mobility. Information regarding travel patterns – time of day, trip lengths, and trip purpose – will be beneficial to the MPO's upcoming 2050 LRTP and development of the travel demand model.

The remainder of this report is divided into two major sections for reporting trip characteristics and results of the O-D Study as described below.

- **Collier County Results:** This section provides a generalized overview of the trips occurring in Collier County on an average weekday. Summary information regarding location of origin and destination of trips identifies the larger regional context of trips interacting with Collier County.
- **Collier County Subarea Results:** for each of the 17 subareas in Collier County, a detailed review of trips beginning and ending within each location includes a review of trip length, trip purpose, trip distance, and start time is summarized. Analysis summarizing the residents within each subarea and their work location provides additional detail for assessing commuting travel patterns.



Figure 1: Customized Subareas for O-D Study



1.2 Executive Summary

The Collier MPO examined the trip making patterns within Collier County and the connectivity of these trips to the larger Southwest and South Florida regions. Using trip origins and destinations associated with subareas of Collier County based on the Future Land Use Map, several key insights were identified for these areas based on their location, development patterns, and mix of uses.

In addition to reviewing trip patterns within Collier County, regional trips were entering, exiting, and passing through the County were also evaluated. This regional review also extended to the subarea analysis conducted within Collier County to identify areas of high trip interaction outside of Collier County. Below are some of the key takeaways that were identified from this analysis.

More than 90,000 trips a day start in Collier County and end in Lee County.

38,000 daily trips pass through Collier County, primarily on I-75.

Nearly 9% workers living in Collier County have jobs in Lee County and an additional 2% work within the larger Southwest and South Florida region.

Of the workers that work in Collier County nearly 1-in-3 works in the same subarea where they live or 28% of the total workers living in Collier County.

1.2.1 Trip Characteristics

Many of the County’s subareas are well established from a land use perspective and contain a developed transportation grid. In those areas primarily west of CR 951, the trip lengths and time traveled are lower, and number of trips internally captured within a subarea are greater. Trip Characteristics for some of the key subareas of the county are included in Table 1 below.

Table 1: Summary of Key Subarea Trip Characteristics

Subarea	Average Trip Length (Miles)	Average Trip Duration (Minutes)	Daily Trips Originating	Percent of Trips Remaining Internal	Percent of Population Working from Home
Ave Maria	22	29	11,100	45%	10.5%
Central Naples	17	14	80,000	24%	10.0%
City of Marco Island	23	26	66,000	66%	11.0%
City of Naples	18	21	133,000	39%	10.0%
East Naples	11	15	80,000	35%	7.2%
Golden Gate	10	15	106,000	43%	6.9%
Immokalee	13	19	60,000	72%	5.4%
North Naples	15	18	235,000	48%	9.8%
Rural Estates	18	26	72,000	32%	11.3%
South Naples	15	19	115,000	50%	8.0%
Urban Estates	14	18	136,000	41%	10.4%
County-Wide	17	20	1,100,000	44%	9.1%



About half of these subareas have a higher internal capture than the county-wide average. The two sub-areas with the highest rates of internally captured trips (City of Marco Island and Immokalee) demonstrate a balanced mix of land-uses, are more isolated from other areas of development, and are more mature in the development cycle. The Ave Maria subarea also demonstrates a high level of internally captured trips as well as a high percentage of people working from home. However, as a rural village that is still developing, the average trip lengths and trip durations are the longest of those listed in the table. These higher trip measures illustrate the continued reliance of this subarea on the greater region for certain purposes, such as work trips, while the area is not completely built out.

Areas such as South Naples, North Naples or Golden Gate have diverse land use patterns and an integrated road network connectivity which provide for additional destinations or opportunities to satisfy trip making without traveling great distances.

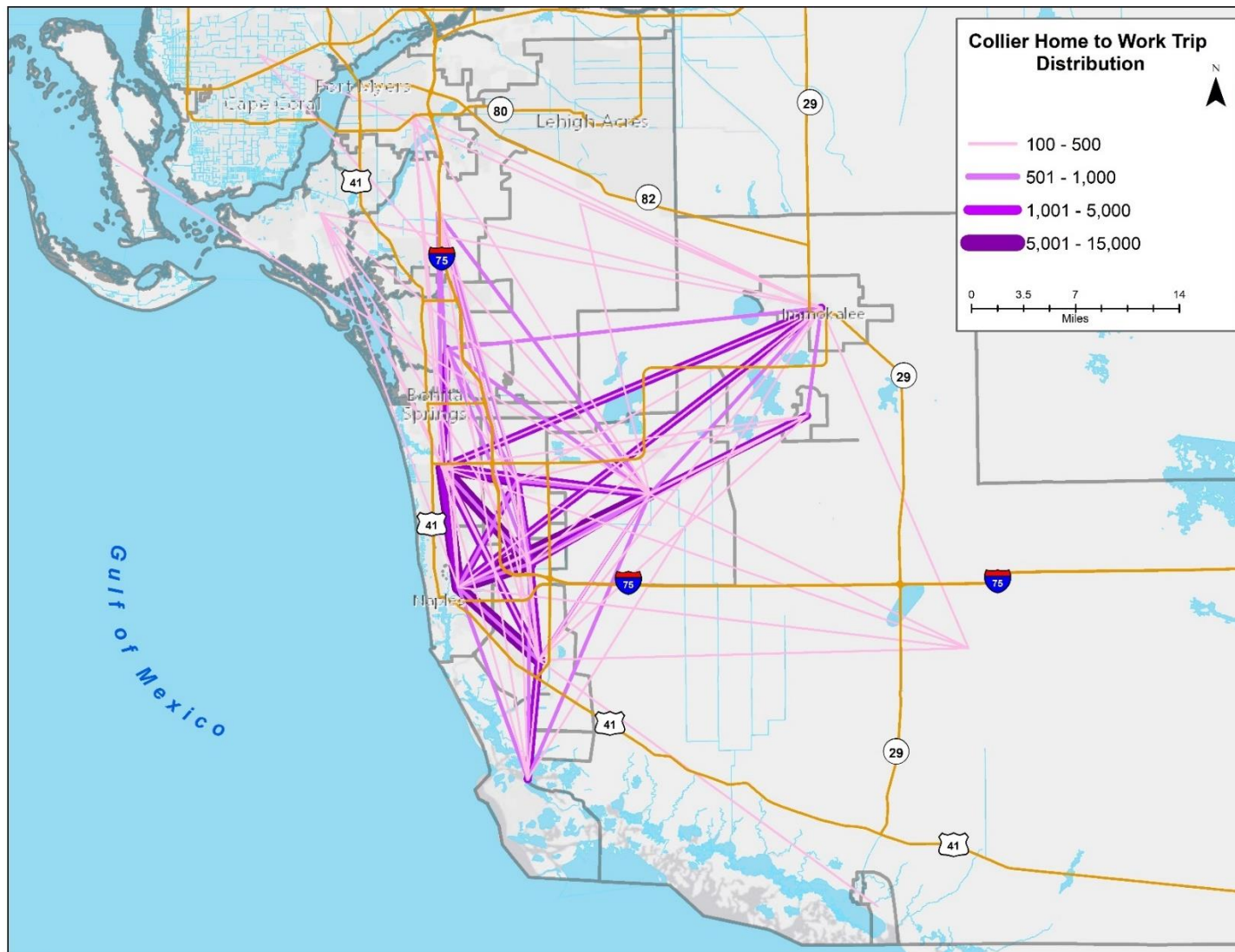
1.2.2 Journey to Work

Highest levels of traffic congestion have long been associated with the daily commute of workers during the AM and PM “Rush Hour.” As a key indicator of daily travel patterns, an association of highly correlated home and work locations was completed between the Collier County subareas and the remainder of the study area. Shown in Figure 2, are the highest paired areas of resident location and work locations. Appendix B contains a full reporting of home to work origins and destinations including this pairs where the origin and destination are the same subarea.

Looking at these pairings, 50% of working residents have a work location in the sub areas of Central Naples, City of Naples, East and North Naples; all of which are West of I-75. Additionally, 9% of working residents have a work location located in Lee County.



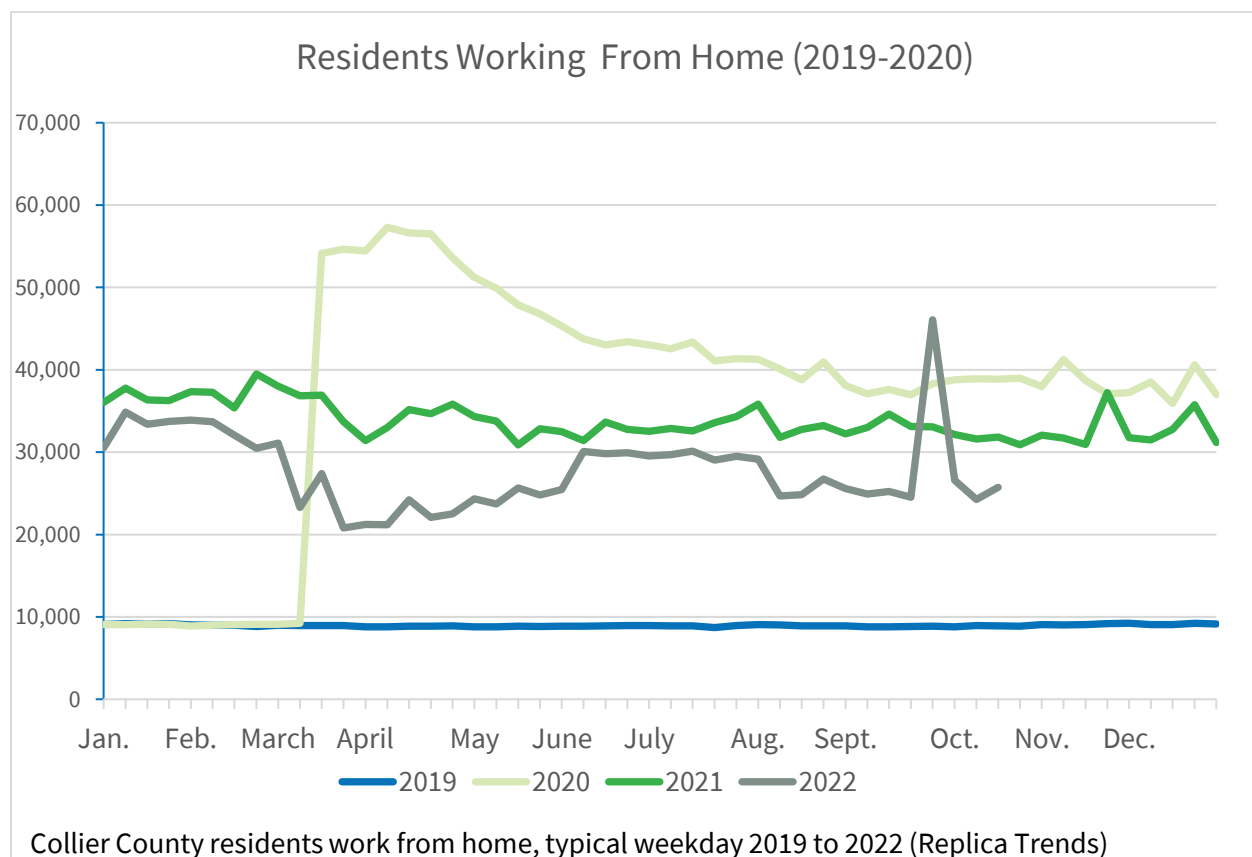
Figure 2: Home to Work Patterns



According to the US Census Bureau, the number of people primarily working from home between 2019 and 2021 has tripled.¹ This pattern has held true for Collier County as well. Figure 3 illustrates the recent trends in the number of people working from home from January 2019 through the week of October 17, 2022. Prior to the onset of the COVID-19 pandemic, less than 9,000 people worked from home on a typical weekday as reported in the American Community Survey. During 2020, a sudden spike in residents working from home began to level off during 2021 and stabilize through 2022. In 2022, the number of people working from home has varied, and currently is around 25,000 people on a typical weekday. This is equal to about 16% of workers and 7% of the total population. A recent spike in late September is associated with the landfall of Hurricane Ian.

With slightly more than one-year worth of stable data, it's likely too soon to draw conclusions regarding seasonal fluctuations or expectations for impacts to future travel demand. However, the lowest observed work from home numbers during the spring of 2022 followed by an increase during the summer months should be monitored for continued understanding of this newer trend.

Figure 3: Work from Home Trends



¹https://www.census.gov/newsroom/press-releases/2022/people-working-from-home.html?utm_campaign=20220915mspiols1ccpuprs&utm_medium=email&utm_source=govdelivery



1.2.3 Next Steps

In addition to exploring the results of this analysis, several observations can be made towards identifying future next steps. These next steps include a deeper exploration of certain observations and patterns that were observed as well as expanding the scope of this analysis to investigate additional travel characteristics. A few of these observations and possible next steps are summarized below.

- During the Origin/Destination Study it was discovered that transit trips were not included as part of the Replica data set. Discussions were conducted with the data provider to review the applications data model. Future releases of travel data will have transit trip information included. Exploring key transit trip patterns will aid the MPO and Collier Area Transit in understanding and planning for the transportation needs of the public.
- Certain areas, such as North Naples were identified as a high employment location for many areas. Evaluating high employment areas as the destination and examining trips made during the day as compared with home-to-work commute trips can provide insights into the peak traveling periods and assist the MPO in developing future congestion management strategies on congested corridors.
- Evaluating high employment locations from the destination perspective will provide insight into the number of people working in Collier County and living in one of the regions other counties.
- A deeper review of areas with high internally capture origin and destination pairs can provide insights into the trip patterns and land use dependency as a complement to future land use and transportation planning. This level of review can also aid in better understanding shorter-distance trips and efforts to promote walking and biking as alternatives to driving.
- As part of the MPO's upcoming 2050 LRTP, incorporation of Environmental Justice areas into the analysis of trip patterns would identify areas where transportation options are limited and inform the selection of future project.



2.0 Collier County Trips

Utilizing the Replica Places data platform, information regarding number of trips and certain trip characteristics for Collier County have been summarized. This summary compares trip origins and destinations for trips starting and/or ending with Collier County as well as those passing through the county on major regional roadways.

2.1 Trips in Collier County

On an average weekday during the Spring of 2021, there were more than 1.26 million trips made on roadways in Collier County with at least one trip end (origin or destination) occurring in the county. Illustrated in Figure 4, more than 75% of these trips start and end within Collier County and nearly 20% of the trips cross the county line using one of the region's major transportation facilities. Table 2 provides a further breakdown of trip origins and destinations for counties in South Florida and other areas beyond the region. It's important to note for these trips that at least one trip end (origin or destination) is within Collier County.

Figure 4: Daily Trips in Collier County

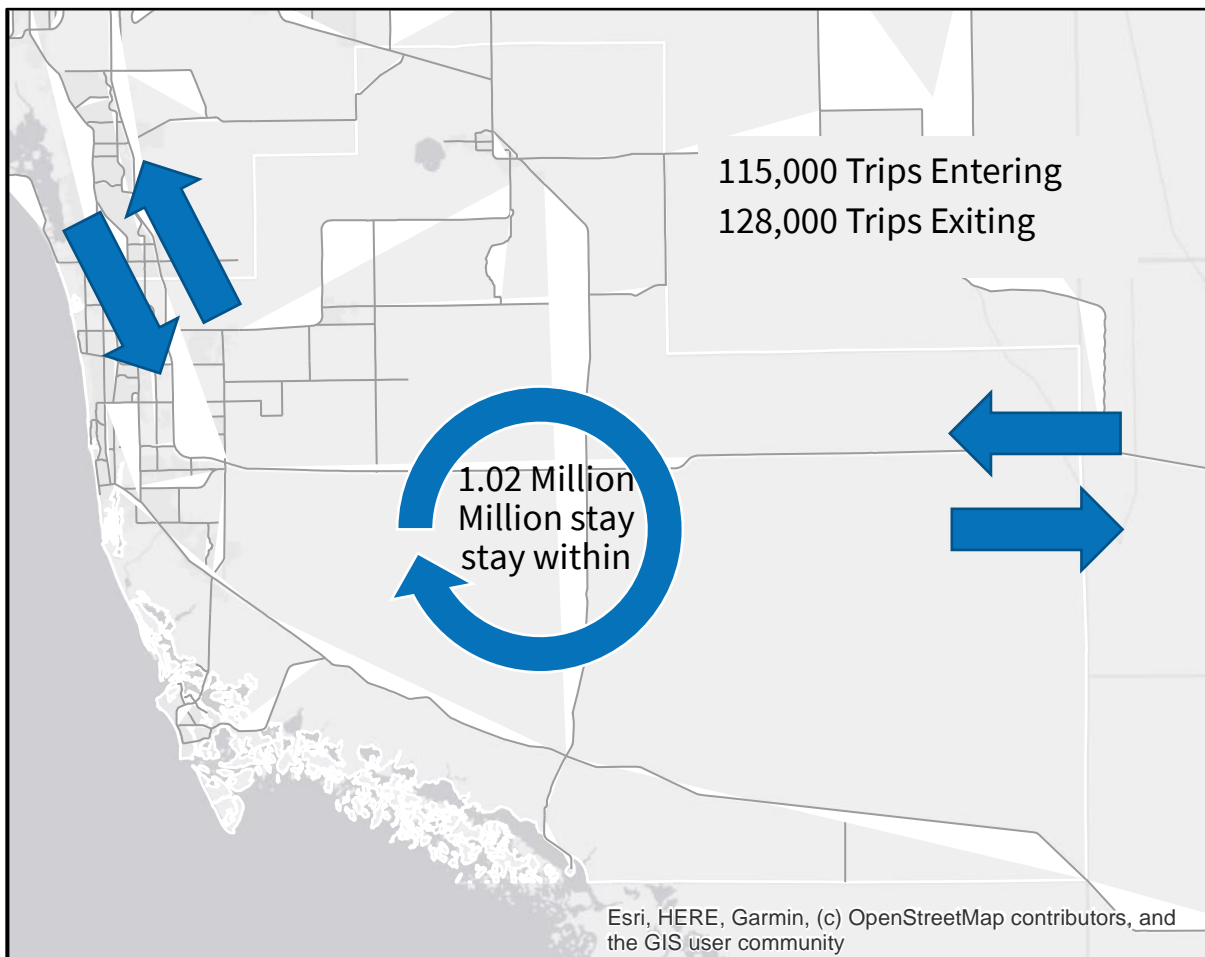


Table 2: Daily Trip Origins and Destinations by County

County	Trip Origin	Trip Destination
Collier (Internal)	1,024,000	1,024,000
Lee	87,000	96,000
Broward	3,000	4,800
Miami-Dade	5,000	4,900
Hendry	3,000	3,500
Charlotte	1,700	2,600
Other Counties	15,000	16,400
Total	1,138,700	1,152,200

2.2 Trips Passing Through Collier County

In addition to the more than 1 million daily trips occurring in Collier County daily, an additional 38,000 daily trips pass through the County. A breakdown of these pass-through trips by county origin is listed in Table 3. Of specific note is the high number of trips (10,600) passing through Collier County that have both an origin and a destination in Lee County. Exploring this observation in detail, revealed that 9,300 of these trips are the result of a small segment of Bonita Beach Road just west of Vanderbilt Drive being located within Collier County.

Table 3: County to County Pass-Through Trips

Origin County	Lee	Miami-Dade	Broward	Charlotte	Hendry	Other Counties	Total
Lee	10,601	2,762	2,868	99	1,831	1,061	19,222
Miami-Dade	2,839	0	29	220	178	2,344	5,610
Broward	1,882	16	0	226	68	1,628	3,820
Charlotte	26	232	291	0	24	48	621
Hendry	1,563	134	104	20	200	90	2,111
Other Counties	725	2,597	2,085	56	88	925	6,476
Total	17,636	5,742	5,383	621	2,389	6089	37,860

Looking closer at the routes of these pass-through trips, Figure 5 illustrates the daily volume of pass-through traffic crossing the county line at key gateway locations and traveling through the network. I-75 acts as the primary thoroughfare for this regional movement of traffic through Collier County. Table 4 provides additional details on the regional roadways with information regarding total daily trips and pass-through trips entering and exiting Collier County at the key gateway locations.

Within the county, the percentage of trips on each roadway can vary depending on the roadway and time of day. This most clearly exhibited on I-75 where the total number of pass-thru trips remain relatively constant, and the percentage of pass-thru trips varies significantly. North of Golden Gate Parkway, this percentage is roughly 15% (18,000 of 120,000), is close to 30% between CR 951 and Golden Gate Parkway (18,000 of 66,000) and more than 50% (15,000 of 29,000) heading east on Alligator Alley toward Broward County. This change in trips also illustrates the heavier interstate use in the urbanized area for daily trip making as the total number of trips are nearly five-times greater north of Golden Gate



Parkway than they are on Alligator Alley. With only 15% of the trips on I-75 entering/exiting Lee County passing through, the remaining 85% (more than 119,000 daily trips) on I-75 begin or end in Collier County.

Figure 5: Daily Pass-Through Trips at Key Gateways



Table 4: Daily Trips at Major County Line Crossings

Roadway Facility	Total Trips Entering	Total Trips Exiting	Pass-Thru Trips Entering	Pass-Thru Trips Exiting	Percent Pass-thru (Regional) Trips
I-75 (Lee County)	65,000	74,000	11,000	8,700	14.2%
SR 82 (Lee County)	12,000	12,000	4,000	3,800	32.5%
SR 29 (Lee County)	6,200	7,100	2,400	3,000	40.6%
US 41 (Lee County)	28,000	21,000	200	100	<1%
I-75 (Broward County)	13,000	17,000	7,800	10,000	59.3%
US 41 (Miami-Dade County)	5,600	4,600	2,700	2,100	47.1%



3.0 Collier County Subareas

Evaluating and identifying trip patterns for the 17 subareas within Collier County includes a review of trip origins and destinations associated with each subarea as well as a review of work commuting patterns. Utilizing home and works locations captured through the mobile-source data available with Replica, a matrix association of residents’ home subarea and work subarea was created. Reviewing trip purpose to isolate work trips originating from a residents’ home subarea provided trip characteristics for home to work commuting on a typical weekday during the Spring 2021 Season. Changes in working and commuting habits have emerged because of the COVID-19 pandemic. New data provided by Replica was used to identify the percentage of workers working from home.

For comparison with statistics presented for each of the subareas, select countywide measures are shown in Table 5. Given the newest trends in working from home, additional clarification has been added to the footnotes of Table 5. Presented as a typical weekday pattern, work locations is based on the conditions observed on an average Thursday during the 2021 Spring Season. Not all workers work from home every day. This means that the Collier County residents working from home may have an in-office physical location not in Collier County.

Table 5: Select Countywide Trip Characteristics

Measure	Countywide Value
Average Trip Length	17.4 miles
Median Trip Length	4.7 miles
Average Trip Duration	20 minutes
Median Trip Duration	9 minutes
Countywide Residents	373,600
Employed Countywide Residents¹	158,000
Residents Working in Collier County²	137,300
Residents Working in Lee County²	14,300
Residents Working from Home³	34,000

Footnotes:

1- Number of residents living in Collier County that are employed, regardless of employment location.

2 – Number of Collier County residents with an “in-person” office location in the listed county. For Collier County, this includes residents working from home.

3 – Number of Collier County residents working from home regardless of “in-person” work location.

Source: Replica 2021 Spring Season, Typical Weekday (Thursday)

Summary level information for each of the 17 subareas of Collier County is provided in the following sections along with a matrix of trips origins and destinations, and workers by home and work location for each subarea in Appendix B.



3.1 Ave Maria

Ave Maria is an unincorporated community in northern Collier County. Shown in the image to the right, Ave Maria is south of Immokalee and located along Oil Well Road.

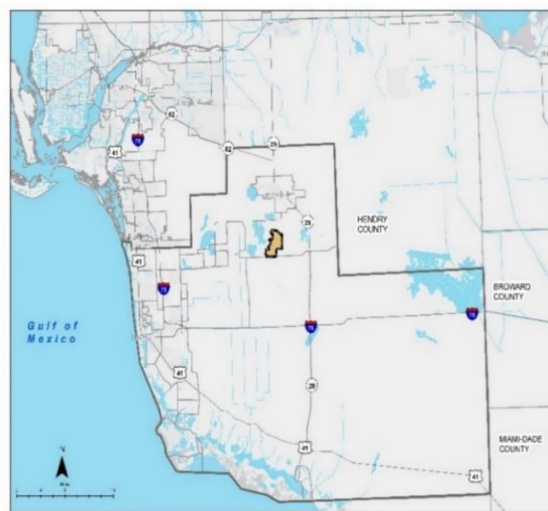


Table 6 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in Ave Maria subarea. The trip origins listed have a destination in the Ave Maria subarea and vice-versa for the destinations listed. The 5,014 trips originating daily within the Ave Maria subarea and remaining within the area represent 45% of the roughly 11,000 daily trips originating from the area. The nearby areas of Immokalee and the Rural Estates, also experience a high trip interaction with Ave Maria. Of note, are the more than 500 daily trips coming from the North Naples area when compared with other areas which are closer.

3.1.1 Trips Beginning in Subarea

Trips originating in Ave Maria have a high home trip purpose, or destination, with about 2,800 trips or 26% of the daily trips generated in the subarea as shown in Figure 6. Ave Maria is a recently built Village in Rural Collier County that is somewhat isolated from other suburban communities. The pattern of trips associated with this style of development is identifiable as nearly 40% of all trips originating within Ave Maria having a trip distance less than 4 miles in length while more than 30% of trips travel between 16 and 64 miles daily. Many trips can be satisfied within a short distance while others take a greater distance to accomplish for certain activities. This results in an average travel distance of 22 miles and an average time of 29 minutes. Even though there are a high number of trips that travel within the area, there are a significant number of trips originating from the area travelling long distances. Figure 7 illustrates the geographic distribution of destinations for trips originating in the subarea.

Table 6: Ave Maria Subarea Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trip To
Ave Maria (internal)	5,014	5,014	Corkscrew	172	171
Immokalee	928	901	Bonita Springs	171	140
Rural Estates	917	839	Central Naples	167	143
North Naples	507	394	City of Naples	165	134
Urban Estates	457	364	East Naples	164	132
Hendry County	354	413	South Naples	146	113
Orange Tree	342	298	Fort Myers	124	112
Golden Gate	217	170	Heritage Bay	124	120
Lehigh Acres	207	263	Miami-Dade County	117	125
Out of Region	203	221	Estero	97	68



Figure 6: Selected Trip Characteristics for Ave Maria Origins

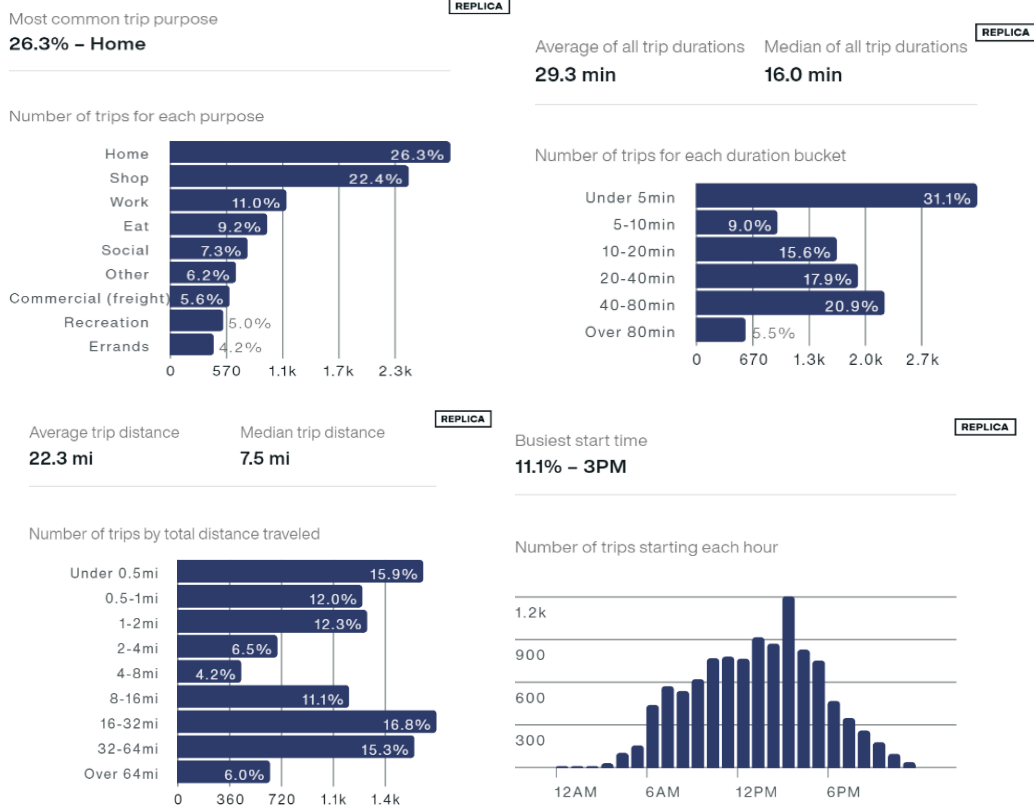
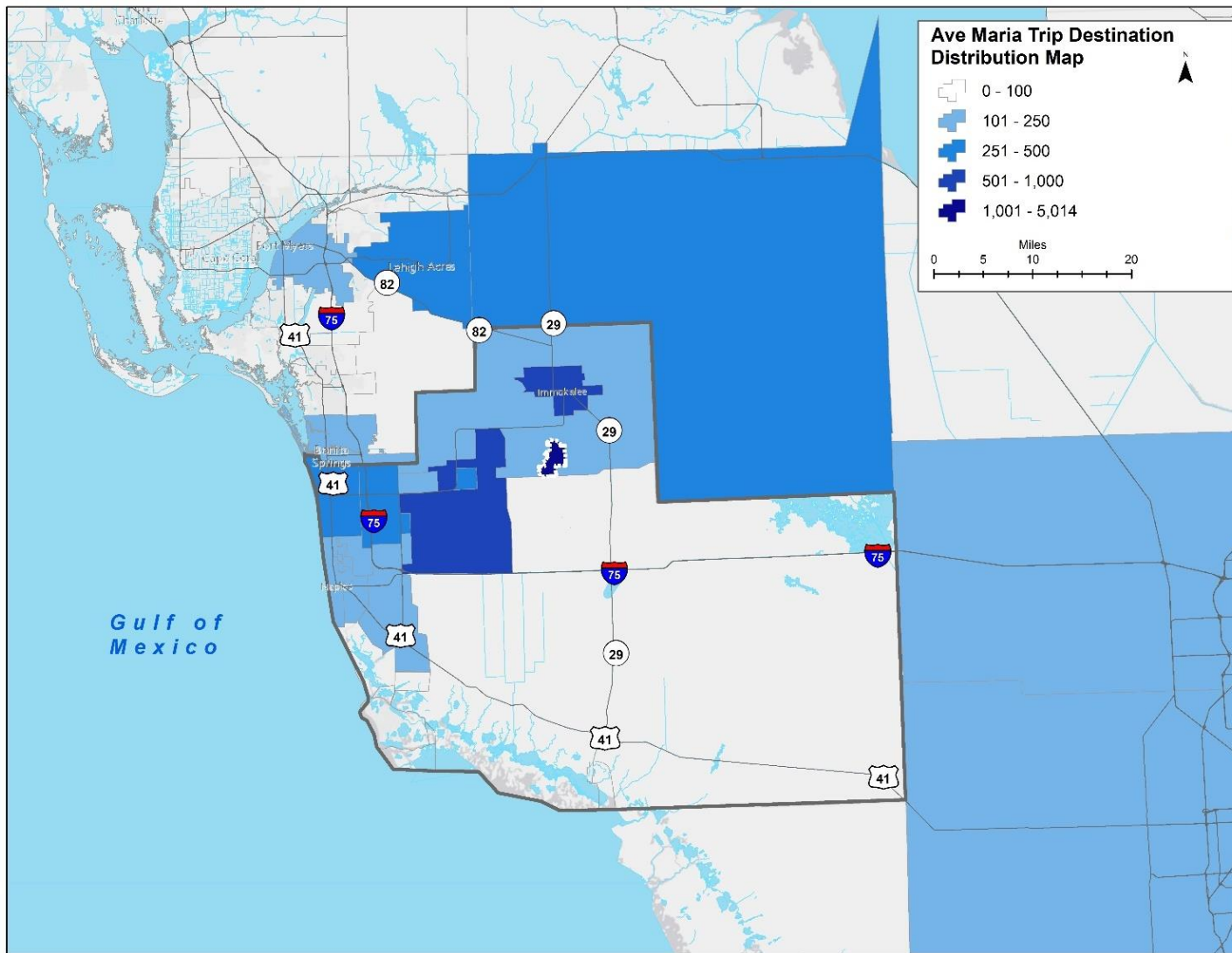


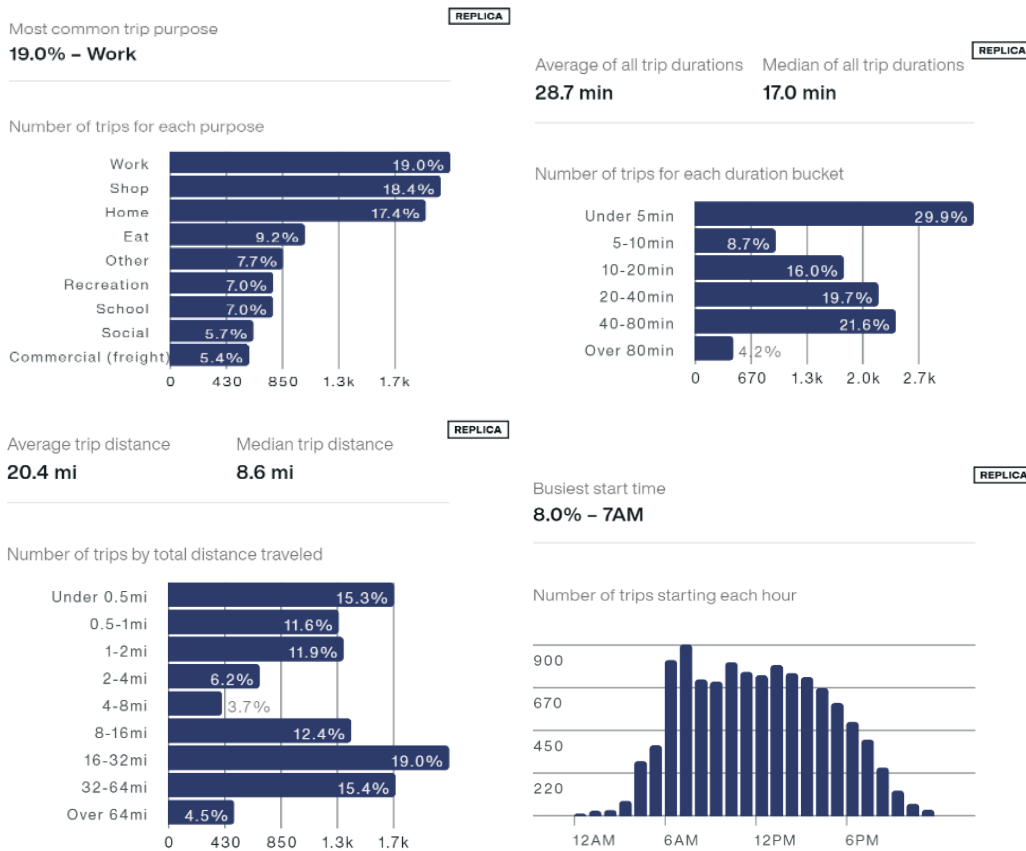
Figure 7: Destinations for trips Originating in Ave Maria Subarea



3.1.2 Trips Ending in Subarea

Since the Ave Maria subarea includes the Arthrex Medical Facility as well as other service-related businesses, 19% of all trips ending within the subarea are for work. Shopping and home are also high destinations as shown in Figure 8. Average trip duration and travel distance are similar for trips ending within Ave Maria and trips beginning in Ave Maria. The distribution of trips throughout the day however varies for trips originating and trips ending within the subarea and are understandable given the predominate origin purpose (home) and destination purpose (work). Figure 9 illustrates the geographic distribution of origins for trips ending in the Ave Maria subarea.

Figure 8: Selected Trip Characteristics for Ave Maria Destinations

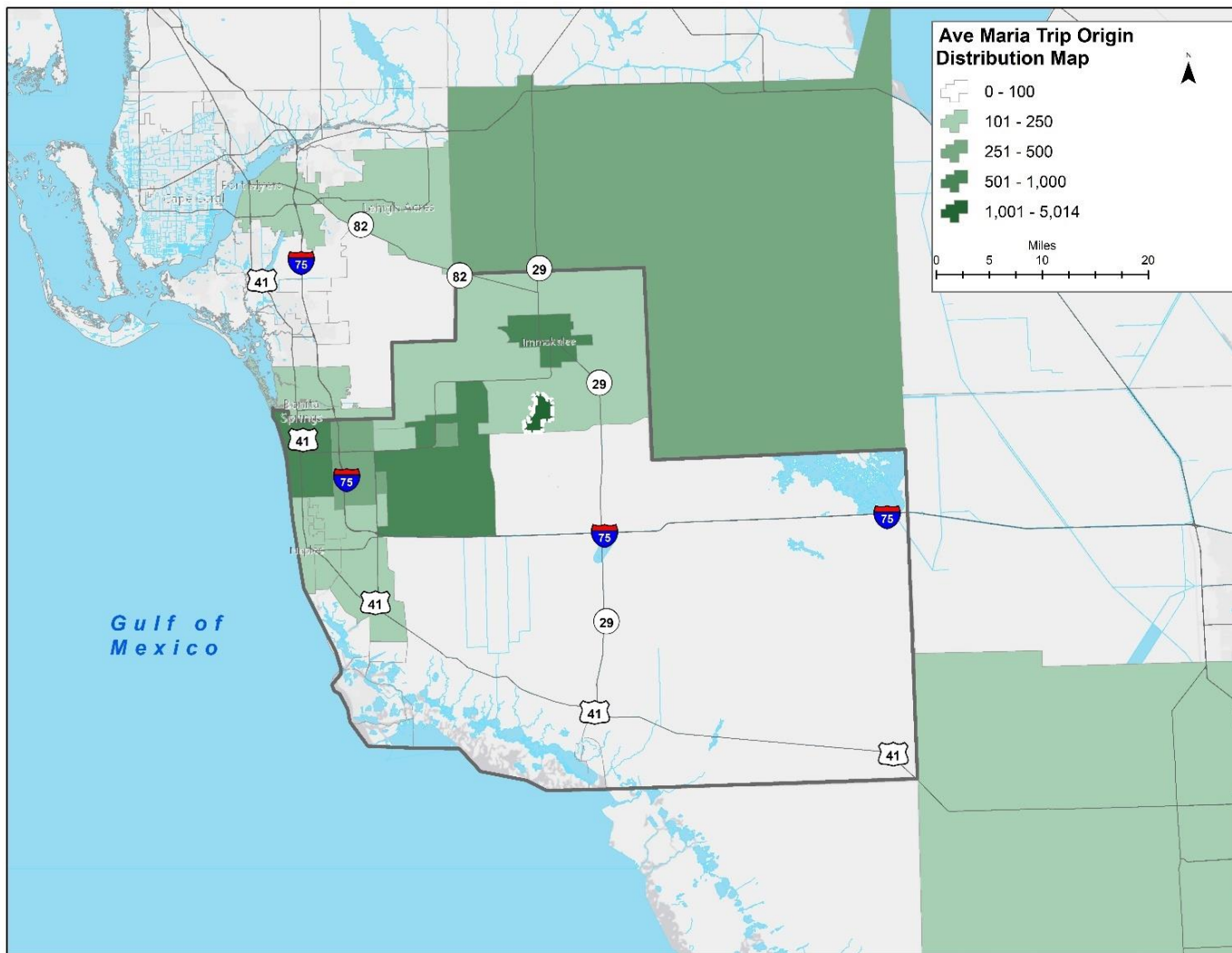


3.1.3 Work Location

Table 7 lists the top work location subareas for the more than 1,250 workers living in the Ave Maria subarea. Consistent with observed trip length and duration patterns, the two highest work locations are the Ave Maria subarea and the North Naples subarea. Residents of Ave Maria have work opportunities nearby or at a considerable distance.



Figure 9: Origins for trips Ending in Ave Maria Subarea

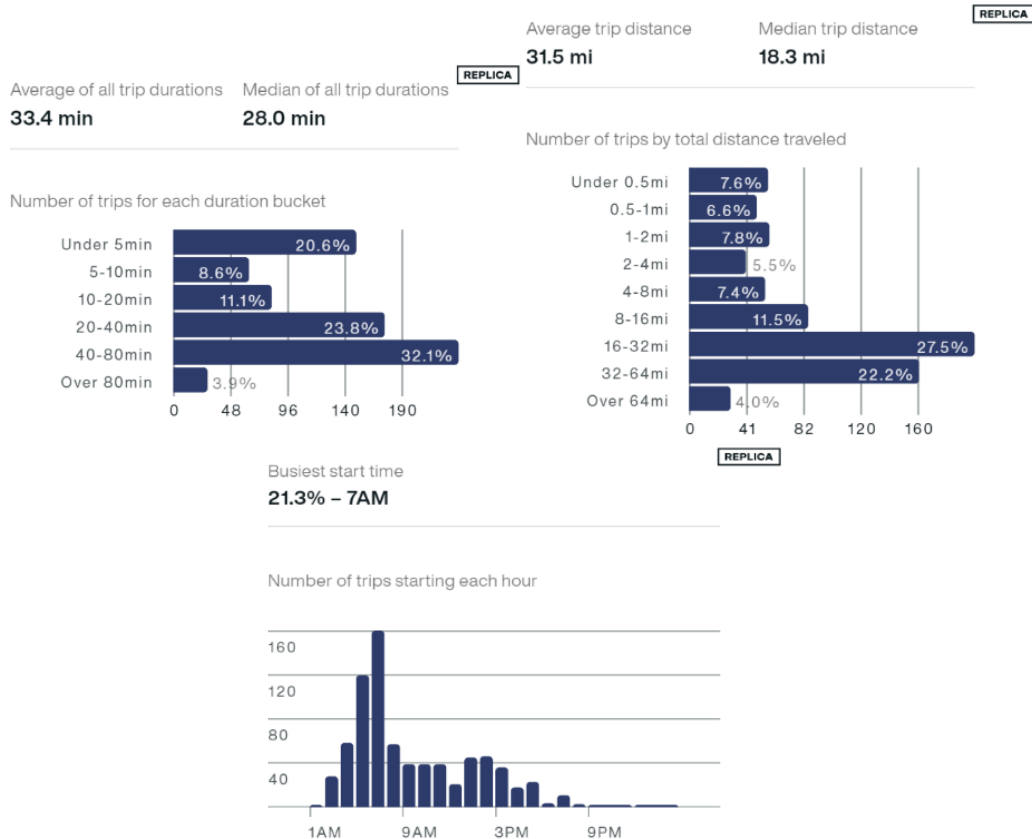


Shown in Figure 10 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance and demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It was estimated that nearly 275 or 10.5% of the 2,500 Ave Maria subarea residents worked from home during the Spring 2021 quarter.

Table 7: Work Locations for Residents of Ave Maria

Work Location	Population	Work Location	Population
Ave Maria	226	Orange Tree	32
North Naples	171	San Carlos	27
Rural Estates	136	South Fort Myers	23
City of Naples	105	Miami-Dade County	22
Central Naples	87	East Naples	22
Urban Estates	71	Golden Gate	19
Immokalee	64	Out of Region	16
Bonita Springs	56	Southeast Lee County	15
Heritage Bay	51	Corkscrew	15
South Naples	43	North Fort Myers	12

Figure 10: Ave Maria Home to Work Trip Characteristics



3.2 Big Cypress

Big Cypress is the largest subarea in Collier County analyzed for this study as shown in the image to the right. This easternmost location in Collier County includes the Big Cypress National Preserve as a dominant feature. Several isolated rural communities within this subarea, including Carnestown, Copeland, Copeland, and Ochopee contribute to the traffic characteristics summarized below. Since this subarea also includes the Rest Area along Alligator Alley, traffic characteristics summarized below are influenced by the long-distance nature of the Interstate 75 traffic.

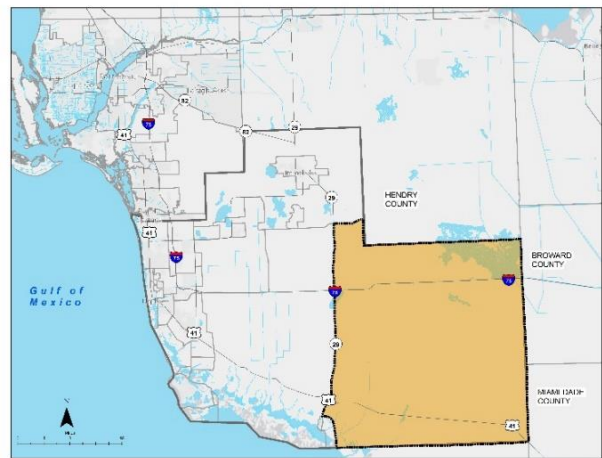


Table 8 shows the trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the Big Cypress subarea. The trip origins listed have a destination in the Big Cypress subarea and vice-versa for the destinations listed. While the number of trips that originate within the Big Cypress subarea are low, 15% of the 2,300 daily trips stay internal to the area. Other areas highly associated with trips in this area are external to Collier County and even beyond the region. This relationship of trip origins and destinations supports the impact of the I-75 Rest Area.

Table 8: Big Cypress Trip Origins and Destinations

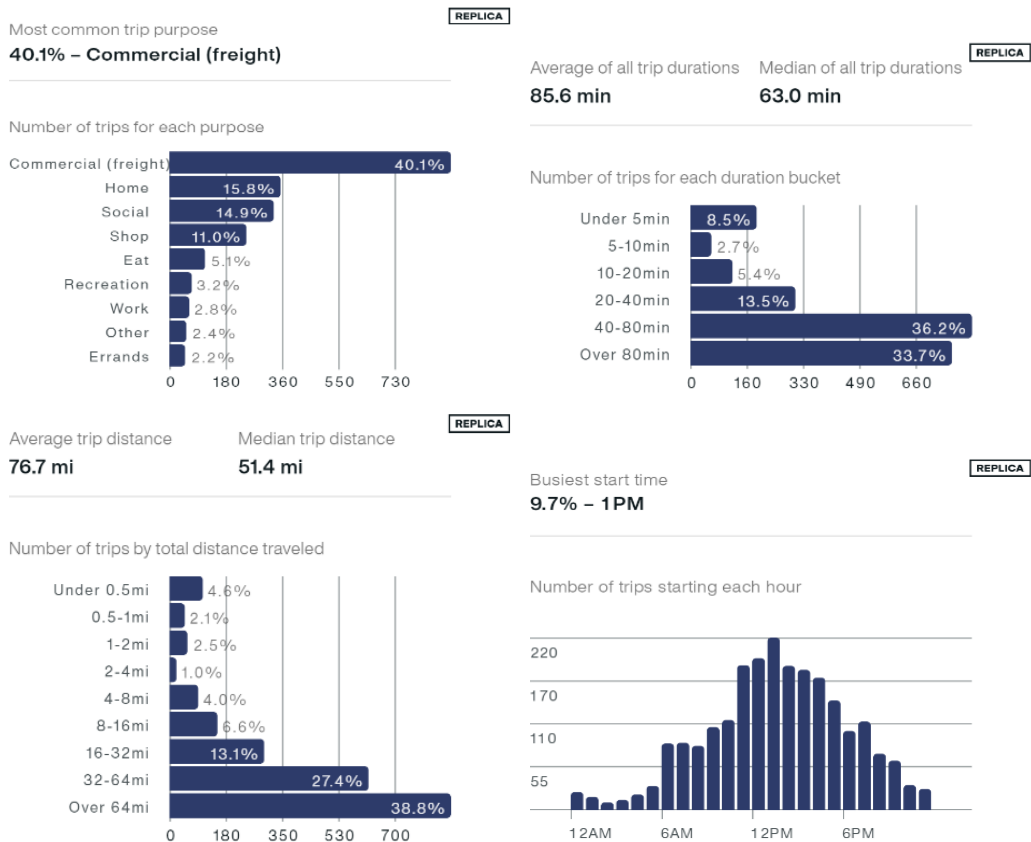
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Big Cypress (internal)	349	349	Rural Estates	46	50
Out of Region	291	286	Immokalee	41	45
Broward County	254	286	City of Marco Island	45	45
Miami-Dade County	275	271	City of Naples	45	37
Everglades City	67	122	Cape Coral	35	35
Royal Fakapalm	120	118	North Naples	33	30
South Naples	112	101	Corkscrew	25	29
Hendry County	124	100	Lehigh Acres	17	22
Fort Myers	41	79	North Fort Myers	24	22
Charlotte County	45	59	Gateway/Airport	23	20

3.2.1 Trips Beginning in Subarea

Trips originating in this subarea have a high commercial trip purpose as shown in Figure 11. While many trips originated from within this subarea have long travel times and trip distances, it is interesting to note the number of short distance trips that are under two miles. These shorter distance trips would indicate that these trips are staying within the isolated rural communities mentioned previously. Figure 12 illustrates the geographic distribution of destinations for trips originating in the Big Cypress subarea.

Figure 11: Selected Trip Characteristics for Big Cypress Origins





3.2.2 Trips Ending in Subarea

Figure 13 illustrates characteristics for trips ending in the Big Cypress subarea. Average trip duration and travel distance are similar for trips ending within the subarea as those beginning there. The highest purpose for trips ending in this subarea, like those originating here, is for commercial purposes. The two highest personal trip purposes ending in this subarea are for social and recreation purposes. These trip purposes being higher than the others is a unique condition compared to the other subareas and indicate the influence of the state and national park lands contained within the subarea. Figure 14 illustrates the geographic distribution of origins for trips ending in the Big Cypress subarea.



Figure 12: Destinations for trips Originating in Big Cypress Subarea

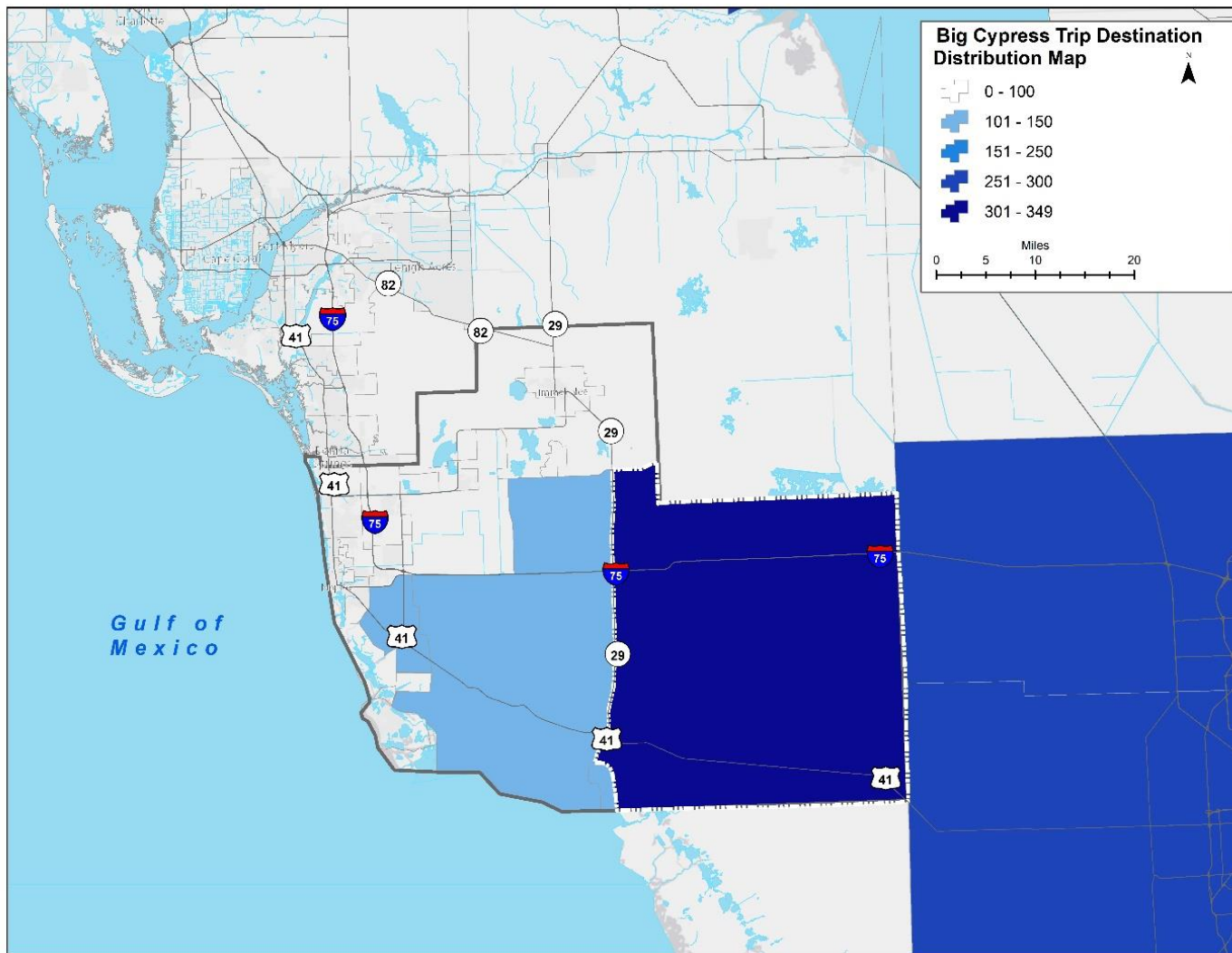
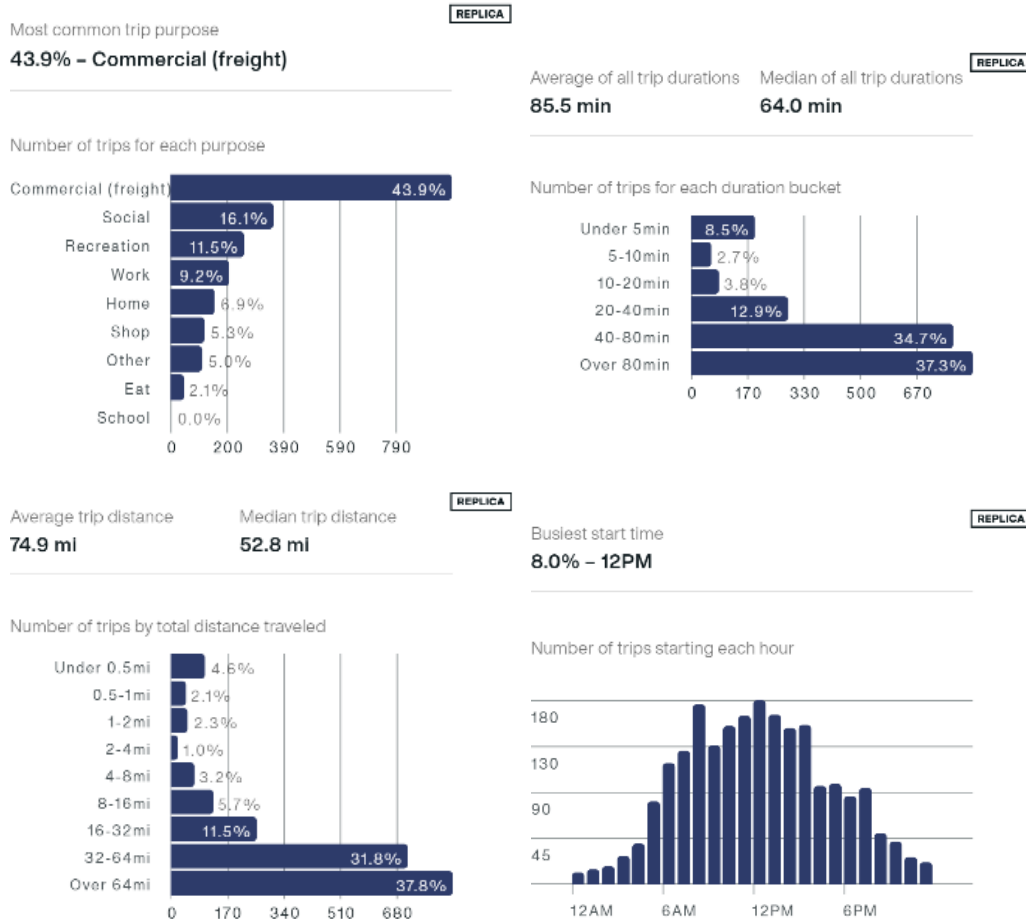


Figure 13: Selected Trip Characteristics for Big Cypress Destinations



3.2.3 Work Location

As a very sparsely populated area of Collier County, there are very few people in the labor force for evaluating the impacts of work trips originating from this subarea. Table 9 indicates that work trips made by residents of Big Cypress are predominantly to the South Naples subarea. A total of 12 workers travel to South Naples from Big Cypress.

Shown in Figure 13 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance and demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It was estimated that 16 of the 121 (13.2%) Big Cypress subarea residents worked from home during the Spring 2021 quarter.



Figure 14: Origins for trips Ending in Big Cypress Subarea

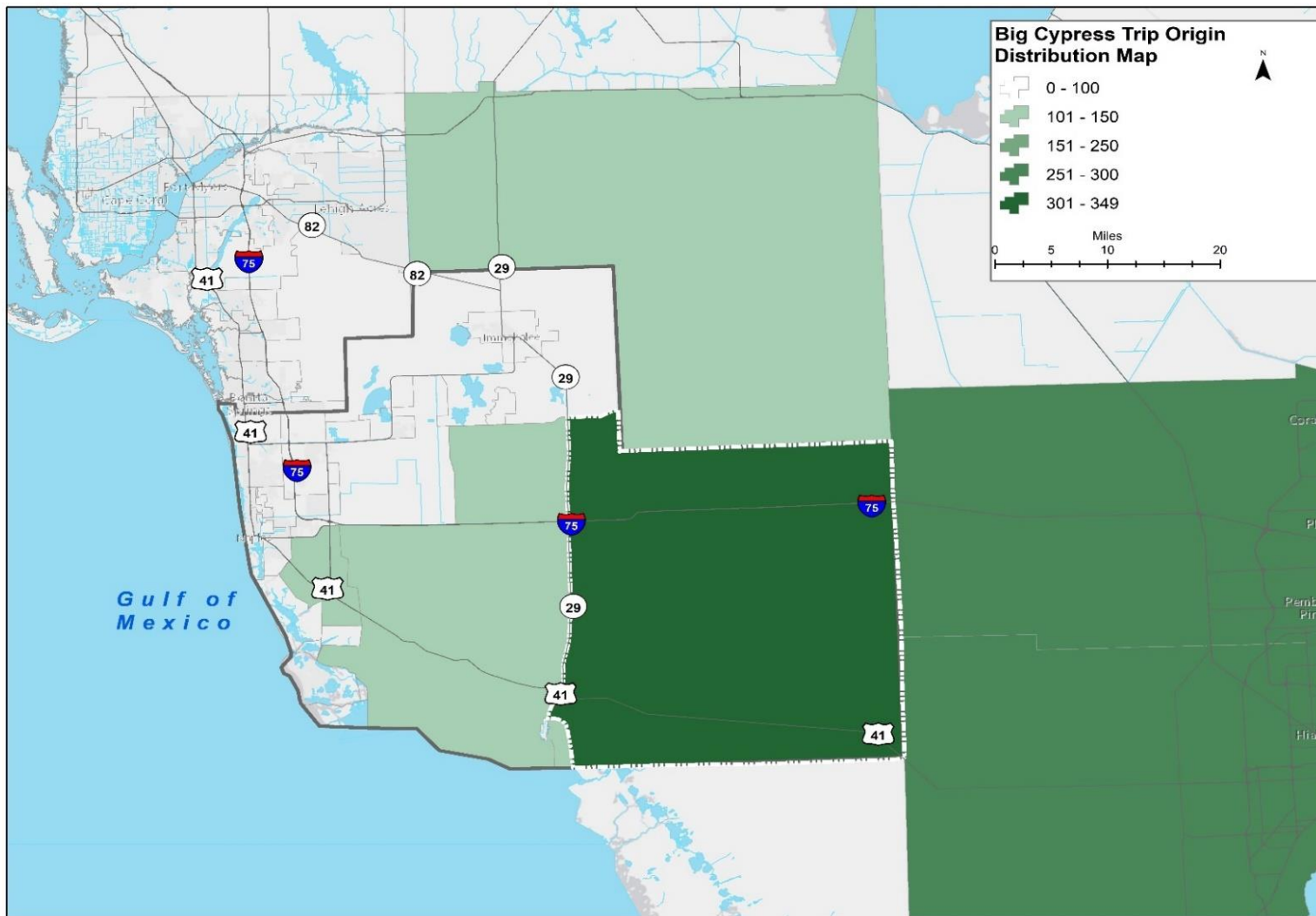
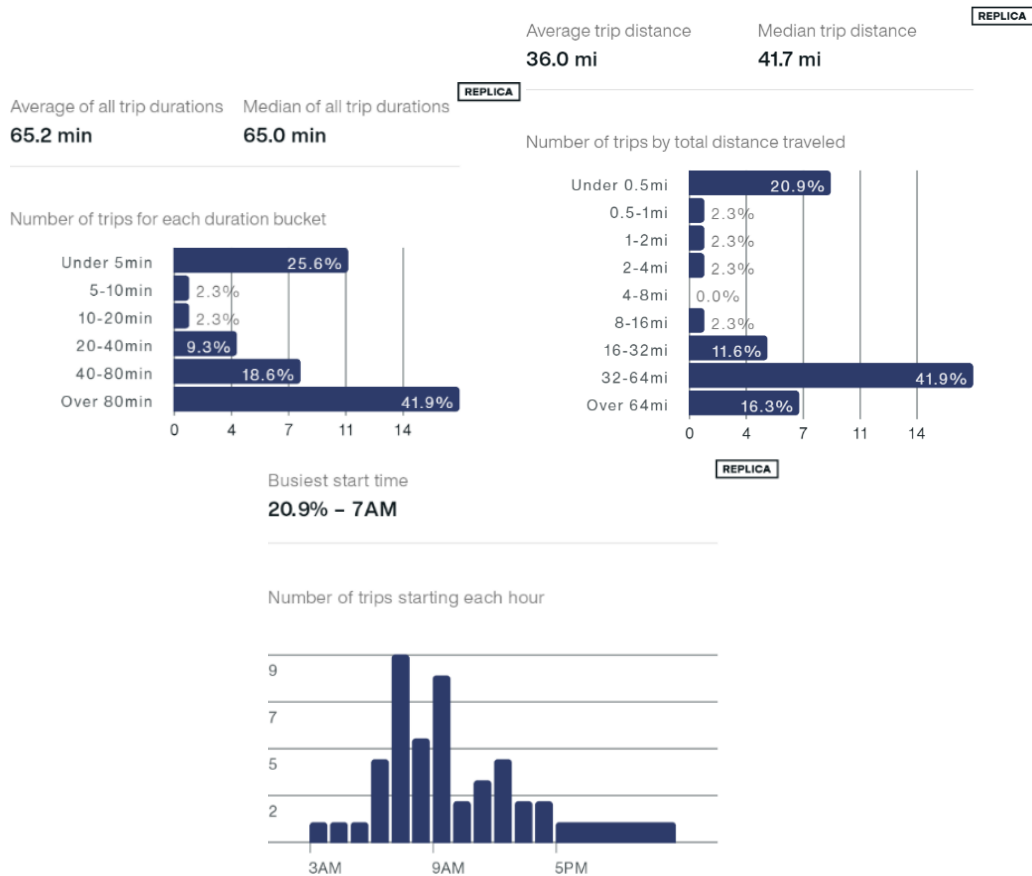


Table 9: Work Locations for Residents of Big Cypress

Work Location	Population	Work Location	Population
South Naples	12	City of Naples	2
Miami-Dade County	7	Fort Myers	1
Royal Fakapalm	6	Immokalee	1
Ave Maria	6	Rural Estates	1
Central Naples	5	Big Cypress	1
North Naples	5	Corkscrew	1
City of Marco Island	3	East Naples	1
Broward County	2	Orange Tree	1
Everglades City	2		

Figure 15: Big Cypress Home to Work Trip Characteristics



3.3 Central Naples

The Central Naples subarea is adjacent to the City of Naples and extends north to Pine Ridge Road and as far east as I-75 as shown in the image to the right.

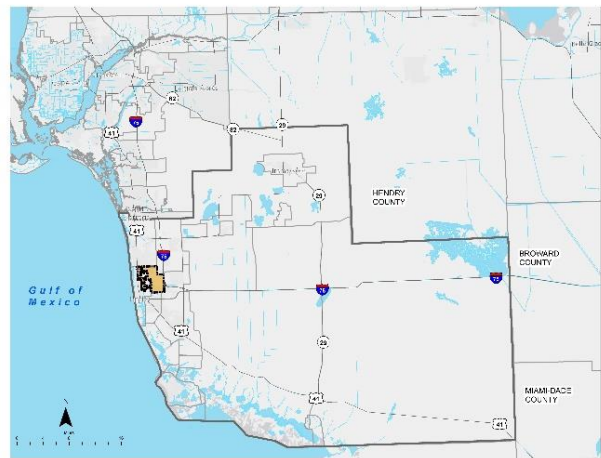


Table 10 identifies the number of trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the Central Naples subarea. The trip origins listed have a destination in the Central Naples subarea and vice-versa for the destinations listed. Of the 82,000 daily trips originating from this area, nearly 24% (19,331) stay within the subarea. Other areas highly associated with trips in this area include North Naples and the City of Naples where a diverse mix of land uses, and an integrated roadway network connectivity support this relationship

Table 10: Central Naples Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Central Naples (internal)	19,331	19,331	City of Marco Island	847	814
North Naples	13,657	13,643	San Carlos	756	754
City of Naples	12,924	13,102	Estero	635	648
Golden Gate	6,892	6,938	Fort Myers	470	635
Urban Estates	6,228	6,493	South Fort Myers	337	475
East Naples	5,781	5,763	Lehigh Acres	328	486
South Naples	4,197	3,742	Immokalee	327	364
Rural Estates	2,409	2,677	Heritage Bay	277	316
Bonita Springs	1,766	1,497	Miami-Dade County	268	242
Out of Region	915	1,035	Cape Coral	239	415

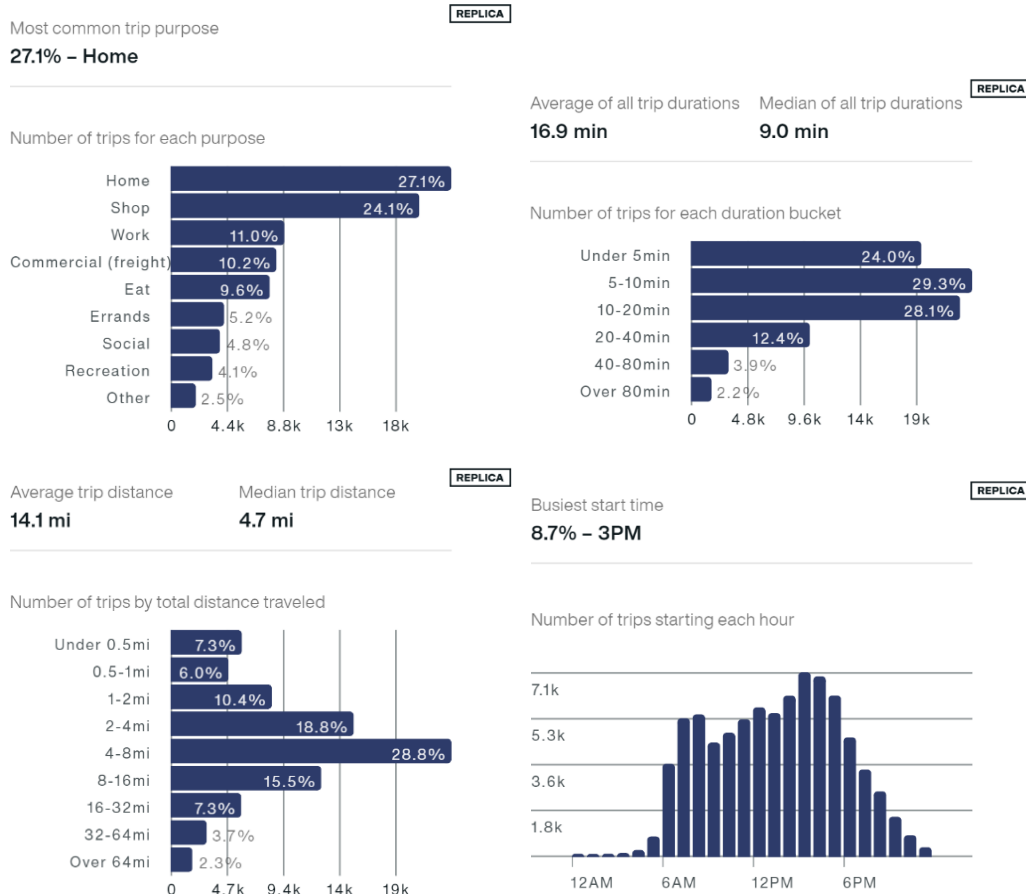
3.3.1 Trips Beginning in Subarea

Figure 16 provides a summary of the trip purpose, trip distance, trip duration and the busiest start time statistics for the area. Trips originating in Central Naples have a high home trip purpose at about 22,000 or 27% of the daily trips generated in the subarea. Shopping trip purposes is also relatively high at roughly 20,000 or 24% of total trips daily. The more predominant activities in Central Naples include residential dwelling, commercial services, and other public services including schools and health center. The average distance traveled is 14 miles, and the average duration is estimated at 17 minutes for trips originating in Central Naples. Trip distances for trips starting in Central Naples follow a normal distribution with the highest frequency of trips travel between four and eight miles. More than half of the trips originating from Central Naples have a travel time of less than 10 minutes. With the median trip length less than five miles and trip time less than 10 minutes, many of the trips originating in this



subarea can be considered short distance trips. Figure 17 illustrates the geographic distribution of destinations for trips originating in the Central Naples subarea.

Figure 16: Selected Trip Characteristics for Central Naples Origins

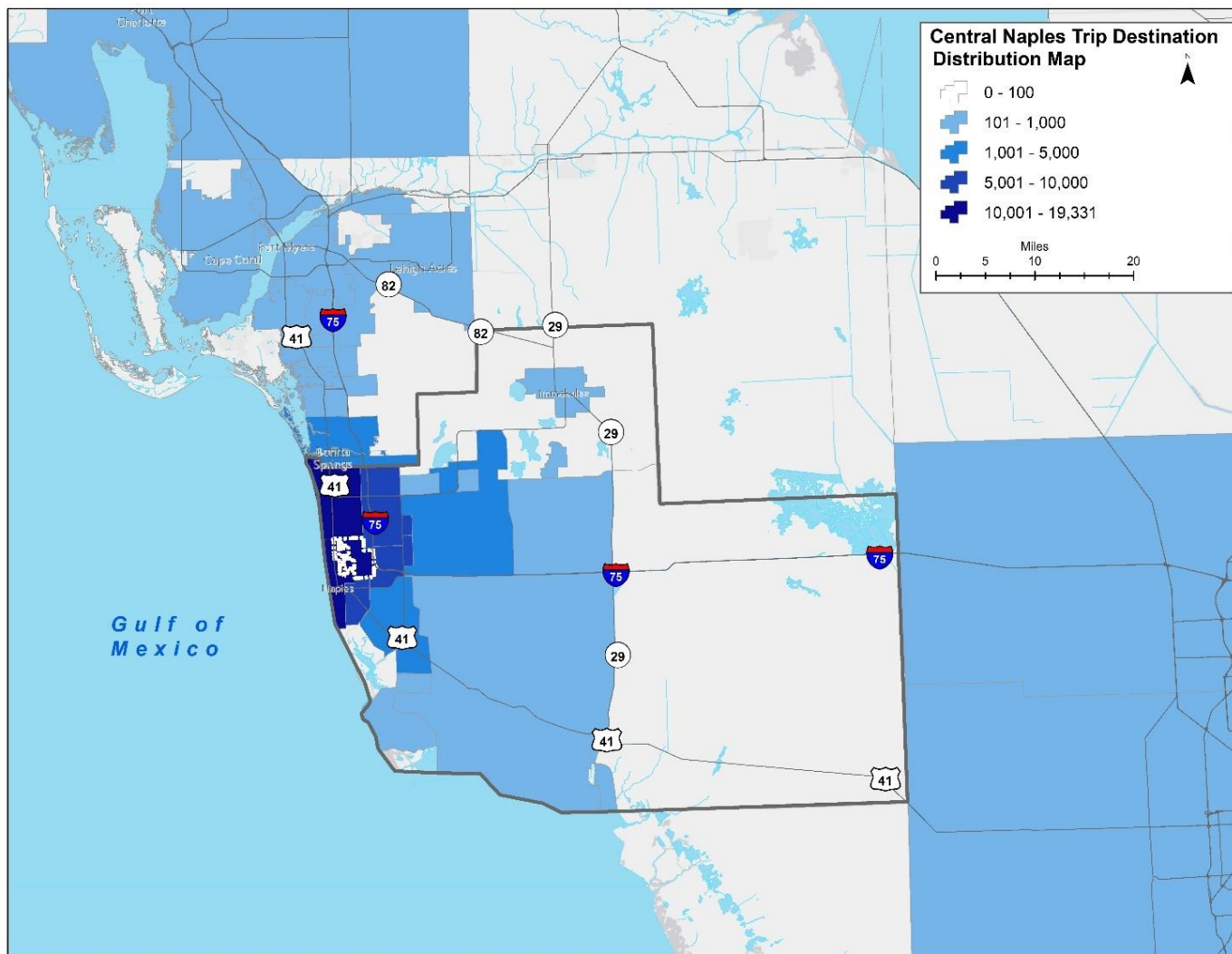


3.3.2 Trips Ending in Subarea

Figure 18 provides a summary of trips ending in the Central Naples subarea. The highest trips purposes, distribution of travel distance and travel times for these trips is very similar to origin trips. This suggests that trip-making is more single purpose rather than chaining trips together for multiple purposes. Trips ending in the Central Naples subarea average less than 14 miles and last around 16 minutes. Figure 19 illustrates the geographic distribution of origins for trips ending in the Central Naples subarea.

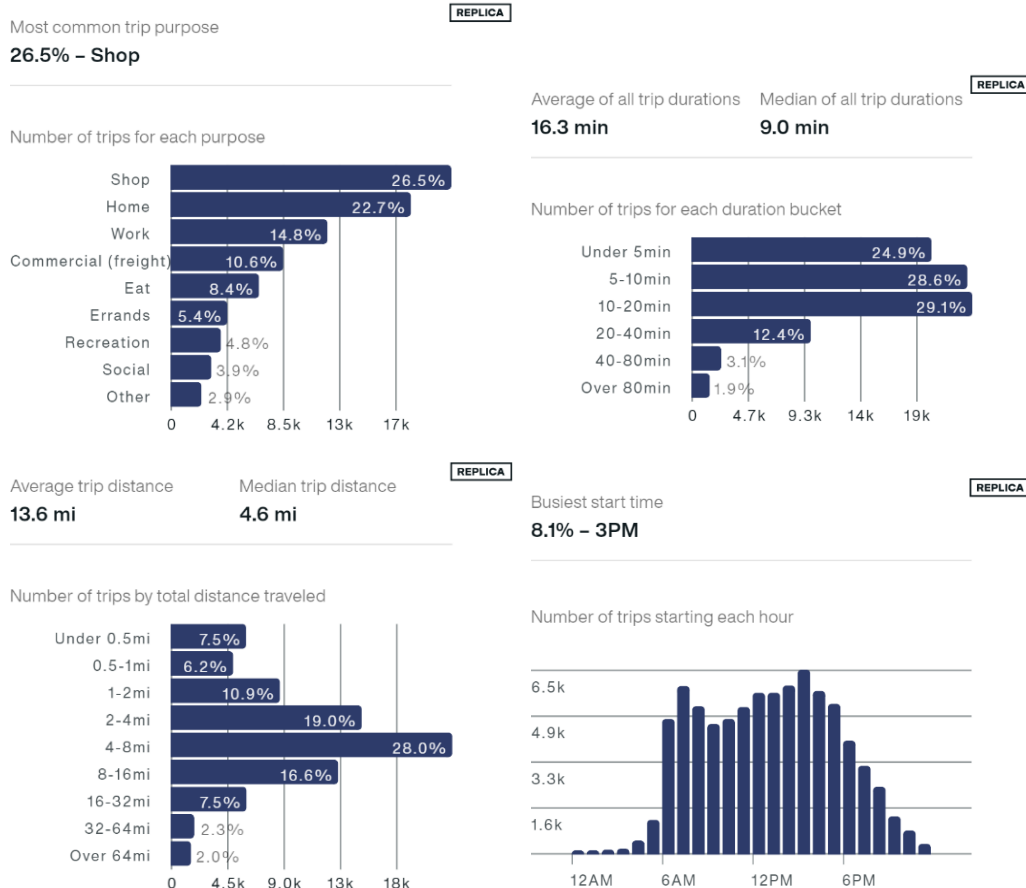


Figure 17: Destinations for trips Originating in Central Naples Subarea



Origin and Destination Report

Figure 18: Selected Trip Characteristics for Central Naples Destinations



3.3.3 Work Location

Table 11 lists the top work location subareas for the nearly 9,400 works residing in the Central Naples subarea. This table indicates that work trips made by residents of Central Naples are predominantly to the City of Naples, the North Naples subarea or within the Central Naples subarea.

Shown in Figure 20 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance and demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It was estimated that 2,100 or 10% of the 21,000 Central Naples residents worked from home during the Spring 2021 quarter.



Figure 19: Origins for trips Ending in Central Naples Subarea

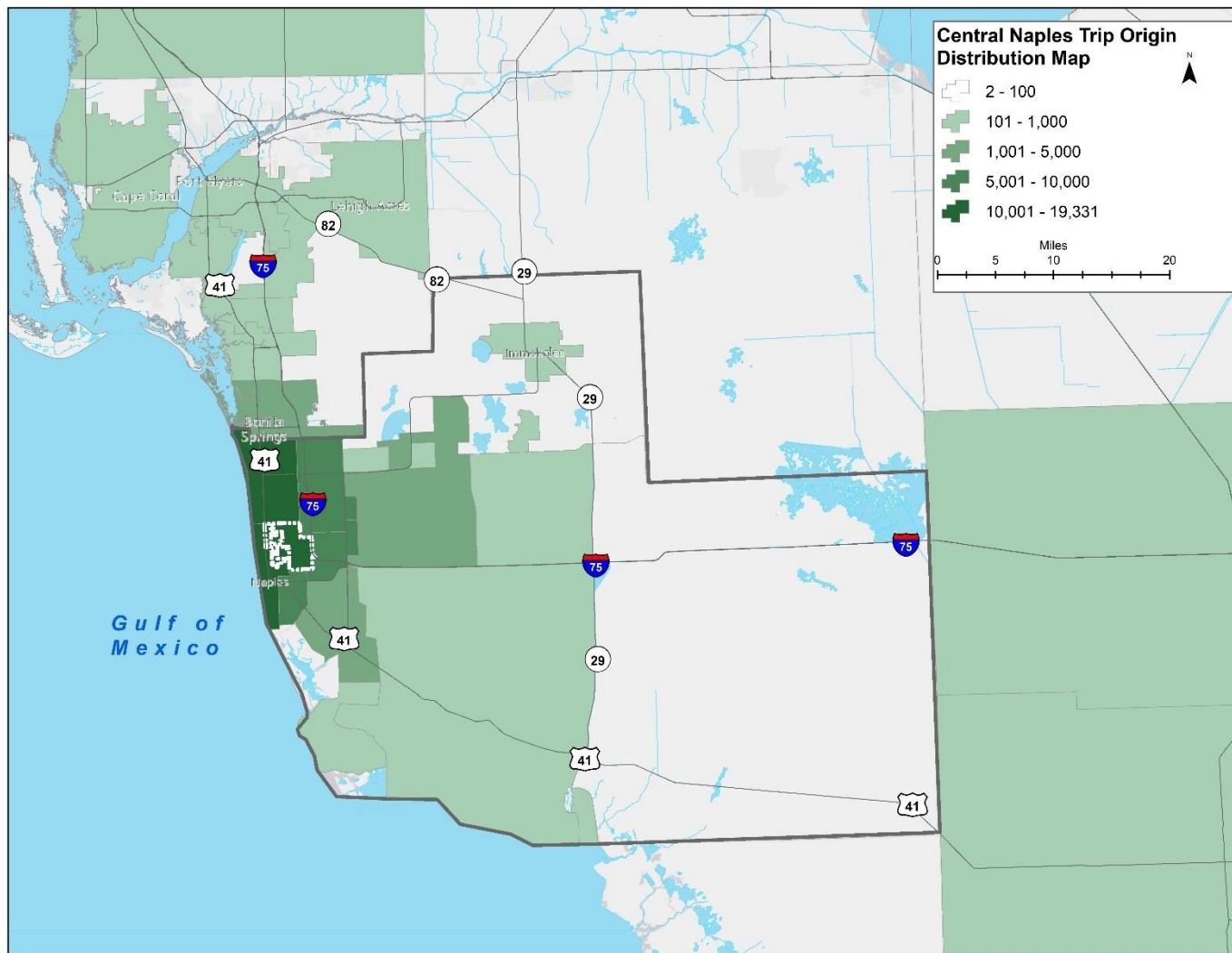
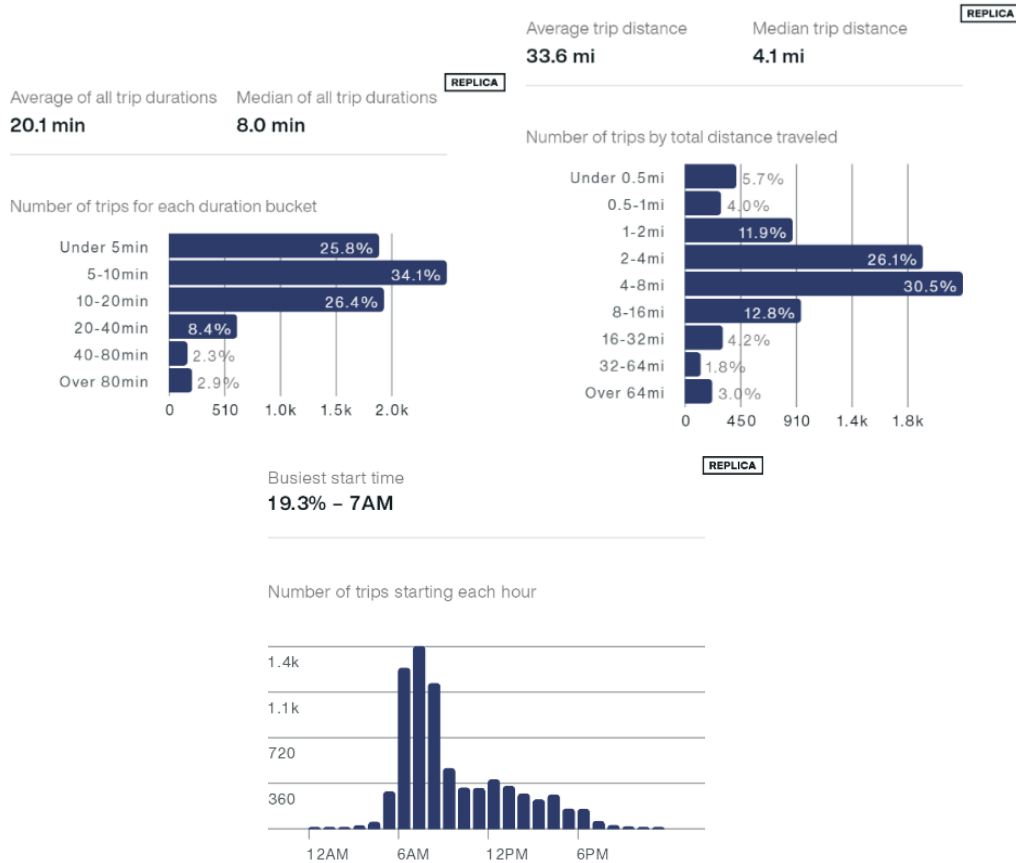


Table 11: Work Locations for Residents of Central Naples

Work Location	Population	Work Location	Population
City of Naples	2,542	Immokalee	157
North Naples	2,026	South Fort Myers	134
Central Naples	1,724	Fort Myers	120
East Naples	501	City of Marco Island	120
Urban Estates	439	Miami Dade County	109
Golden Gate	299	Bonita Springs	53
South Naples	295	Ave Maria	38
Rural Estates	260	Iona/McGregor	34
San Carlos	227	Estero	27
Out of Region	216	Broward County	14

Figure 20: Central Naples Home to Work Trip Characteristics



3.4 City of Marco Island

The City of Marco Island subarea encompasses the areas of unincorporated Collier County that are beyond the city’s official limits but are close in proximity and character to the city. This expansion includes the neighboring areas of Goodland, the Isles of Capri and Hammock Bay as shown in the image to the right. The subarea is predominantly a residential area with several coastline resorts/hotels, commercial activities, and other recreational features.



Table 12 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in this subarea. Trip origins listed have a destination in the City of Marco Island subarea and vice-versa for the destinations listed. The 43,800 trips originating in the City of Marco Island subarea and remaining in the area represents 66% of the nearly 66,000 daily trips originating in the subarea. Other areas highly associated with trips in this area include South Naples, the City of Naples, and East Naples subareas. There are also a high number of trips that originate or end out of the region being studied.

Table 12: City of Marco Island Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
City of Marco Island (internal)	43,800	43,800	Royal Fakapalm	419	401
South Naples	7,503	7,537	Miami-Dade County	393	376
City of Naples	1,560	1,566	Bonita Springs	305	363
Out of region	1,522	1,651	Fort Myers	234	334
East Naples	1,470	1,495	Estero	205	228
North Naples	1,276	1,418	Everglades City	171	146
Golden Gate	1,263	1,444	Broward County	170	305
Central Naples	814	847	San Carlos	168	268
Urban Estates	755	920	South Fort Myers	134	235
Rural Estates	576	926	Immokalee	129	136

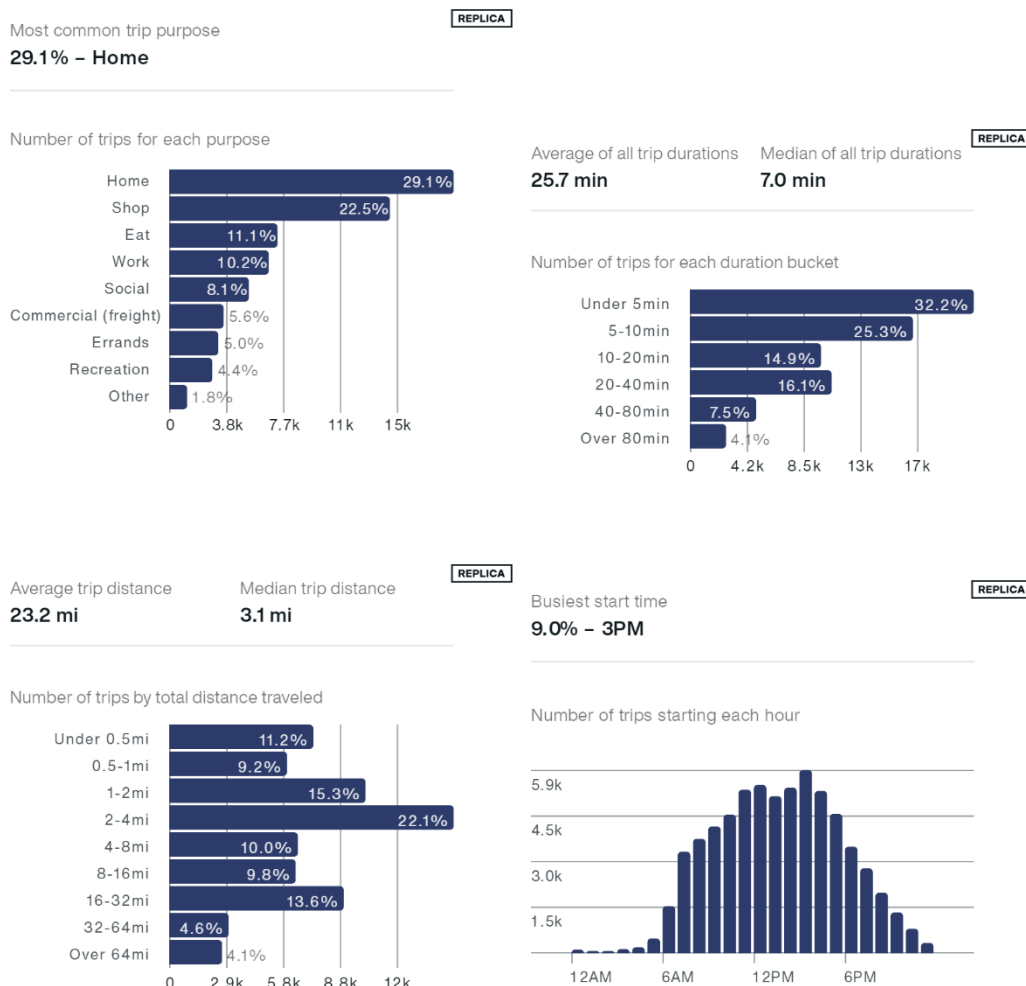
3.4.1 Trips Beginning in Subarea

Figure 21 provides a summary of the trip purpose, trip distance, trip duration, and start time statistics for the area. Trips originating in the City of Marco Island subarea have a high home trip purpose at about 29% of the daily trips generated in the subarea, while shopping trip purposes are an estimated 23% of trips daily in the area. The average trip distance of 23 miles and duration of 26 minutes overstates the high number of short distance trips where one in three trips lasts less than five minutes and shorter



than 2 miles. These shorter distance trips support the high percentage of trips internal to the subarea. Figure 22 illustrates the geographic distribution of destinations for trips originating in the City of Marco Island subarea.

Figure 21: Selected Trip Characteristics for City of Marco Island Origins



3.4.2 Trips Ending in Subarea

Figure 23 shows the characteristics of trips ending in the City of Marco Island subarea. Since there is such a high number of trips that stay internal to the subarea, these characteristics are very similar to the origin trips shown previously. This relationship is influenced by the subarea’s high-end shopping, resort, and residential land use features. Figure 24 graphically illustrates the geographic distribution of origins for trips ending in the City of Marco Island subarea.



Figure 22: Destinations for trips Originating in City of Marco Island Subarea

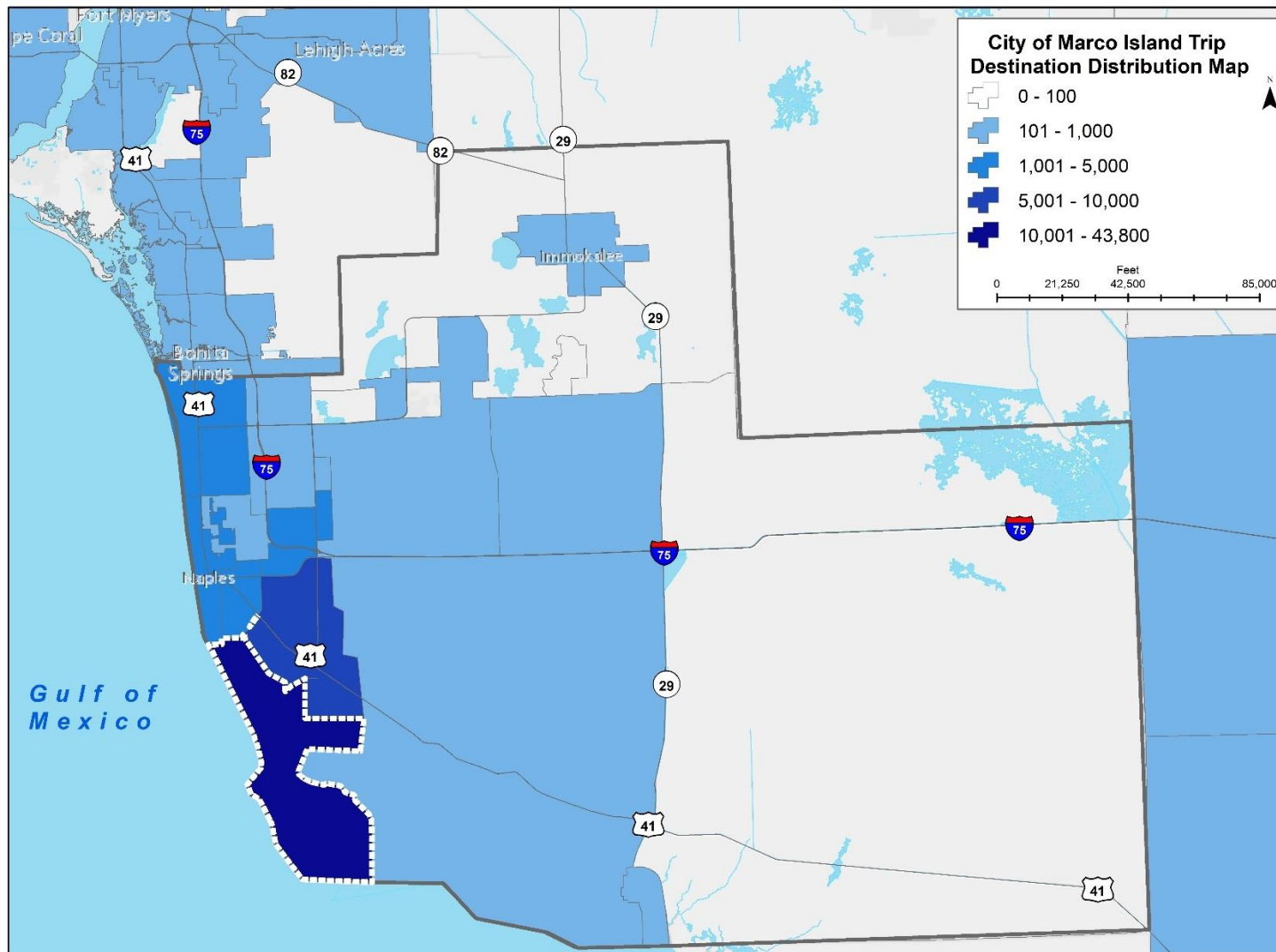


Figure 23: Selected Trip Characteristics for City of Marco Island Destinations



3.4.3 Work Location

Table 13 lists the top work locations for residents of the City of Marco Island subarea. This table indicates that work trips made by residents of the City of Marco Island are predominantly within the City of Marco Island subarea. More than 60% of the 6,900 workers living in the City of Marco Island subarea also work within the subarea.

Shown in Figure 25 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips follow a similar pattern as all trips originating from the subarea. The average trip distance of 55 miles and average trip duration of 44 minutes illustrate the impact of the 348 workers traveling outside of the region. It was estimated that 2,100 or 11% of the 19,000 people residing in the City of Marco Island subarea worked from home during the Spring 2021 quarter.



Figure 24: Origins for trips Ending in City of Marco Island Subarea

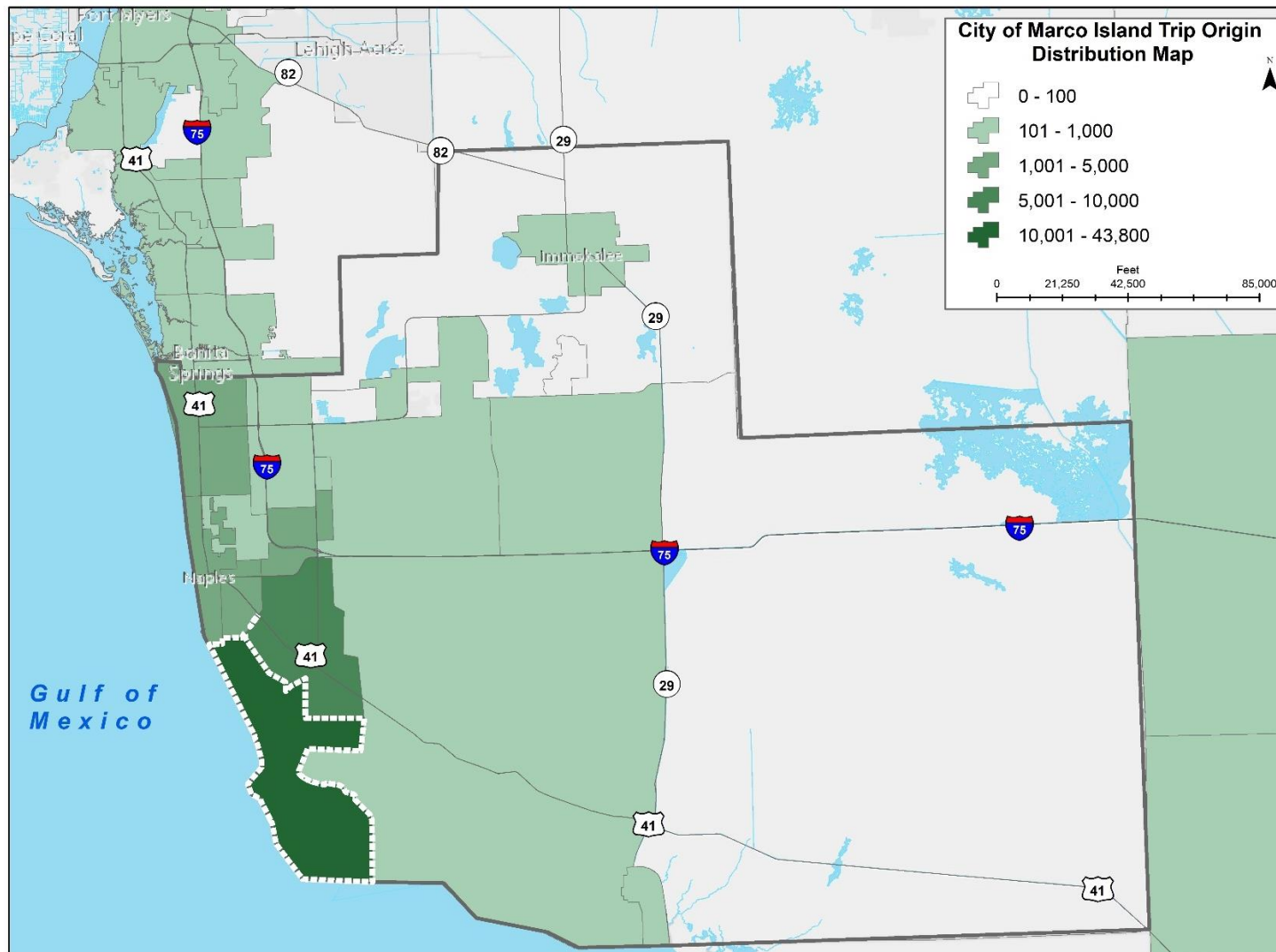
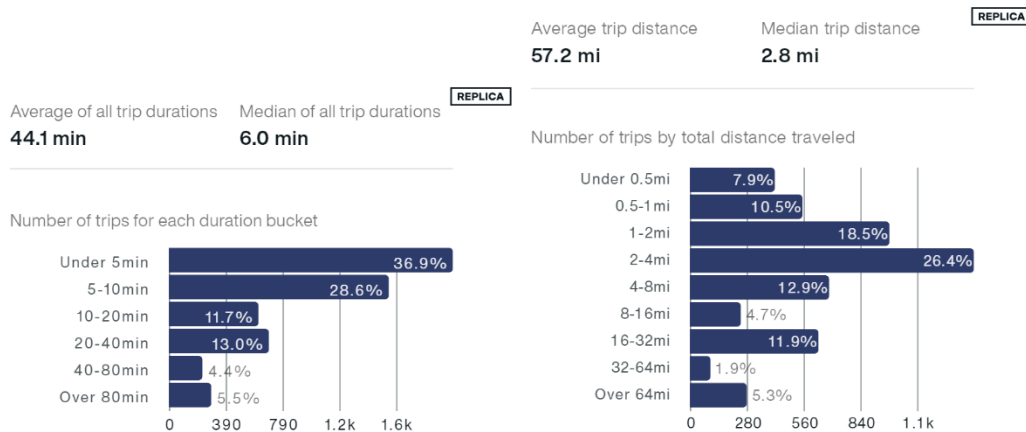


Table 13: Work Locations for Residents of City of Marco Island

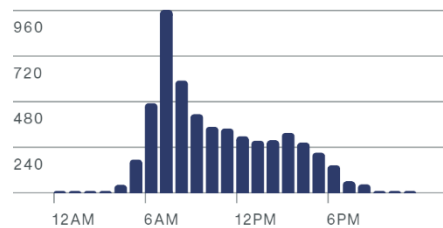
Work Location	Population	Work Location	Population
City of Marco Island	4,363	Broward County	91
North Naples	405	South Fort Myers	85
South Naples	399	Golden Gate	77
Out of region	348	Royal Fakapalm	45
City of Naples	295	Immokalee	35
Central Naples	229	Ave Maria	25
Miami-Dade County	191	Everglades City	25
East Naples	142	Rural Estates	23
San Carlos	137	Estero	12
Urban Estates	115	Orange Tree	11

Figure 25: City of Marco Island Home to Work Trip Characteristics



Busiest start time
18.1% – 7AM

Number of trips starting each hour



3.5 City of Naples

The City of Naples subarea is inclusive of the current city limits as shown in the image to the right.

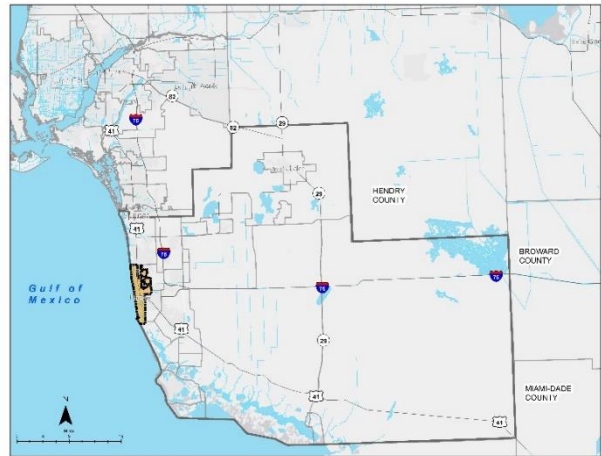


Table 14 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the City of Naples subarea. Trip origins listed have a destination in the City of Naples subarea and vice-versa for the destinations listed. The 52,570 trips originating in the City of Naples subarea and remaining within the area represent 40% of the more than 130,000 daily trips originating in the subarea. The nearby areas of North Naples, Central Naples and East Naples have high trip interactions with more than 10,000 daily trips coming into the City of Naples.

Table 14: City of Naples Trip Origins and Destinations

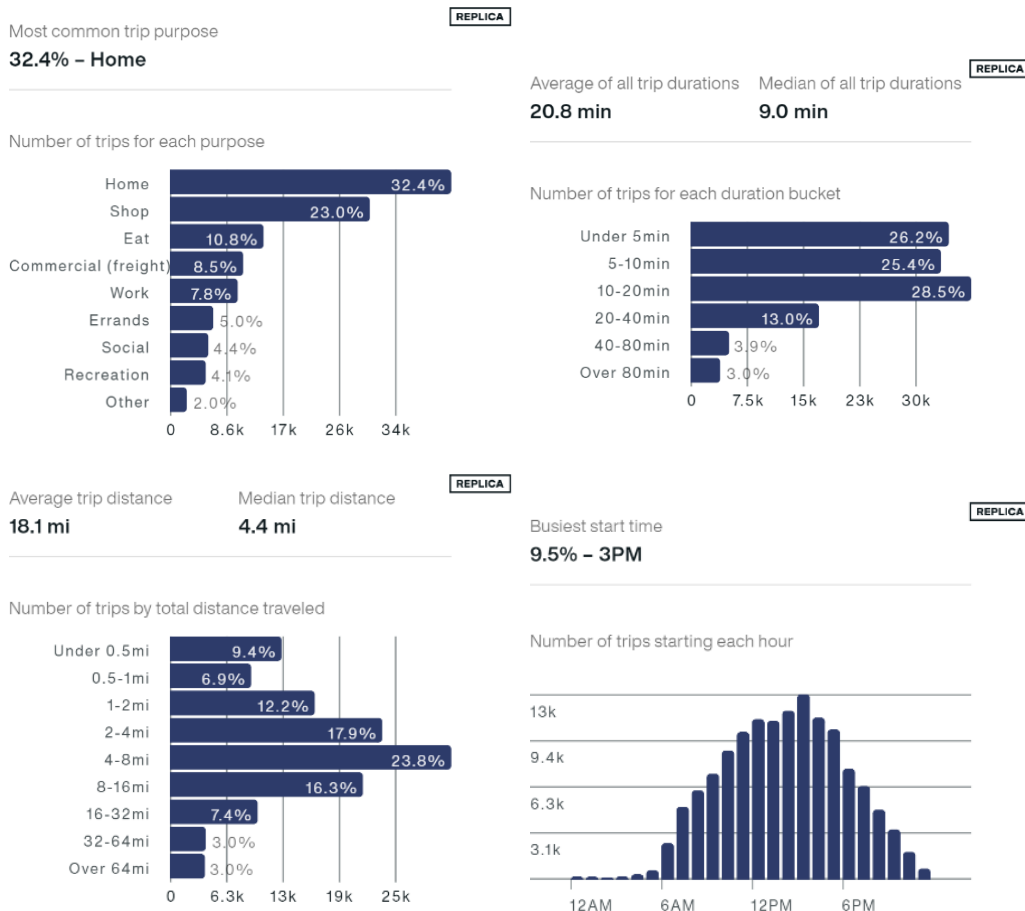
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
City of Naples (Internal)	52,570	52,570	City of Marco Island	1,566	1,560
North Naples	18,196	17,337	Estero	907	940
Central Naples	13,102	12,924	San Carlos	668	791
East Naples	10,454	10,465	Fort Myers	574	820
South Naples	7,812	6,818	Miami-Dade County	527	545
Golden Gate	7,360	7,159	South Fort Myers	461	569
Urban Estates	6,857	6,550	Immokalee	423	407
Bonita Springs	3,047	2,377	Heritage Bay	387	337
Rural Estates	2,781	3,089	Lehigh Acres	362	566
Out of region	2,404	2,466	Broward County	336	57

3.5.1 Trips Beginning in Subarea

Figure 26 provides a summary of the trips purpose, trip distance, trip duration and start time statistics for the area. Trips originated in the City of Naples have a high home trip purpose at about 32% of the trips daily in the area. The average trip distance of 18 miles and the average trip duration of 21 minutes are more than double the median values for these measures. As seen in the graphs, a large portion of trips originated here are shorter distance. However, the regional nature of the uses in this subarea explains the longer trips. Figure 27 illustrates the geographic distribution of destinations for trips originating in the City of Naples subarea.



Figure 26: Selected Trip Characteristics for City of Naples Origins



3.5.2 Trips Ending in Subarea

Figure 28 shows the characteristics of trips ending in the City of Naples subarea. These trips demonstrate very similar characteristics in terms of trip distance and duration compared with the trip origins. While shopping is the top purpose for trips ending in the City of Naples subarea, the percentage of work trips ending in the subarea (15.5%) is twice the percentage of work trips when the origin is the City of Naples (7.8%). This indicates that a significant number of individuals working within the subarea are commuting from another subarea. The distribution of starting times for trips ending in the subarea is also another distinct difference when compared with trips originating within the subarea. Figure 29 graphically illustrates the geographic distribution of origins for trips ending in the City of Naples subarea.



Figure 27: Destinations for trips Originating in City of Naples Subarea

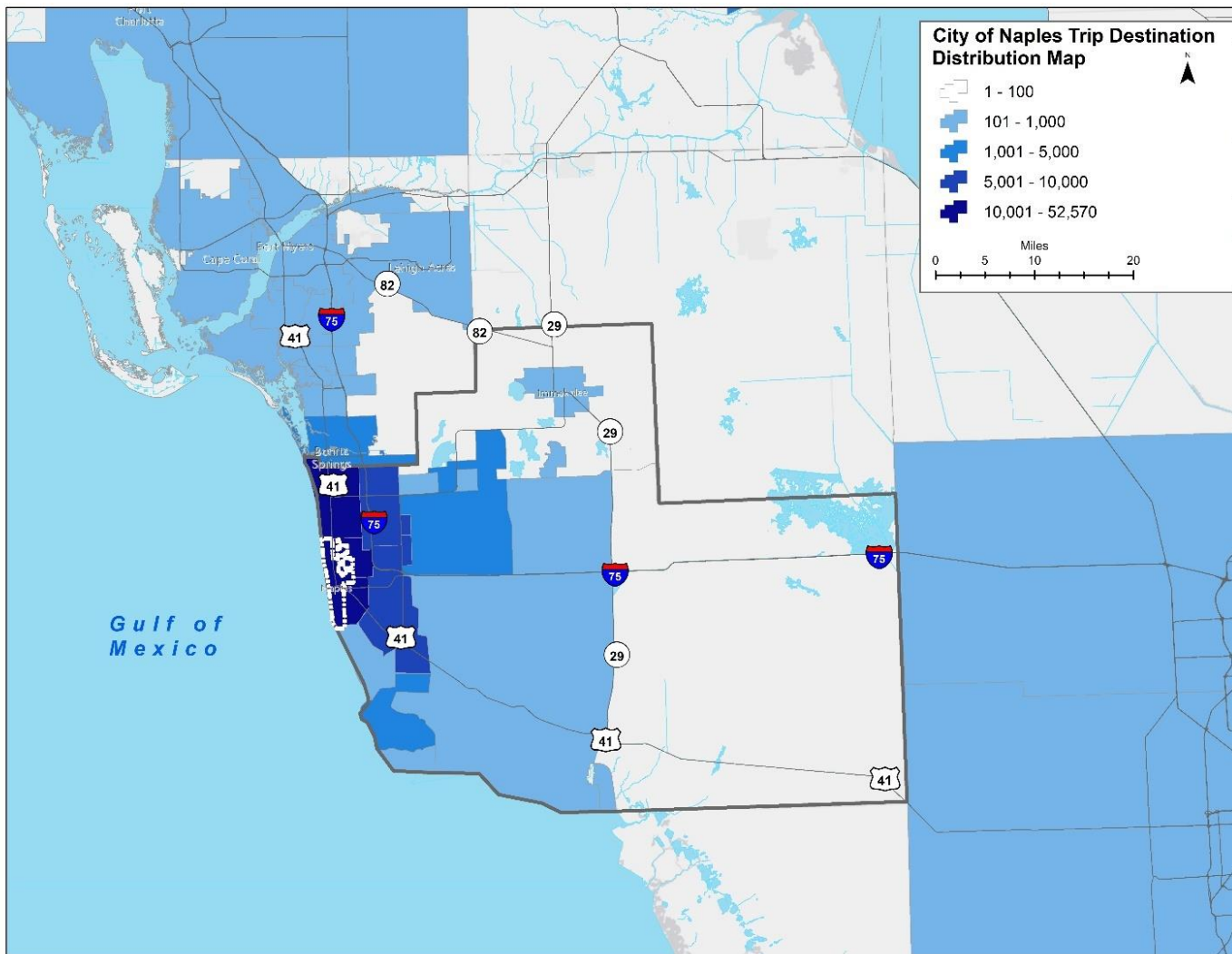
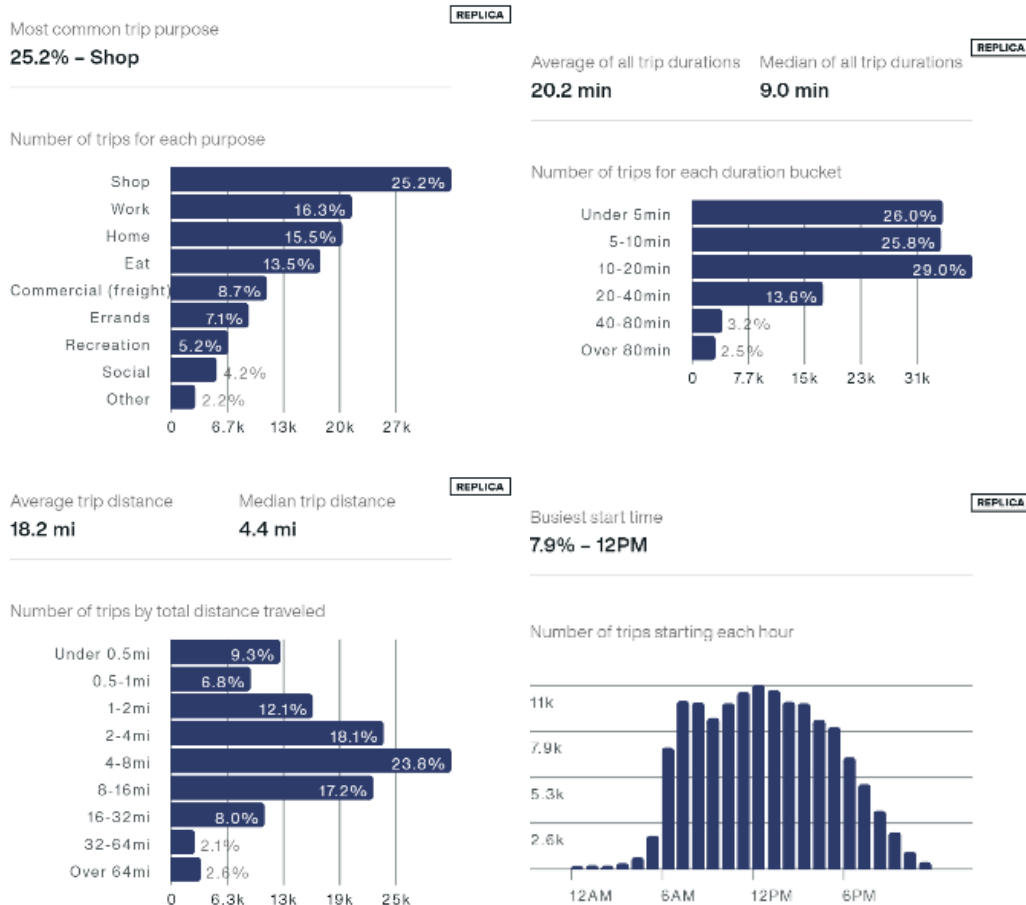


Figure 28: Selected Trip Characteristics for City of Naples Destinations



3.5.3 Work Location

Table 15 lists the top work locations for the more than 6,400 workers residing in the City of Naples. This table indicates that residents of the City of Naples also predominantly work within the City of Naples. The North Naples and Central Naples nearby subareas are the workplace for more than 500 residents each.

Shown in Figure 30 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originating within the study area, work trips exhibit a more disparate pattern with longer averages and lower median values. These trips also demonstrate a distinct A.M. peak pattern. Trips are most commonly between two to eight miles or under 10 minutes. Information regarding working from home is also made available through Replica. It was estimated that 1,600 or 10% of 16,374 residents in the City of Naples subarea worked from home during the Spring 2021 quarter.



Figure 29: Origins for trips Ending in City of Naples Subarea

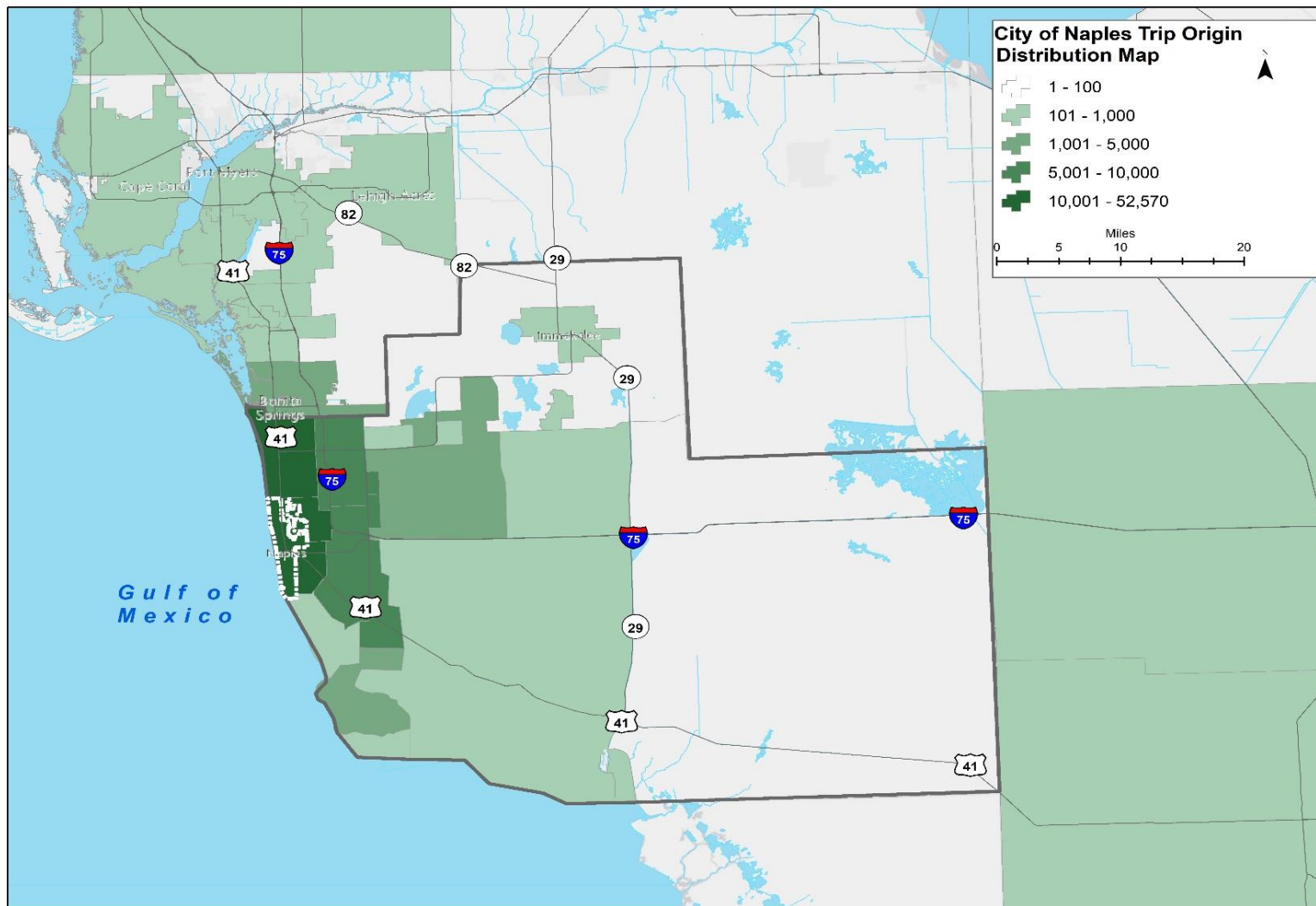
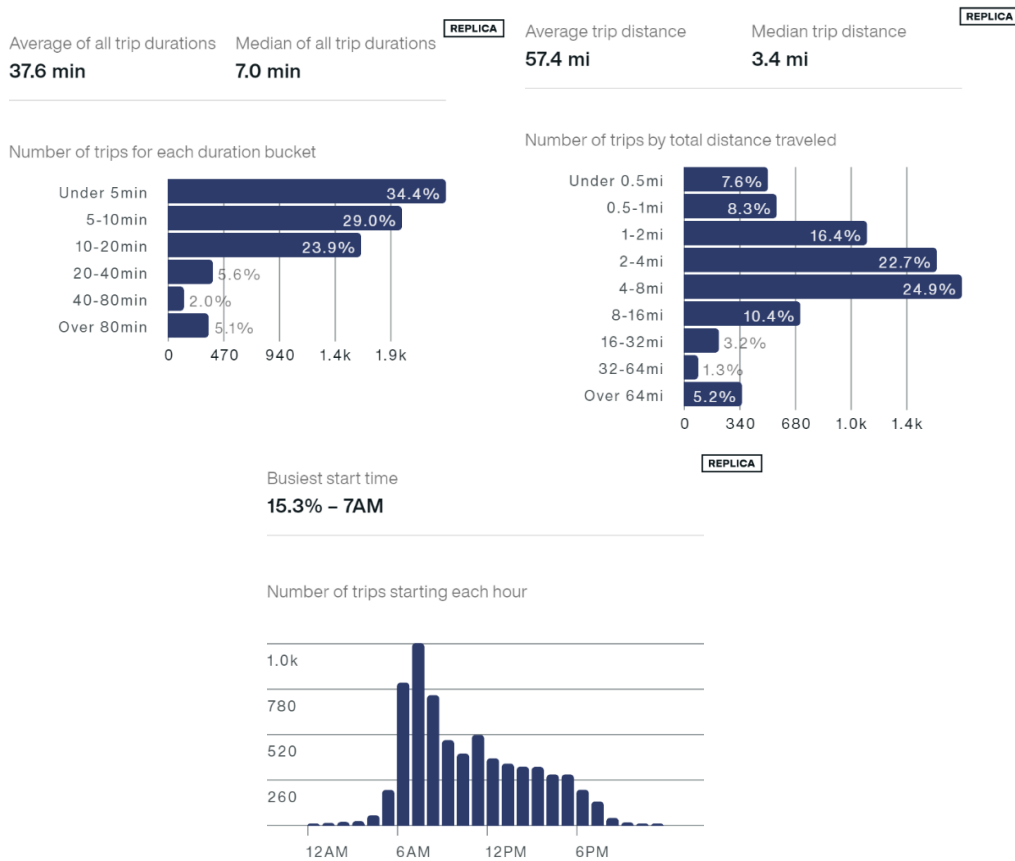


Table 15: Work Locations for Residents of City of Naples

Work Location	Population	Work Location	Population
City of Naples	3,165	Miami-Dade County	82
North Naples	771	South Fort Myers	80
Central Naples	537	Rural Estates	51
East Naples	428	Cape Coral	41
Out of region	410	Ave Maria	35
Urban Estates	219	Broward County	32
San Carlos	147	City of Marco Island	27
South Naples	110	Fort Myers	19
Golden Gate	106	Immokalee	16
Bonita Springs	90	Iona/McGregor	13

Figure 30: City of Naples Home to Work Trip Characteristics



3.6 Corkscrew

The Corkscrew subarea is in northern Collier County and surrounds Immokalee. The Corkscrew subarea is primarily comprised of wetland features, agricultural land uses, and rural residential communities.

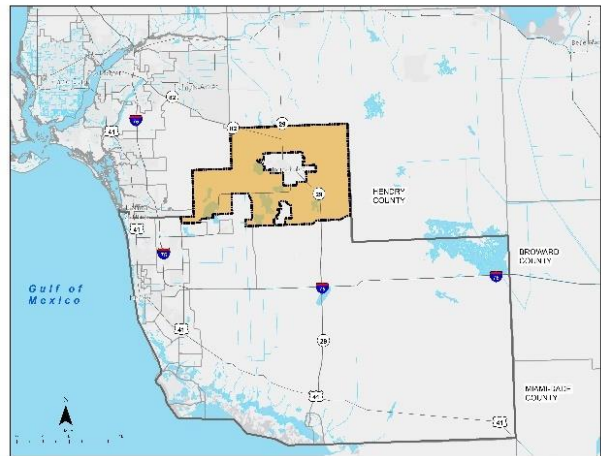


Table 16 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the Corkscrew subarea. The trip origins listed have a destination in the Corkscrew subarea and vice-versa for the destinations listed. The 685 trips originating in the Corkscrew subarea and remaining within the area represent 22% of the more than 3,000 daily trips originating from the area. The nearby subareas of Immokalee, Rural Estates and Ave Maria have a have trip generation with Corkscrew compared to the other subareas. As a more rural area, the overall daily trips in to and out of this area are relatively low.

Table 16: Corkscrew Trip Origins and Destinations

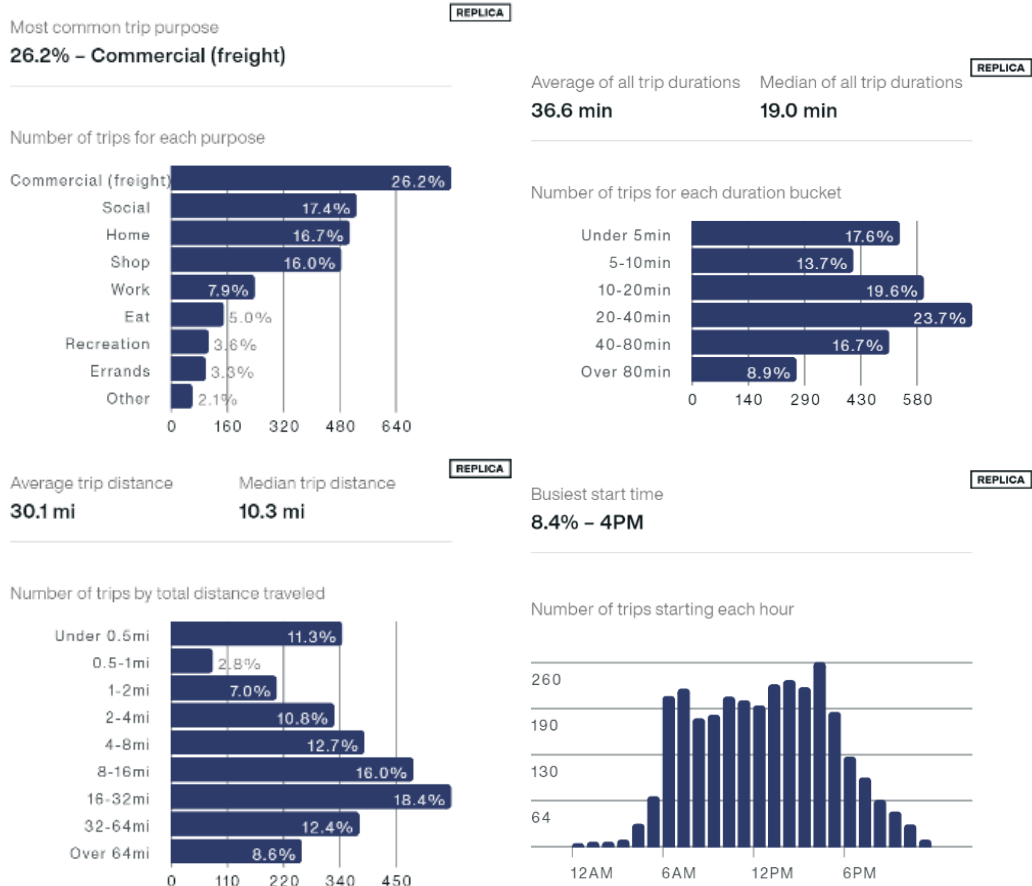
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Corkscrew (internal)	685	685	Royal Fakapalm	56	49
Immokalee	573	608	Miami-Dade County	53	58
Rural Estates	307	249	Orange Tree	51	61
Ave Maria	171	172	Bonita Springs	47	42
Out of Region	150	132	City of Naples	46	39
North Naples	150	104	Broward County	42	59
Hendry County	141	129	South Naples	39	28
Lehigh Acres	112	141	San Carlos	34	31
Urban Estates	110	80	Central Naples	33	32
Golden Gate	60	37	Fort Myers	32	53

3.6.1 Trips Beginning in Subarea

Figure 31 provides a summary of the trip purpose, trip distance, trip duration and start time statistics for the area. Trips originating in the Corkscrew subarea have a high commercial trip purpose at about 26% of the daily trips, which is consistent with the agricultural and mining uses in the area. The average trip distance traveled is around 30 miles and the average trip duration is 36 minutes. Both of which are indicative of the rural nature of this area. Figure 32 illustrates the geographic distribution of destinations for trips originating in the Corkscrew subarea.



Figure 31: Selected Trip Characteristics for Corkscrew Origins



3.6.2 Trips Ending in Subarea

Figure 33 shows characteristics for trips ending in the Corkscrew subarea. Along with the map in Figure 34 illustrating the geographic distribution of origins for trips ending in the Corkscrew subarea, these characteristics are like those for trips originating within the area. Social and shopping trips are among some of the main trip purposes for trips in the area.



Figure 32: Destinations for trips Originating in Corkscrew Subarea

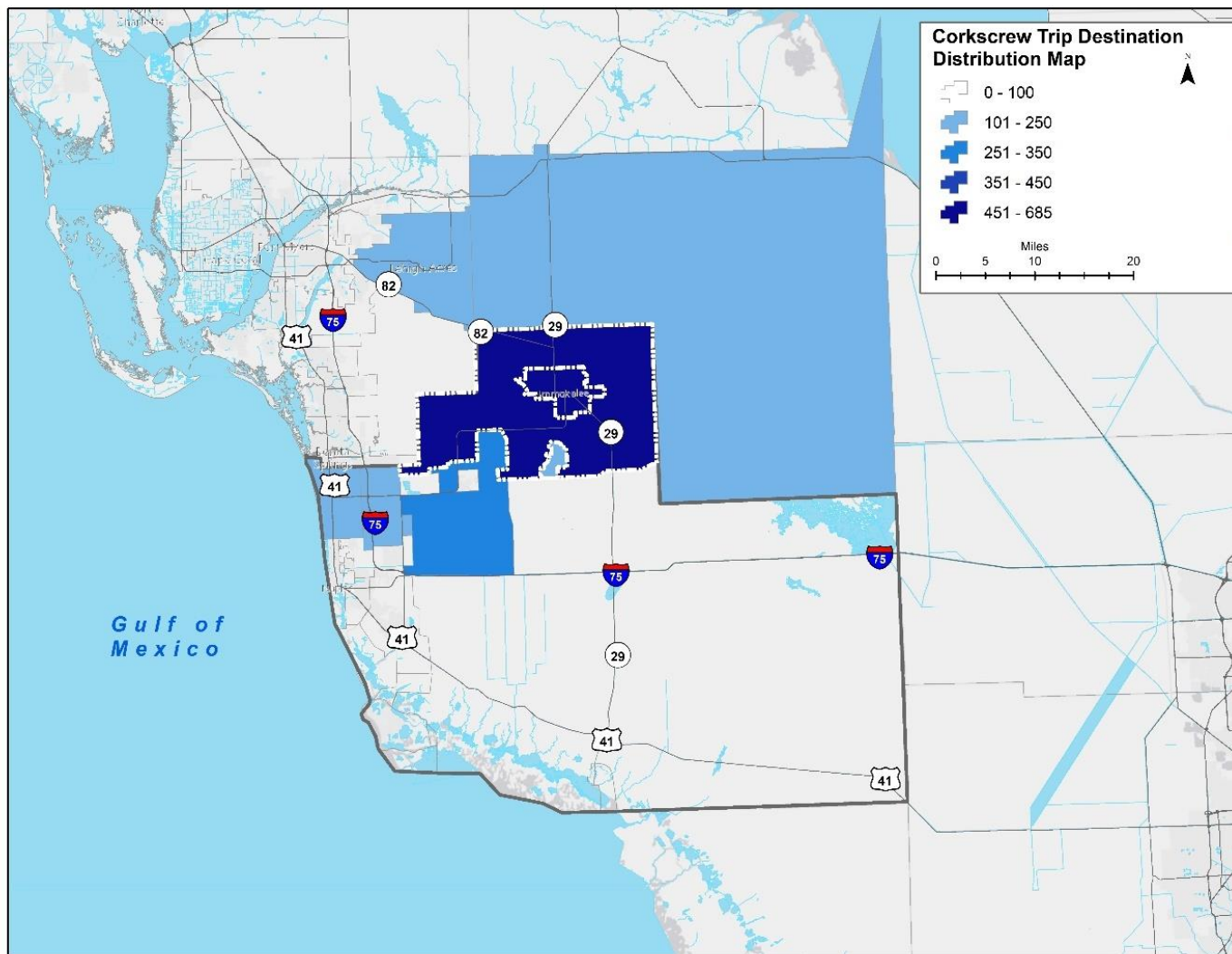
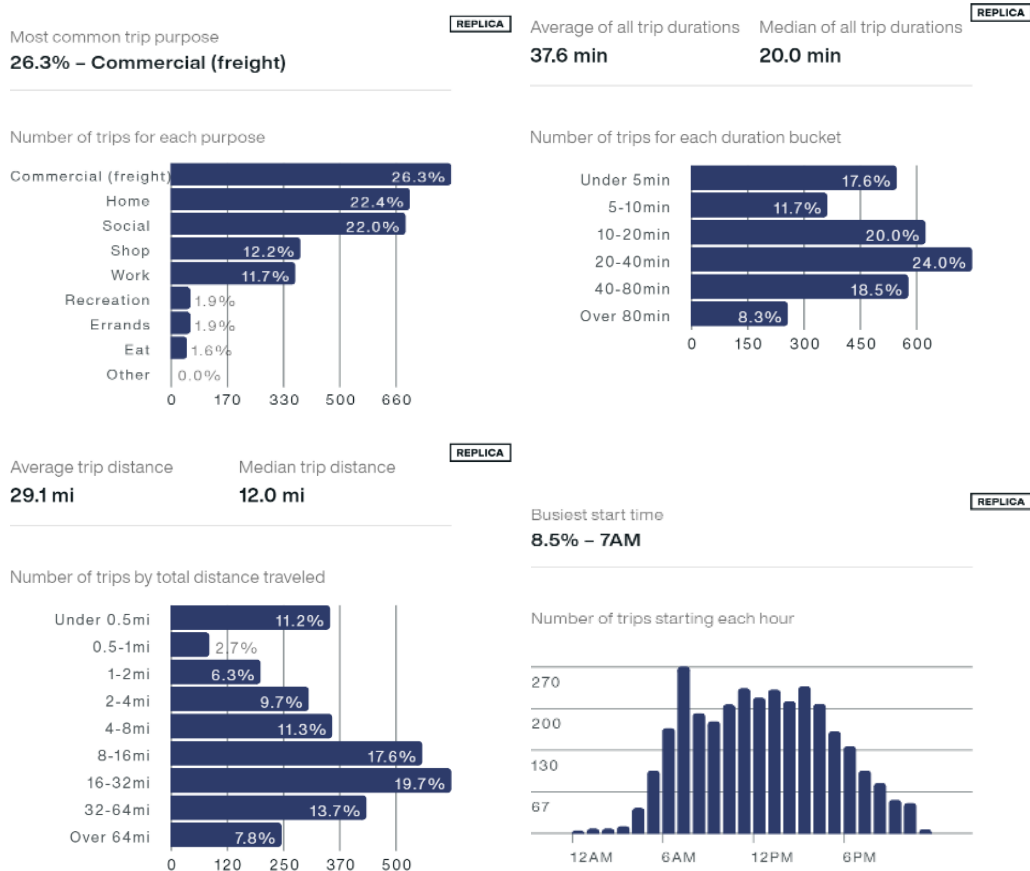


Figure 33: Selected Trip Characteristics for Corkscrew Destinations



3.6.3 Work Location

Table 17 lists the top work location subareas for the 900 workers living in the Corkscrew subarea. This table indicates that work trips made by residents of Corkscrew are predominantly to the nearby Immokalee subarea as well as North Naples

Shown in Figure 35 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are shorter in time and distance and demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It was estimated that 80 or 8.8% of the people residing in the Corkscrew subarea worked from home during the Spring 2021.



Figure 34: Origins for trips Ending in Corkscrew Subarea

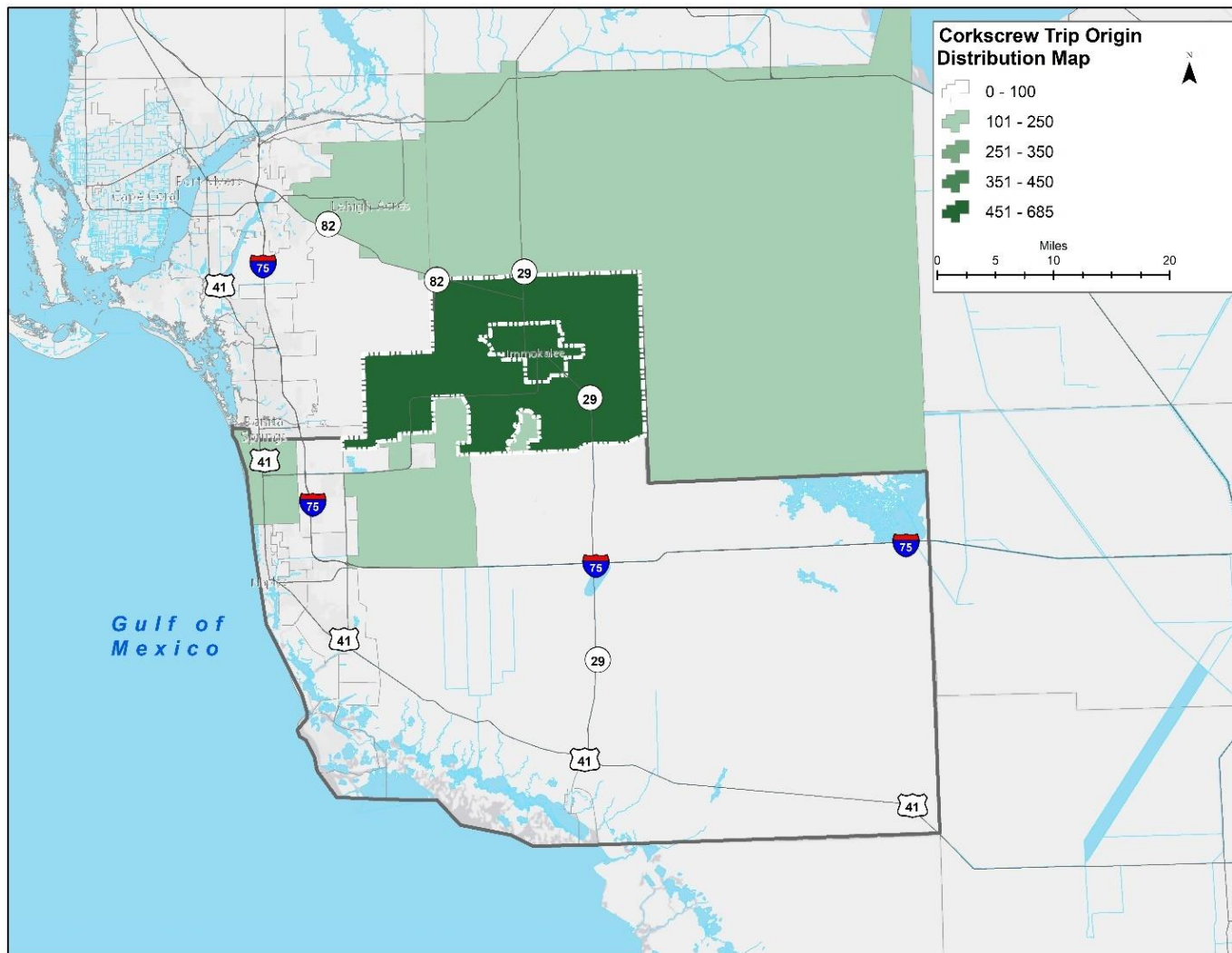
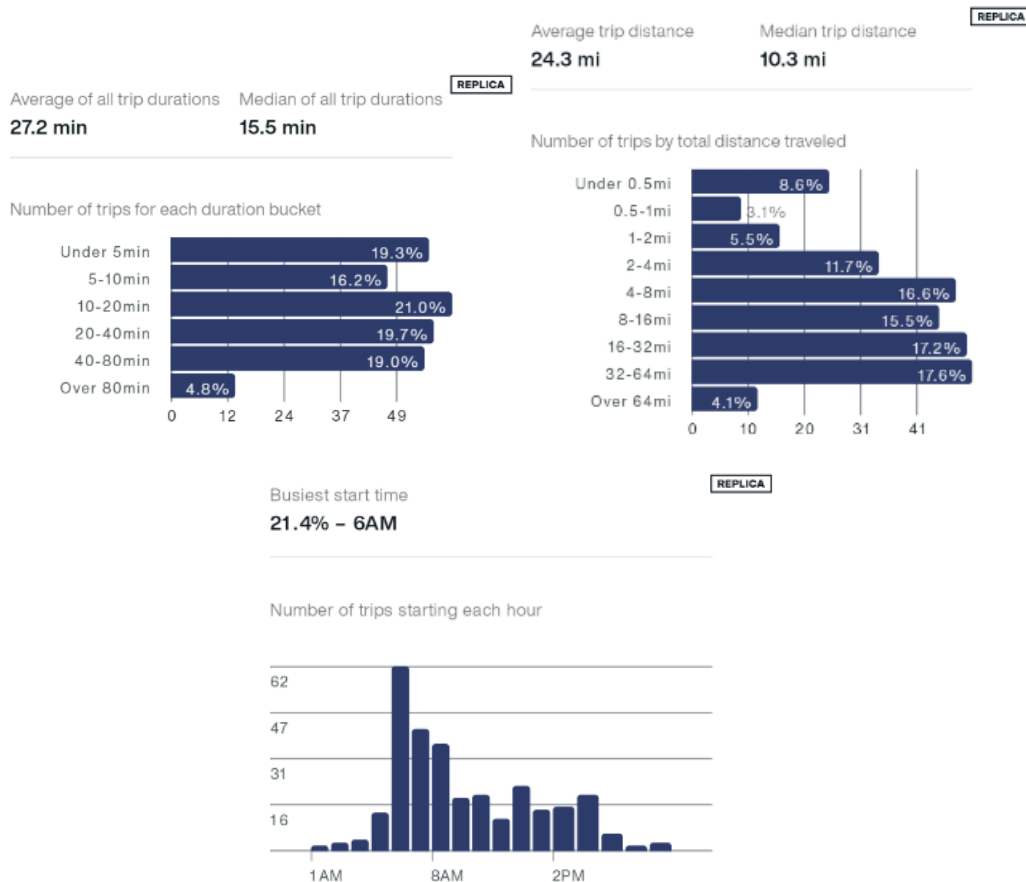


Table 17: Work Locations for Residents of Corkscrew

Work Location	Population	Work Location	Population
Immokalee	101	Fort Myers	12
North Naples	57	East Naples	12
Ave Maria	30	South Fort Myers	10
City of Naples	28	Heritage Bay	7
San Carlos	20	Miami-Dade County	5
Rural Estates	20	Estero	5
Central Naples	20	Lehigh Acres	5
South Naples	17	Sanibel	5
Urban Estates	17	Bonita Springs	4
Corkscrew	13	Fort Myers Shores	4

Figure 35: Corkscrew Home to Work Trip Characteristics



3.7 East Naples

East Naples is in southwest Collier County as illustrated in the image to the right.

Table 18 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the East Naples subarea. The trip origins listed have a destination in the East Naples subarea and vice-versa for the destinations listed. The 28,132 trips originating in the East Naples subarea and remaining in the area represent 34% of the more than 82,000 daily trips originating in the area. This percentage is a relatively higher percentage than the internal trips in other subareas. Other areas of high trip interaction include the neighboring South Naples and City of Naples subareas



Table 18: East Naples Trip Origins and Destinations

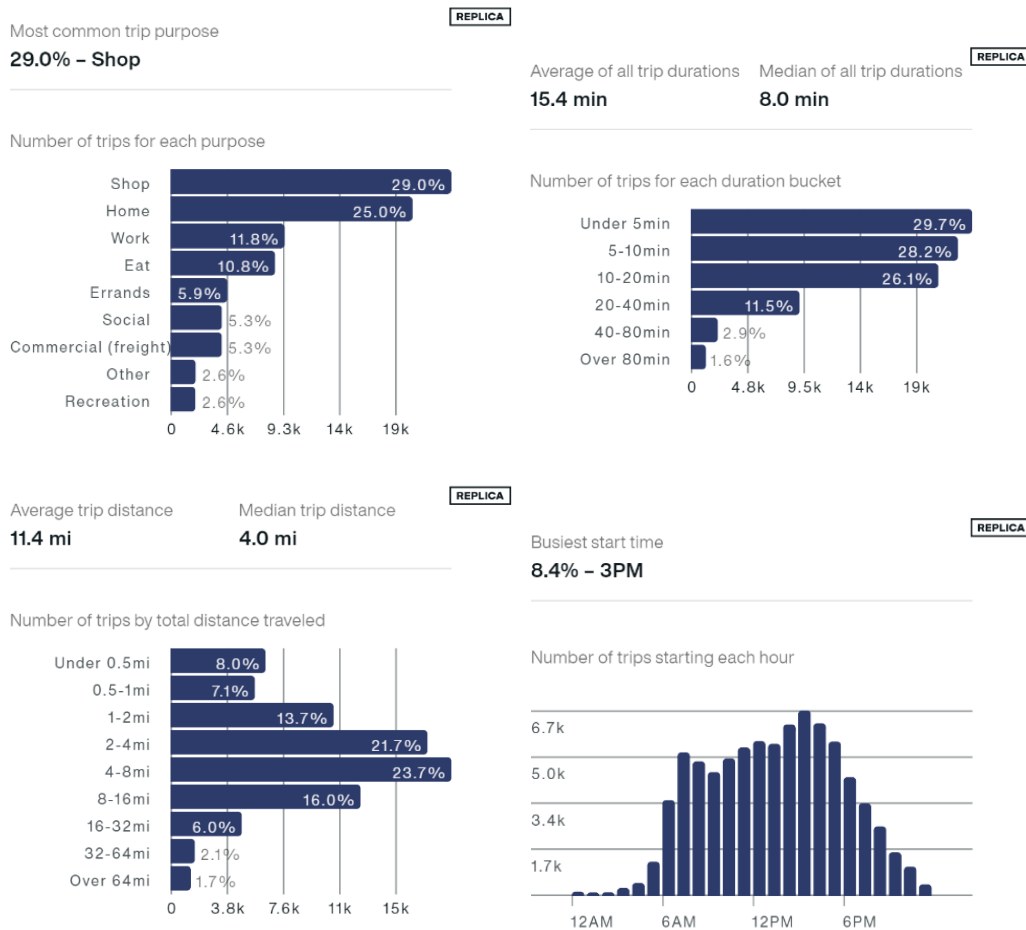
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
East Naples (Internal)	28,132	28,132	Out of Region	788	896
South Naples	12,327	12,263	Estero	346	339
City of Naples	10,465	10,454	San Carlos	307	441
Golden Gate	6,706	6,962	Fort Myers	304	487
Central Naples	5,763	5,781	Immokalee	254	328
North Naples	5,230	5,449	South Fort Myers	252	390
Urban Estates	2,843	2,969	Royal Fakapalm	244	239
Rural Estates	1,538	1,881	Miami-Dade County	230	214
City of Marco Island	1,495	1,289	Heritage Bay	182	197
Bonita Springs	1,148	936	Gateway/Airport	174	350

3.7.1 Trips Beginning in Subarea

Figure 36 provides a summary of the trip purpose, trip distance, trip duration and the start time statistics for the area. Trips originating from East Naples have a high home trip purpose at 30% of the daily trips generated in the subarea, while shopping trips are a quarter of the total trips at 21,000 trips in the area. The average trip distance traveled is around 11 miles and the average trip duration is 15 minutes. Figure 37 illustrates the geographic distribution of destinations for trips originating in the East Naples subarea.



Figure 36: Selected Trip Characteristics for East Naples Origins



3.7.2 Trips Ending in Subarea

Figure 38 shows the characteristics of trips ending in East Naples, including features such as trip’s purpose, trip distance, trip duration and the busiest start time trips. More than 30% of the trips ending in East Naples have a high home destination, while shopping trips account for one-in-four trips ending in the area. Like the trip origins where these two top purposes are reversed combined with the high percentage of trips internal to the area, the average trip distance and trip duration are nearly the same for these destination trips and the origin trips. The busiest start time shows an early afternoon spike during the 3 P.M. hour. Figure 39 graphically illustrates the geographic distribution of origins for trips ending in the East Naples subarea.



Figure 37: Destinations for trips Originating in East Naples Subarea

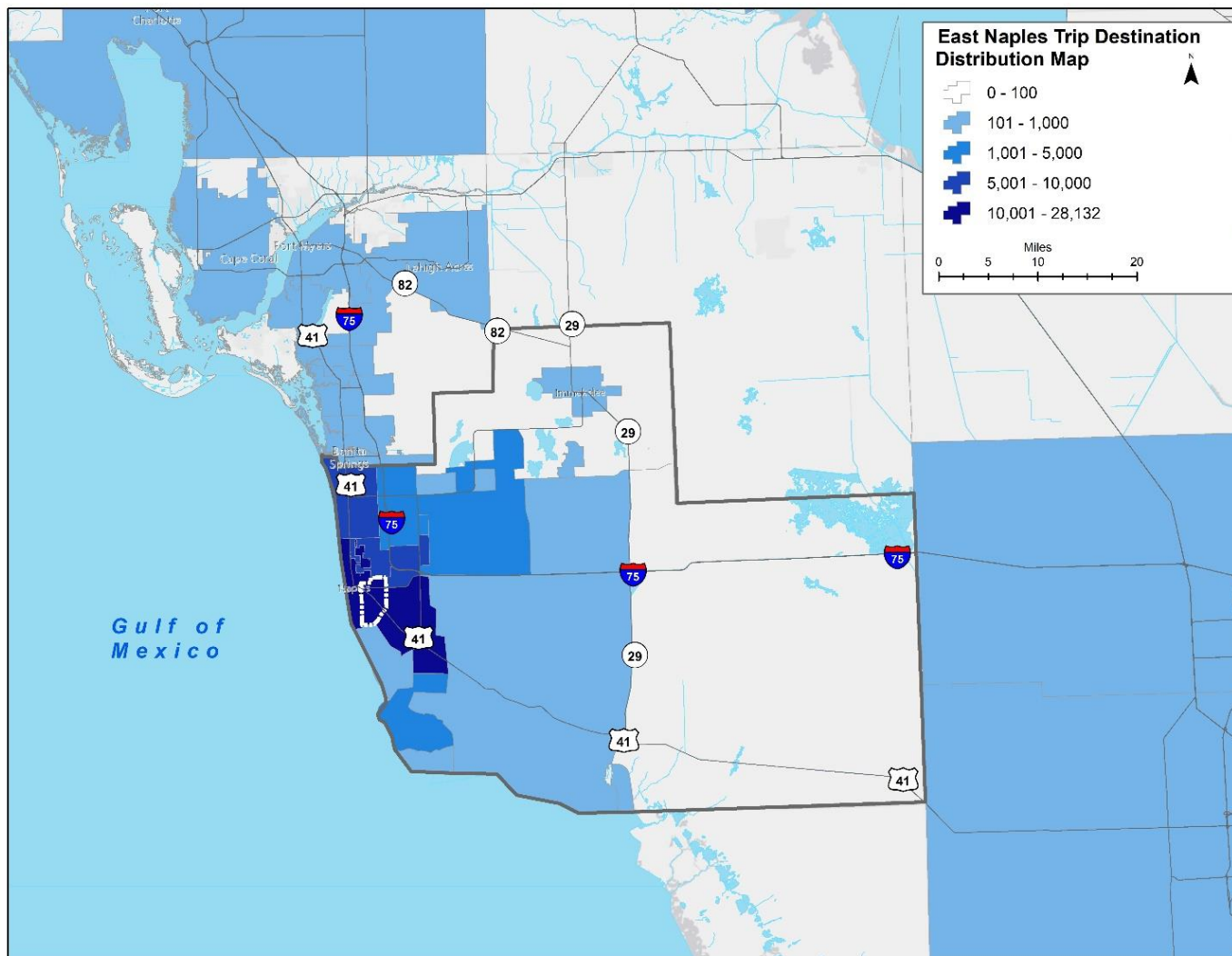
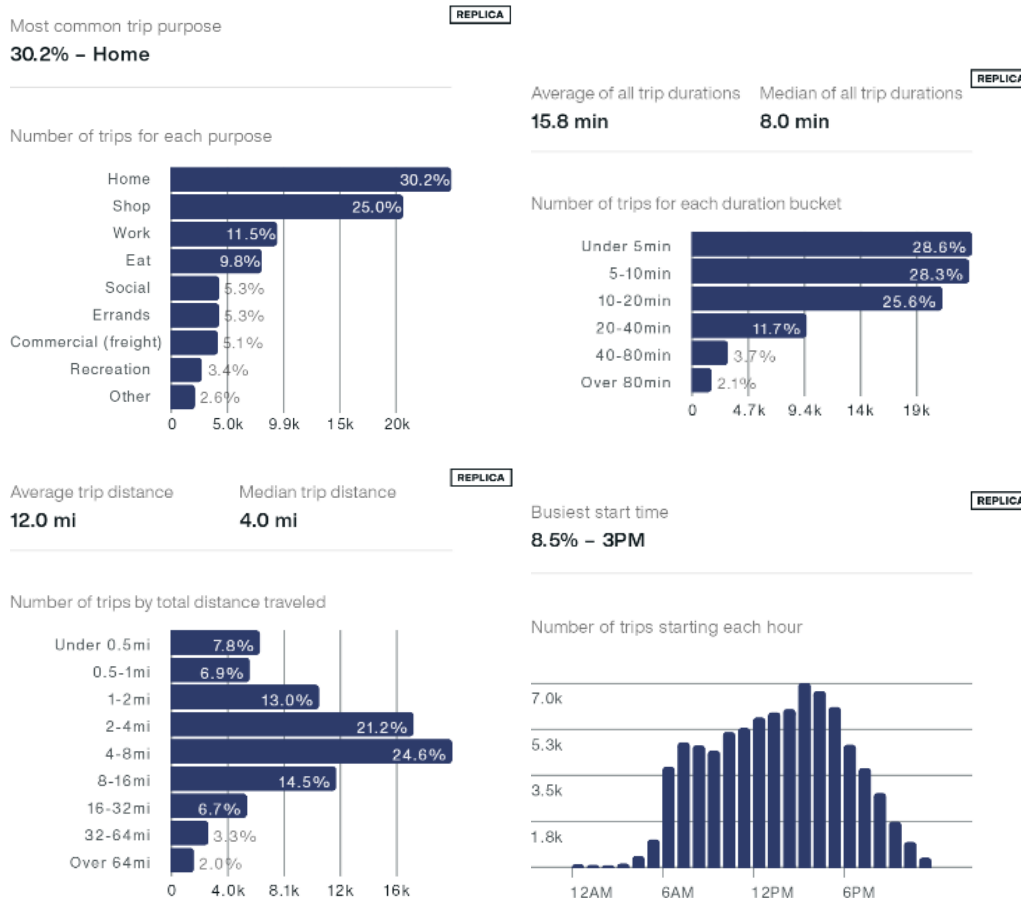


Figure 38: Selected Trip Characteristics for East Naples Destinations



3.7.3 Work Location

Table 19 lists the top work location subareas for the 9,900 workers residing in the subarea. This table indicates that work trips made by residents of East Naples are predominantly internal to the East Naples subarea, the City of Naples, or North Naples.

Shown in Figure 40 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance on average, and demonstrate a distinct A.M. peak starting as early as 5 A.M. While these trips are longer than the average trips in the subarea, more than 40% are less than 4 miles in length. Information regarding working from home is also made available through Replica. It was estimated that 1,650 or 7.2% of the 22,800 residents in the East Naples subarea worked from home during the Spring 2021 quarter.



Figure 39: Origins for trips Ending in East Naples Subarea

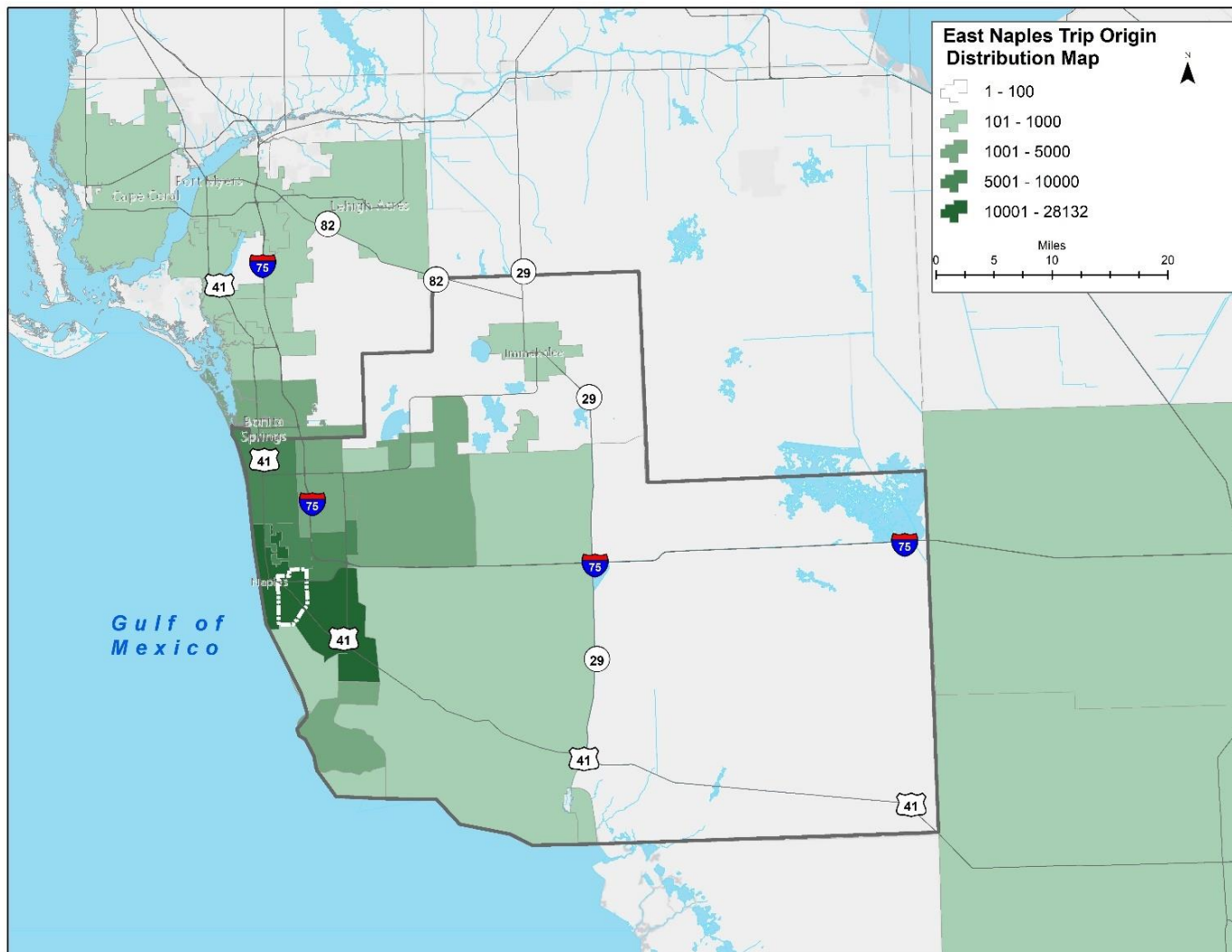
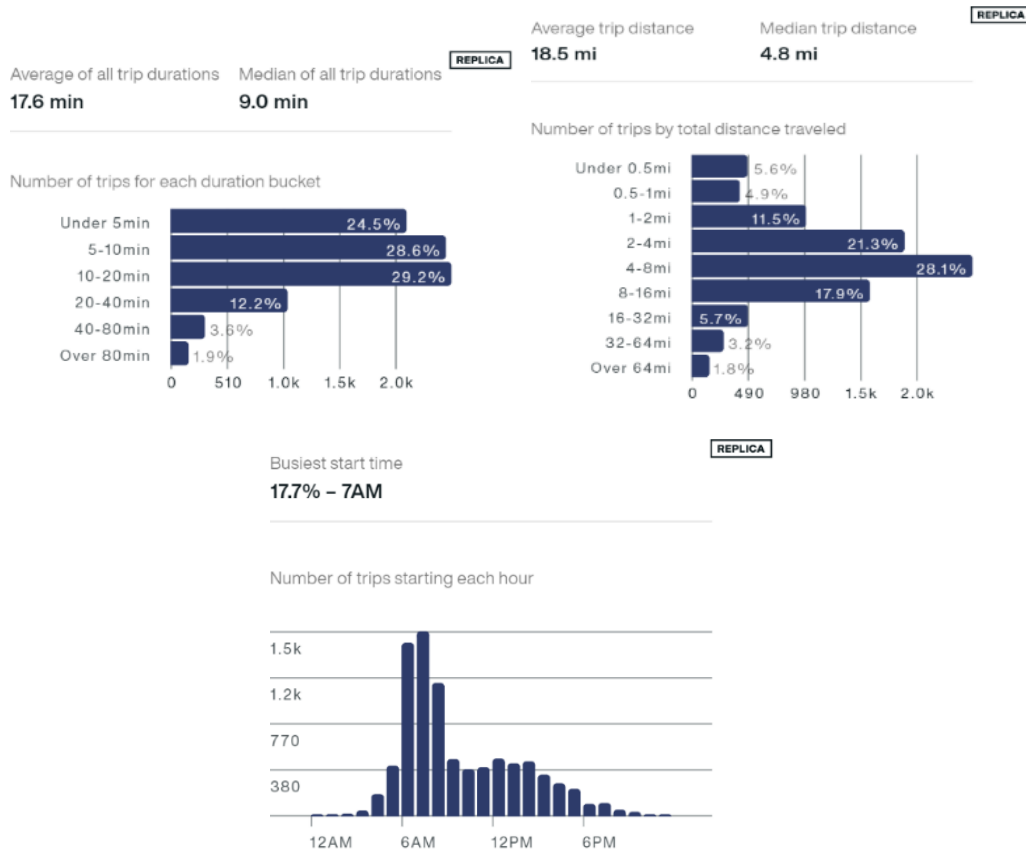


Table 19: Work Locations for Residents of East Naples

Work Location	Population	Work Location	Population
East Naples	2,753	Rural Estates	156
City of Naples	2,348	Out of Region	119
North Naples	1,179	Immokalee	107
Central Naples	760	Miami-Dade County	107
South Naples	567	Ave Maria	86
City of Marco Island	393	Bonita Springs	70
Golden Gate	379	Fort Myers	54
Urban Estates	299	Royal Fakapalm	28
San Carlos	191	Estero	23
South Fort Myers	167	Broward County	18

Figure 40: East Naples Home to Work Trip Characteristics



3.8 Everglades City

The Everglades City subarea is inclusive of the City of Everglades City, Chokoloskee, and Plantation Island. These small communities, located in southern Collier County, have a long history with connections to fishing and nature.



Table 20 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the Everglades City subarea. The trip origins listed have a destination in the Everglades City subarea and vice-versa for the destinations listed. The 1,668 trips originating in the Everglades City subarea and remaining in the area represent 45% of the more than 3,700 daily trips originating in the subarea. Separated from other built areas by large distances, reduces the amount of direct interaction with external locations. While more than half of the trips leave the area, no single external area exhibits a high correlation of trips.

Table 20: Everglades City Trip Origins and Destinations

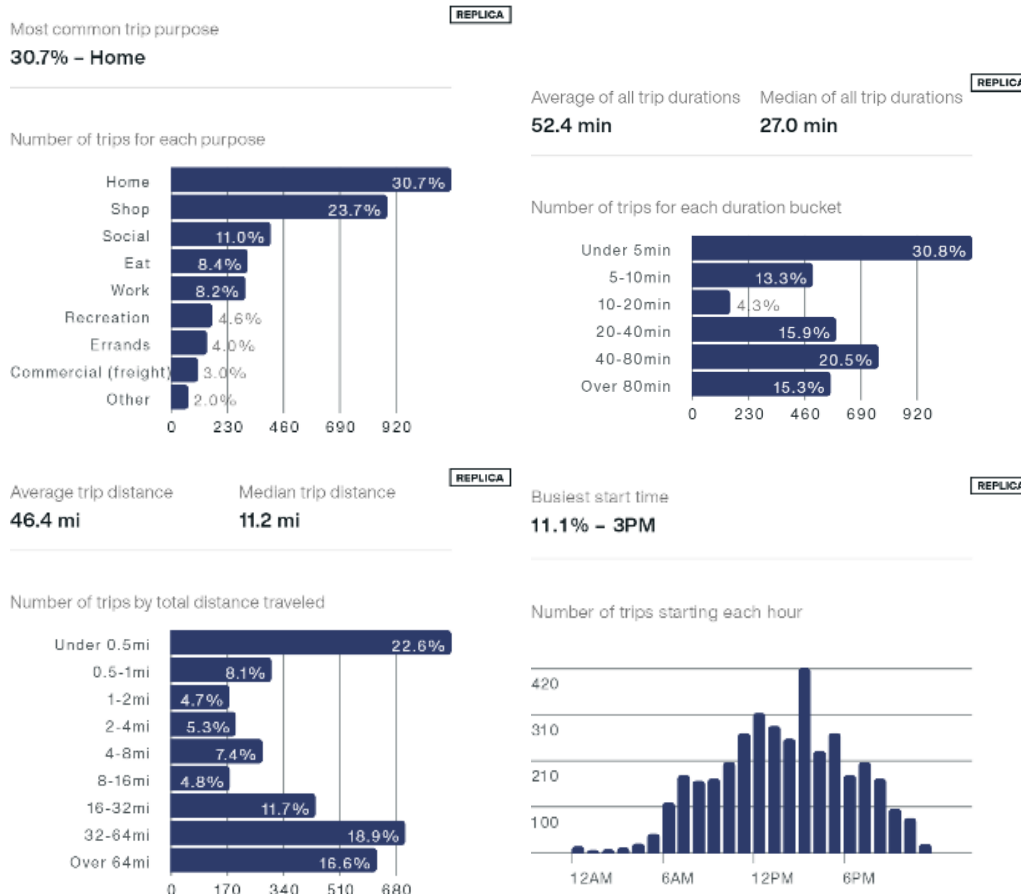
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Everglades City (internal)	1,668	1,668	Big Cypress	122	67
South Naples	375	368	Golden Gate	46	63
Royal Fakapalm	333	294	Urban Estates	27	52
Out of Region	261	268	Central Naples	35	42
City of Marco Island	146	171	Bonita Springs	35	40
Miami-Dade County	115	108	Lehigh Acres	22	39
East Naples	77	86	Fort Myers	11	27
Broward County	64	78	Immokalee	24	27
North Naples	64	76	Rural Estates	12	23
City of Naples	57	74	South Fort Myers	11	21

3.8.1 Trips Beginning in Subarea

Figure 41 provides a summary of the trip purpose, trip distance, trip duration and start time statistics for the area. Trips originating in the Everglades City subarea have a high home trip purpose at about 31% of the daily trips, while shopping trips are at estimated at 24% of daily trips generated in the subarea. While a considerable number of trips originating within the area are less than ½ mile in distance and less than 5 minutes, the average trip distance of 46 miles and trip duration of 52 minutes underscore the remote location of this subarea. Figure 42 illustrates the geographic distribution of destinations for trips originating in the Everglades City subarea.



Figure 41: Selected Trip Characteristics for Everglades City Origins



3.8.2 Trips Ending in Subarea

Figure 43 shows the characteristics of trips endings in the Everglades City subarea. As expected, these trip characteristics are similar for trips originating in the area. High trip purposes for trips ending in the Everglades City subarea are slightly different than trip origins and the other subareas with shopping and social trips being the highest. Like some of the other rural subareas (Big Cypress and Corkscrew), social trips do make up a higher percentage. This could be a result of the lower total number of trips and the connected feel of the established rural communities within these subareas. Average trip distance and trip duration measures however are comparable with those for origin trips. The distribution and frequency of these trips are also similar to those of origin trips. The distribution of trip start times however follows a different pattern than that of the trip origins. This could be attributed to the length of time it takes to travel for longer distance trips and the amount of time it takes to reach the Everglades City subarea. Figure 44 graphically illustrates the geographic distribution of origins for trips ending in the Everglades City subarea.



Figure 42: Destinations for trips Originating in Everglades City Subarea

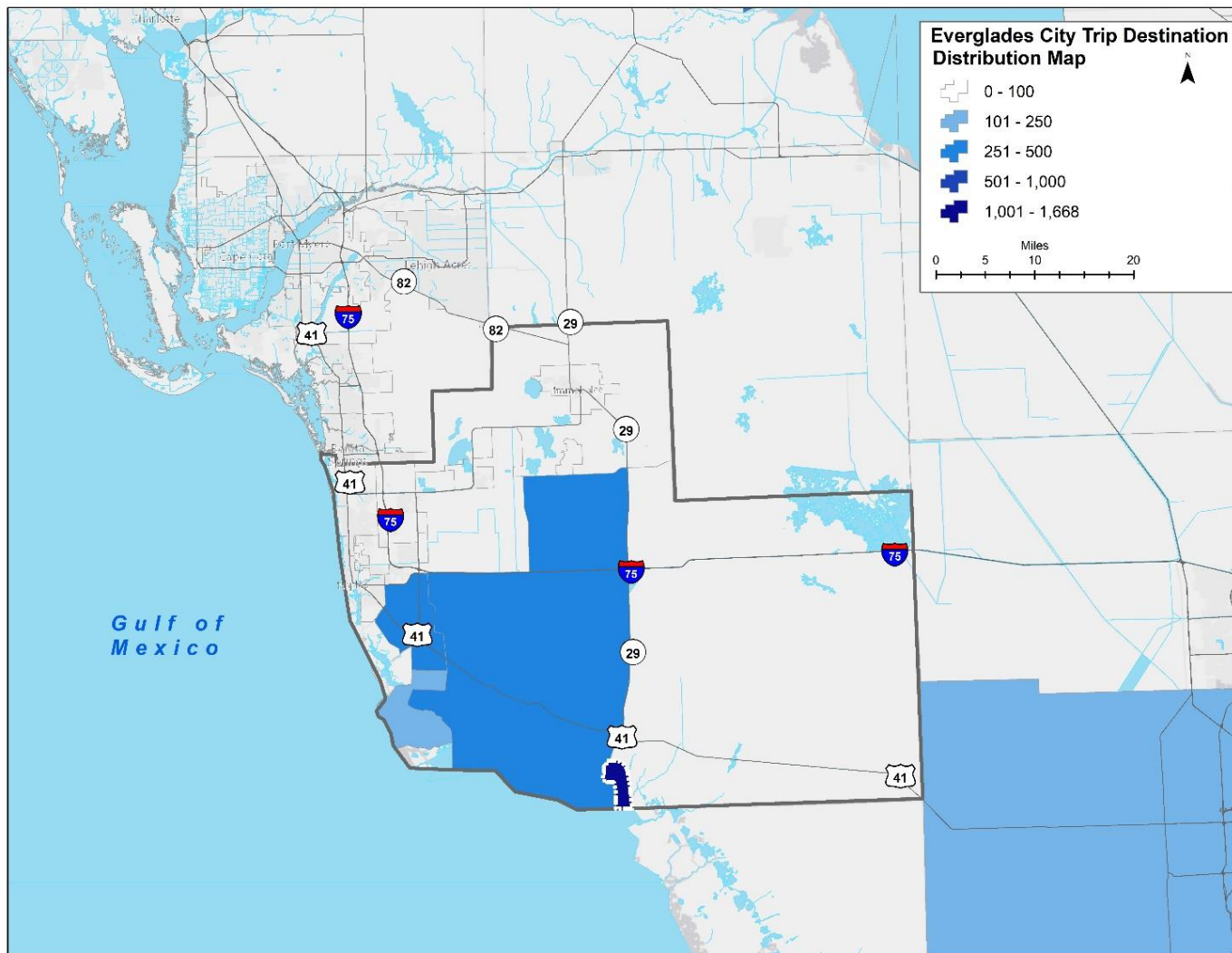
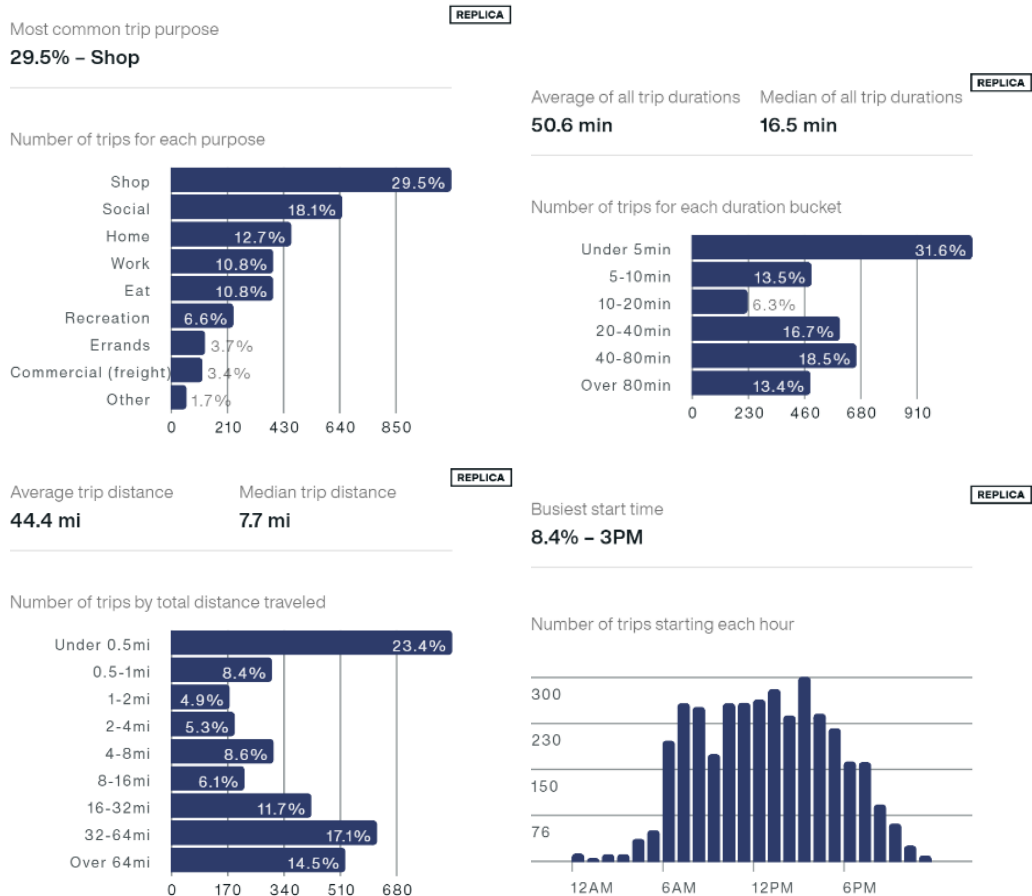


Figure 43: Selected Trip Characteristics for Everglades City Destinations



3.8.3 Work Location

Table 21 lists the top work locations for 239 workers residing in the Everglades City subarea. There is not a strong relationship between work locations for residents of this area. However, the highest locations of South Naples, North Naples and the City of Naples are a great distance away. This is illustrated in Figure 45 where the average and median travel times for this subarea are nearly equal. Most other subareas, excluding the nearby Big Cypress area, have median commute times that are significantly less than the average. There are a considerable number of trips ending at work with a relatively short distance. This can be explained by the compact size of the subarea and the ability to travel short distances during the workday. Information regarding working from home is also made available through Replica. Less than 50 of the 480 people (10.3%) residing in the Everglades City subarea worked from home during the Spring 2021 quarter.



Figure 44: Origins for trips Ending in Everglades City Subarea

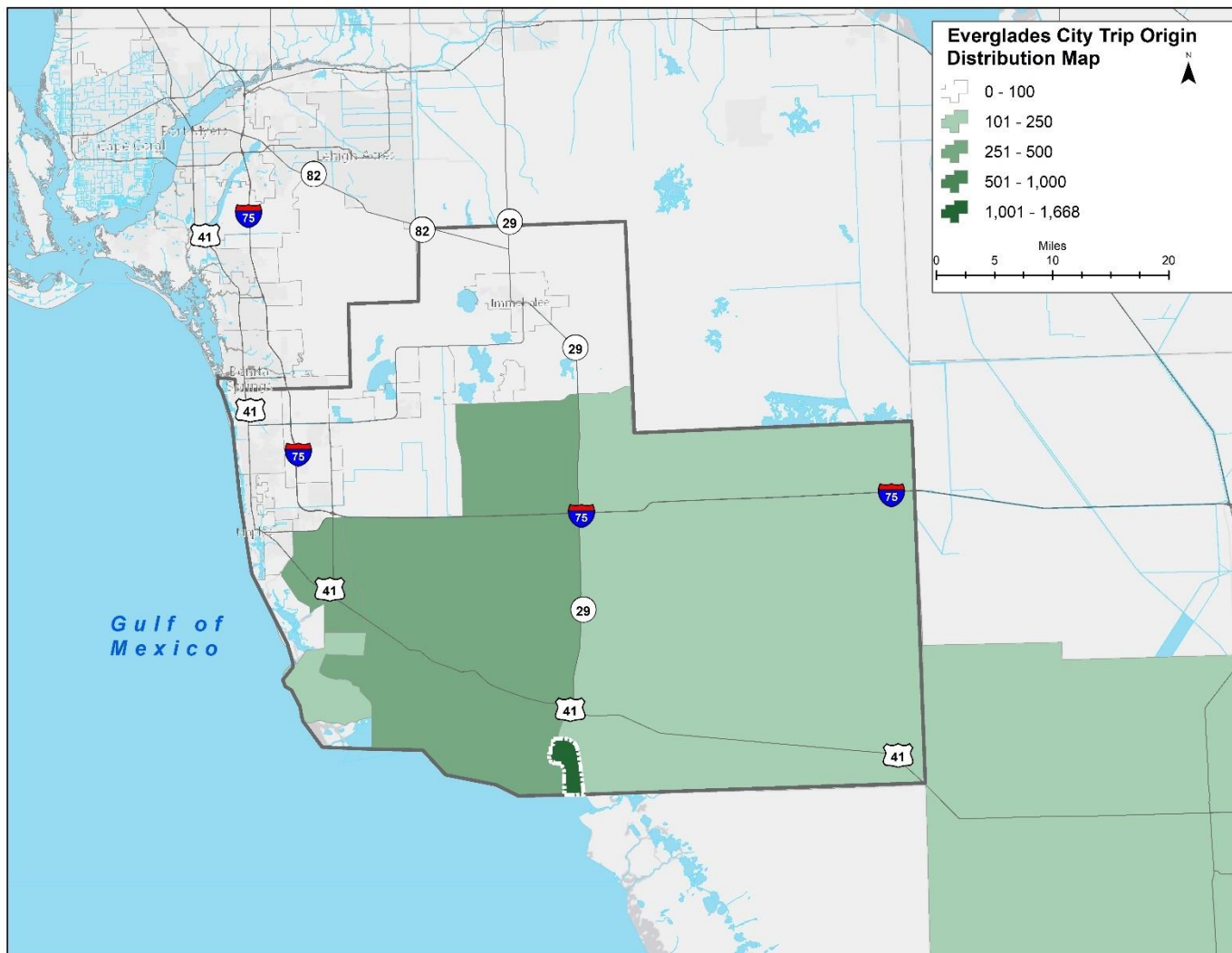
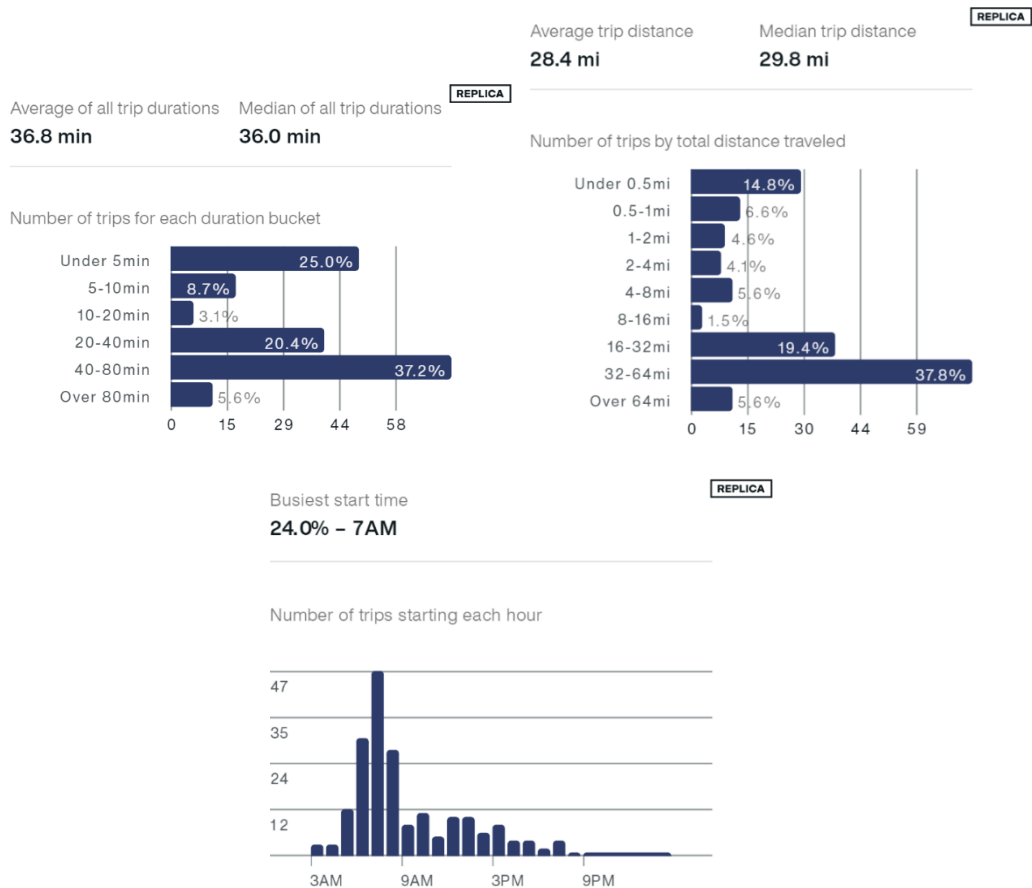


Table 21: Work Locations for Residents of Everglades City

Work Location	Population	Work Location	Population
South Naples	60	Big Cypress	4
North Naples	44	Ave Maria	4
City of Naples	20	San Carlos	3
Everglades City	18	Gateway/Airport	2
Miami-Dade County	17	Immokalee	2
East Naples	13	Marco	2
Royal Fakapalm	11	South Fort Myers	1
City of Marco Island	10	Golden Gate	1
Central Naples	8	Out of Region	0
Urban Estates	7		

Figure 45: Everglades City Home to Work Trip Characteristics



3.9 Golden Gate

The Golden Gate Community is in western Collier County and includes Golden Gate City as illustrated in the image to the right.

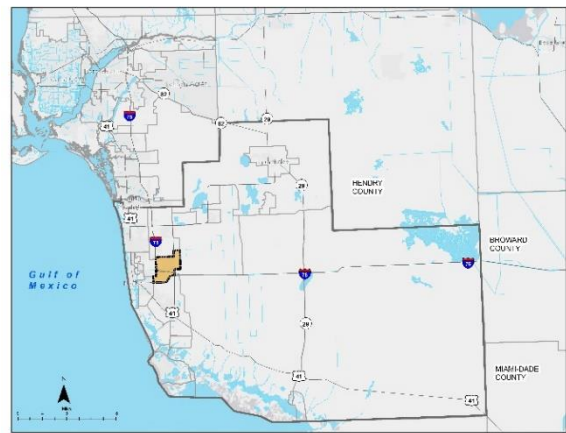


Table 22 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end occurs in the Golden Gate subarea. The trip origins listed have a destination in the Golden Gate subarea and vice-versa for the destinations listed. The 45,537 trips originating daily within the Golden Gate subarea and remaining within the area represent 42% of the more than 108,000 daily trips originating from the area. The nearby areas of North Naples, Urban Estates, South Naples, and City of Naples also experience high trip interaction with the Golden Gate subarea. These areas have diverse land use patterns and integrated road network connectivity with Golden Gate.

Table 22: Golden Gate Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trip To
Golden Gate (internal)	45,537	45,537	San Carlos	773	907
North Naples	8,427	8,639	Out of Region	732	836
Urban Estates	8,311	8,291	Fort Myers	341	687
South Naples	8,381	7,881	Estero	673	622
City of Naples	7,159	7,360	South Fort Myers	263	565
Central Naples	6,938	6,892	Orange Tree	381	494
East Naples	6,962	6,706	Lehigh Acres	264	479
Rural Estates	5,348	5,667	Immokalee	396	459
Bonita Springs	1,508	1,565	Miami-Dade County	465	413
City of Marco Island	1,444	1,263	Broward County	304	374

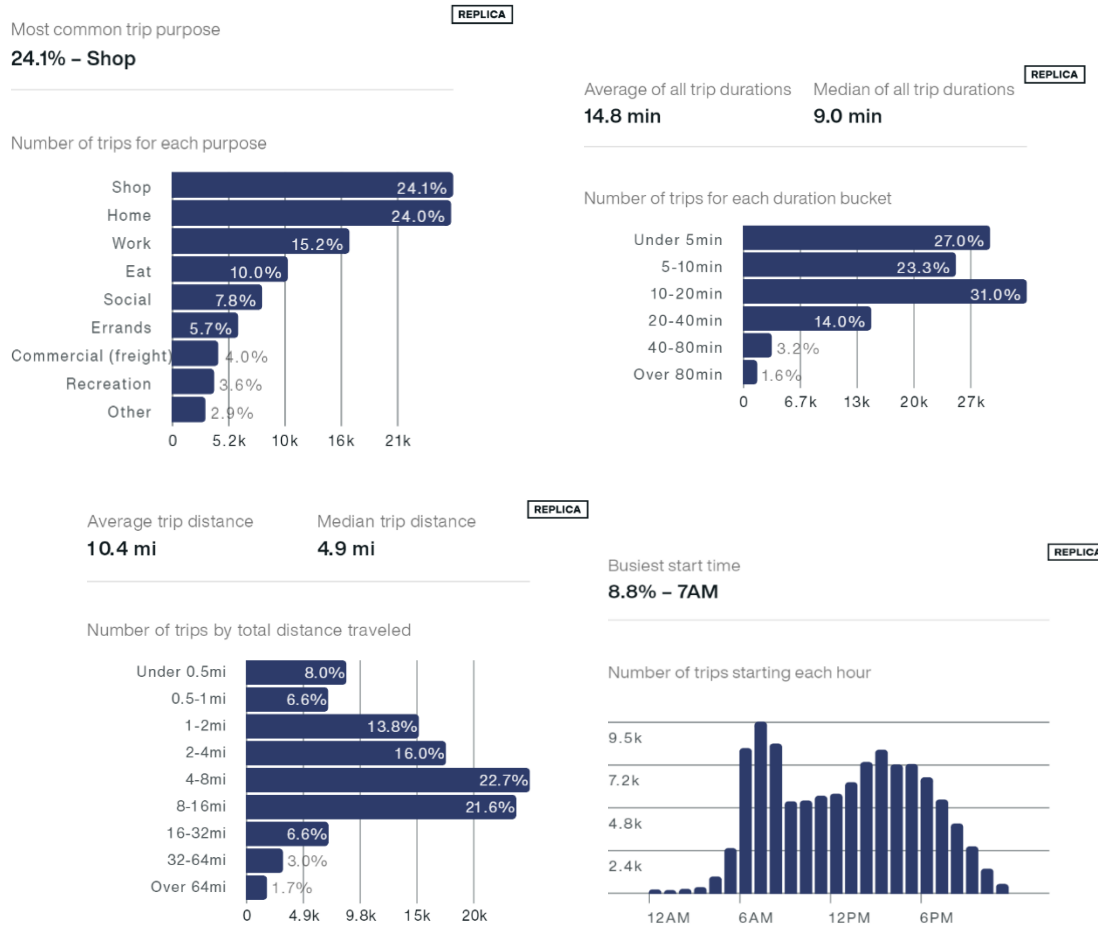
3.9.1 Trips Beginning in Subarea

Trips originating in Golden Gate have a high shopping trip purpose at about 26,000 or 24% of the daily trips generated in the subarea. Similarly, home trip purposes are 24% as shown in Figure 46. The Golden Gate subarea is primarily residential with a few commercial services and schools which could account for the high shopping and home trip purposes in the area. Figure 46 also provides summary statistics regarding travel distance and travel times. The average distance traveled in the area is around 10 miles with an average duration of 15 minutes for trips originating from within the subarea. This suggests that on average, residents travel to areas near the Golden Gate or within the area. Nearly half of the trips originating in Golden Gate travel between 4 and 16 miles. Trips originating from Golden Gate have a relatively short trip duration, as most trip journeys are between 10 and 20 minutes. Furthermore, more than a quarter of the trips (i.e., 29,000 trips) are under 5 minutes. Around 50% of the overall trips in the area are made within 10 minutes, which suggests that there are a significant number of persons making



short trips within the Golden Gate area or in neighboring areas. Figure 47 illustrates the geographic distribution of destinations for trips originating in the Golden Gate subarea.

Figure 46: Selected Trip Characteristics for Golden Gate Origins



3.9.2 Trips Ending in Subarea

About 40% of all trips ending in Golden Gate are for home purposes with about 43,000 trips, while only 22,000 trips end in Golden Gate for shopping purposes. The average trip distance is around 10 miles, and the average travel time is about 14 minutes. Almost one quarter of the trips ending in Golden Gate have a 4-8-mile travel distance. While around 20% of total trips travel 8-16 miles before ending in Golden Gate. This accounts for about 22,000 trips. Many of the trips in the area (34,000 trips) have a 10–20-minute travel time (32.2% of total trips). There is also a significant number of shorter distance trips, under 5 minutes, that ended in Golden Gate. Figure 48 provides summary statistics regarding travel distance and travel times for these trips. Figure 49 illustrates the geographic distribution of origins for trips ending in the Golden Gate subarea.



Figure 47: Destinations for trips Originating in Golden Gate Subarea

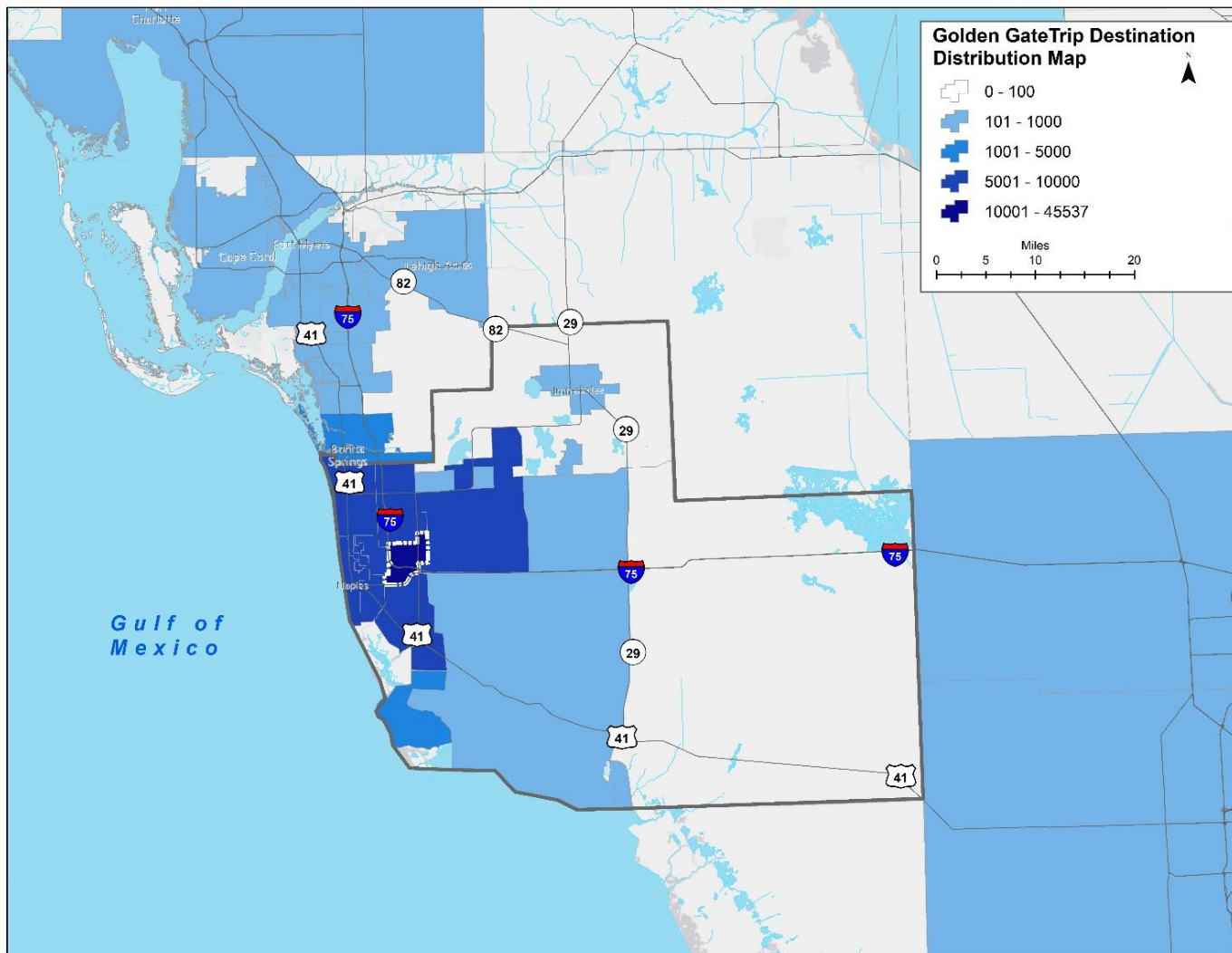
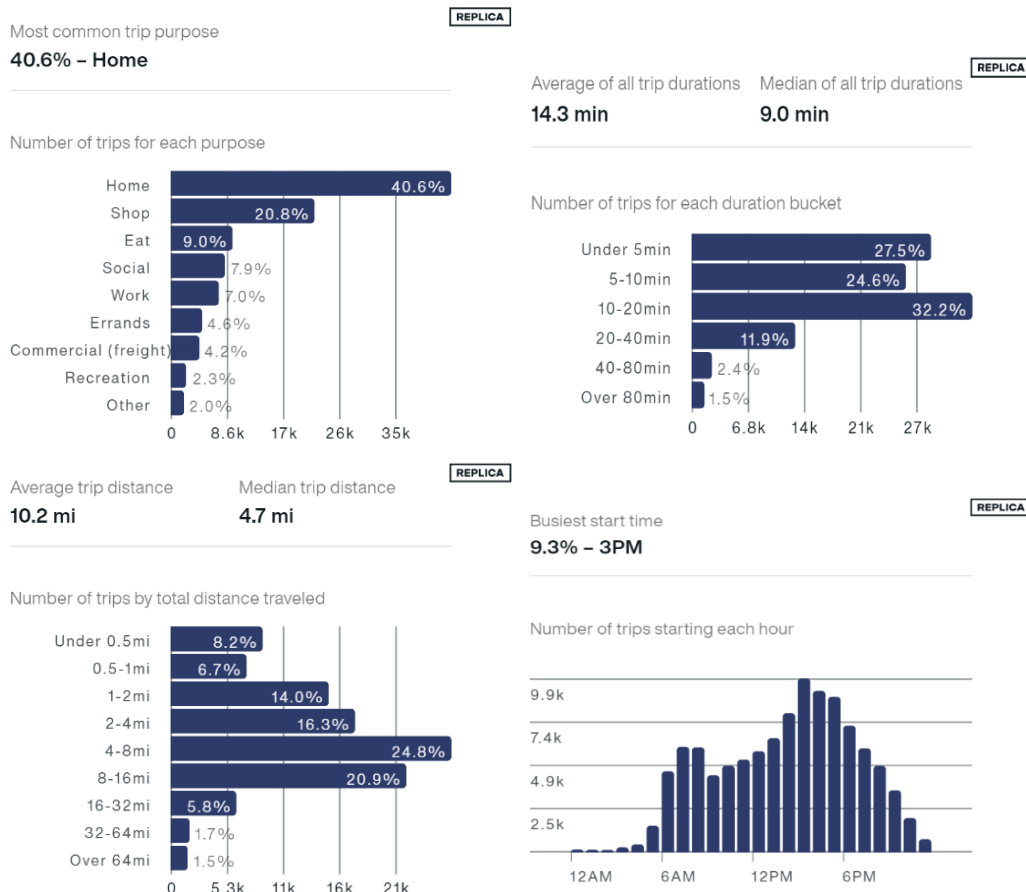


Figure 48: Selected Trip Characteristics for Golden Gate Destinations



3.9.3 Work Location

Table 23 lists the top work location subareas for 26,700 workers living in the Golden Gate subarea. This table indicates that work trips made by residents of Golden Gate are predominantly to the North Naples subarea.

Shown in Figure 50 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance and demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It is estimated that 3,600 or 6.9% of the residents in the Golden Gate subarea worked from home during the Spring 2021 quarter.



Figure 49: Origins for trips Ending in Golden Gate Subarea

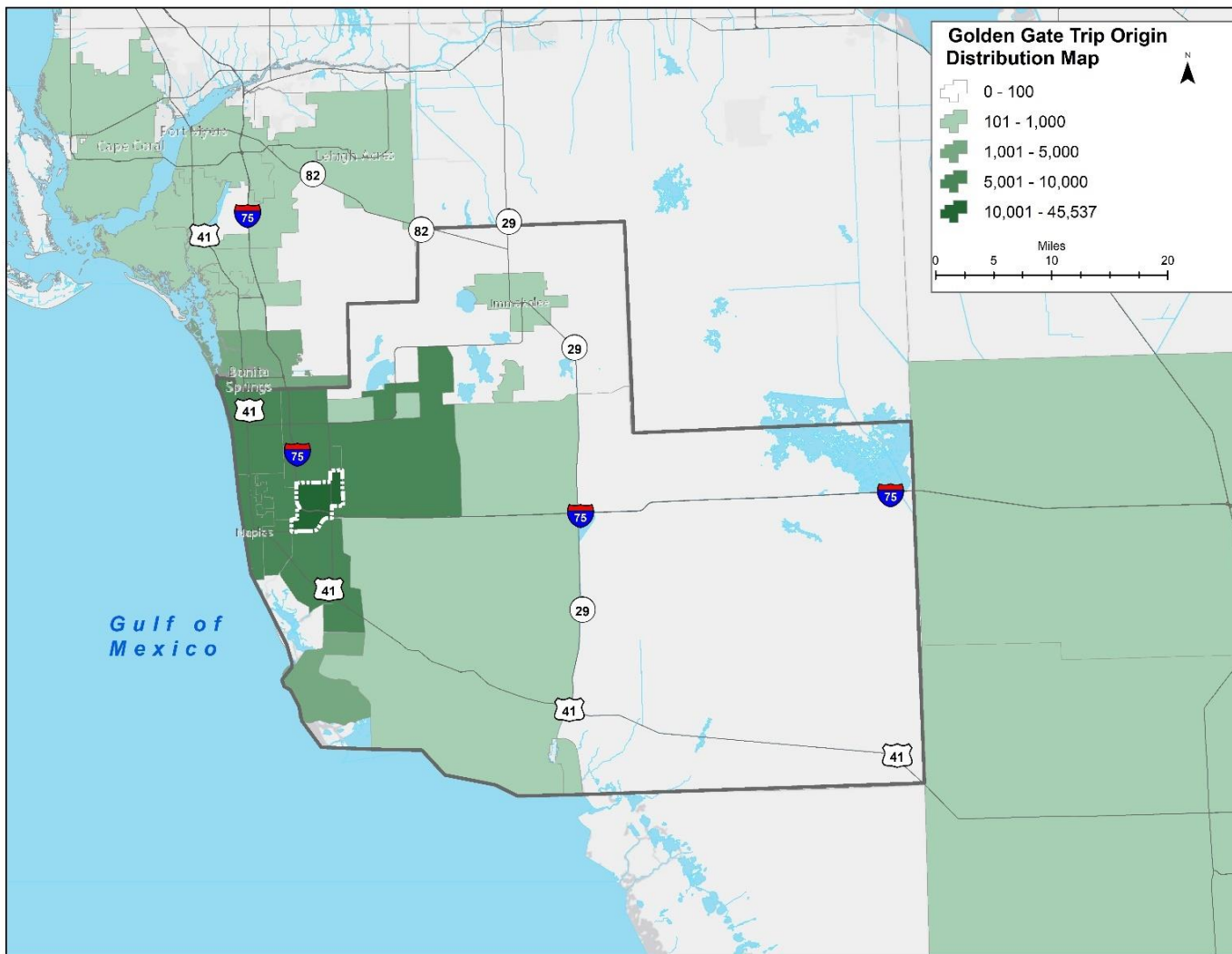
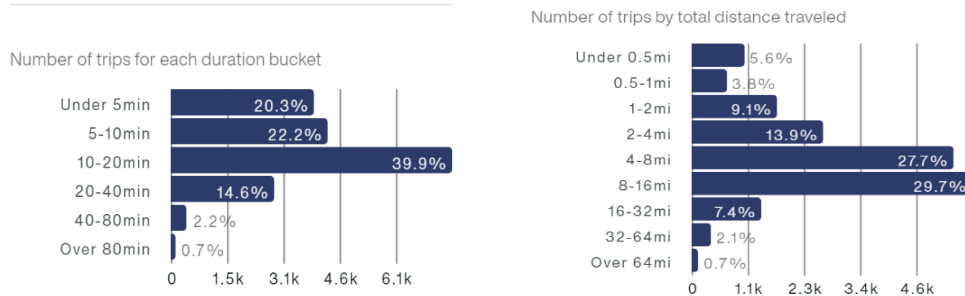


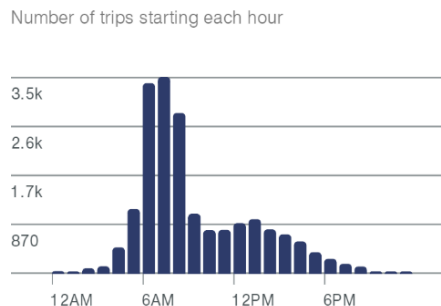
Table 23: Work Locations for Residents of Golden Gate

Work Location	Population	Work Location	Population
North Naples	4,428	Bonita Springs	366
Golden Gate	3,502	South Fort Myers	327
City of Naples	3,212	Miami-Dade County	295
Central Naples	2,434	Ave Maria	227
East Naples	1,935	Estero	199
Urban Estates	1,519	Fort Myers	132
Rural Estates	1,141	Immokalee	118
South Naples	908	Out of Region	92
City of Marco Island	739	Broward County	43
San Carlos	573	Orange Tree	36

Figure 50: Golden Gate Home to Work Trip Characteristics



Busiest start time: **18.1% - 7AM** **REPLICA**



3.10 Heritage Bay

The Heritage Bay subarea is located northern Collier County along CR 846 (Immokalee Road) as shown in the image to the right. This subarea was developed based on its unique land use pattern compared with the surrounding area and the Growth Management Plan.

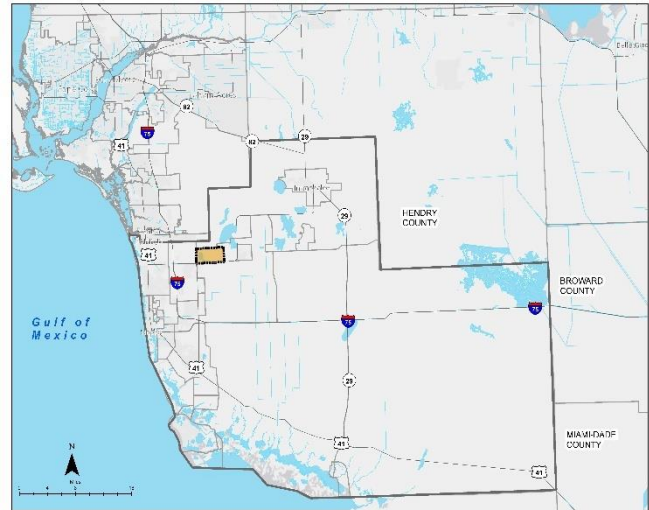


Table 24 lists the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the subarea. Trip origins listed have a destination in the Heritage Bay subarea and vice-versa for the destinations listed. With 24% of the trips originating in the Heritage Bay subarea and remaining, the percentage of internal trips for this subarea is lower than many other areas in the County, reflecting the dependent nature of the shopping and retail uses this subarea for other nearby areas. The Urban Estates, Rural Estates, and North Naples subareas have a high trip interaction with the Heritage Bay subarea. The diverse development of these areas reflects the dependency of trip making in this part of the county between adjacent subareas where single-use development is more predominant.

Table 24: Heritage Bay Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Heritage Bay (internal)	2,949	2,949	East Naples	197	182
Urban Estates	2,584	2,511	South Naples	210	156
Rural Estates	1,817	1,695	Out of region	111	127
North Naples	1,239	1,185	Ave Maria	120	124
Bonita Springs	519	446	Fort Myers	64	106
Orange Tree	351	419	San Carlos	112	105
Golden Gate	357	390	Estero	108	101
City of Naples	337	387	Lehigh Acres	43	99
Central Naples	316	277	South Fort Myers	63	91
Immokalee	194	198	Gateway/Airport	46	75

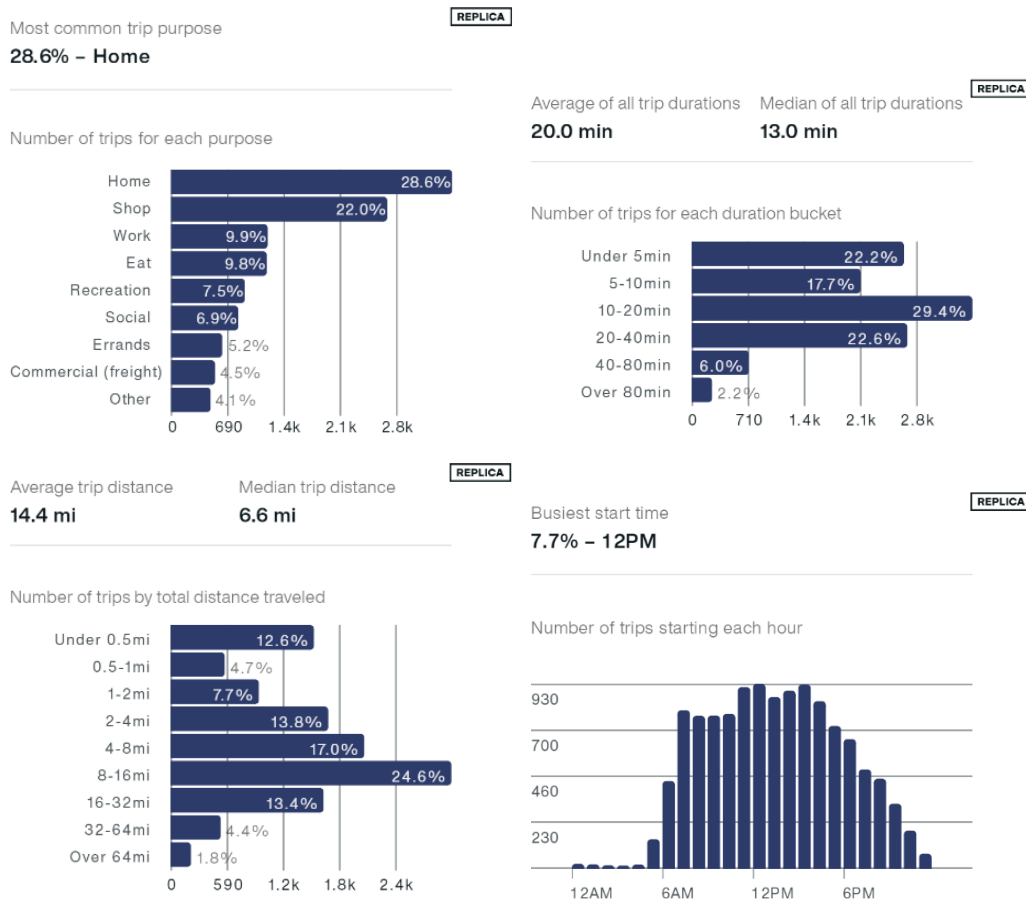
3.10.1 Trips Beginning in Subarea

Figure 51 provides a summary of the trip purpose, trip distance, trip duration, and start time statistics for the area. Trips originating in the Heritage Bay have a high home trip purpose at about 29% of total trips with shopping comprising roughly 22% of the daily trips. Heritage Bay is primarily a residential community with a commercial node located at the intersection of Collier Blvd and Immokalee Road. The average trip distance of 14 miles and average trip duration of 20 minutes are comparable with other



areas in Collier County where a diverse mix of uses exist. Figure 52 illustrates the geographic distribution of destinations for trips originating in the Heritage Bay subarea.

Figure 51: Selected Trip Characteristics for Heritage Bay Origins



3.10.2 Trips Ending in Subarea

Figure 53 shows the characteristics for trips ending in the Heritage Bay subarea. Trips ending in Heritage Bay are influenced by the commercial and restaurant uses as indicated by the high number of shopping and eating trips. The average trip distance and duration measures are equal to those for trips originating in the subarea. While these destination trips occur throughout the day, an early afternoon spike around 3 P.M. is noticeable. Figure 54 graphically illustrates the geographic distribution of origins for trips ending in the Heritage Bay subarea.



Figure 52: Destinations for trips Originating in Heritage Bay Subarea

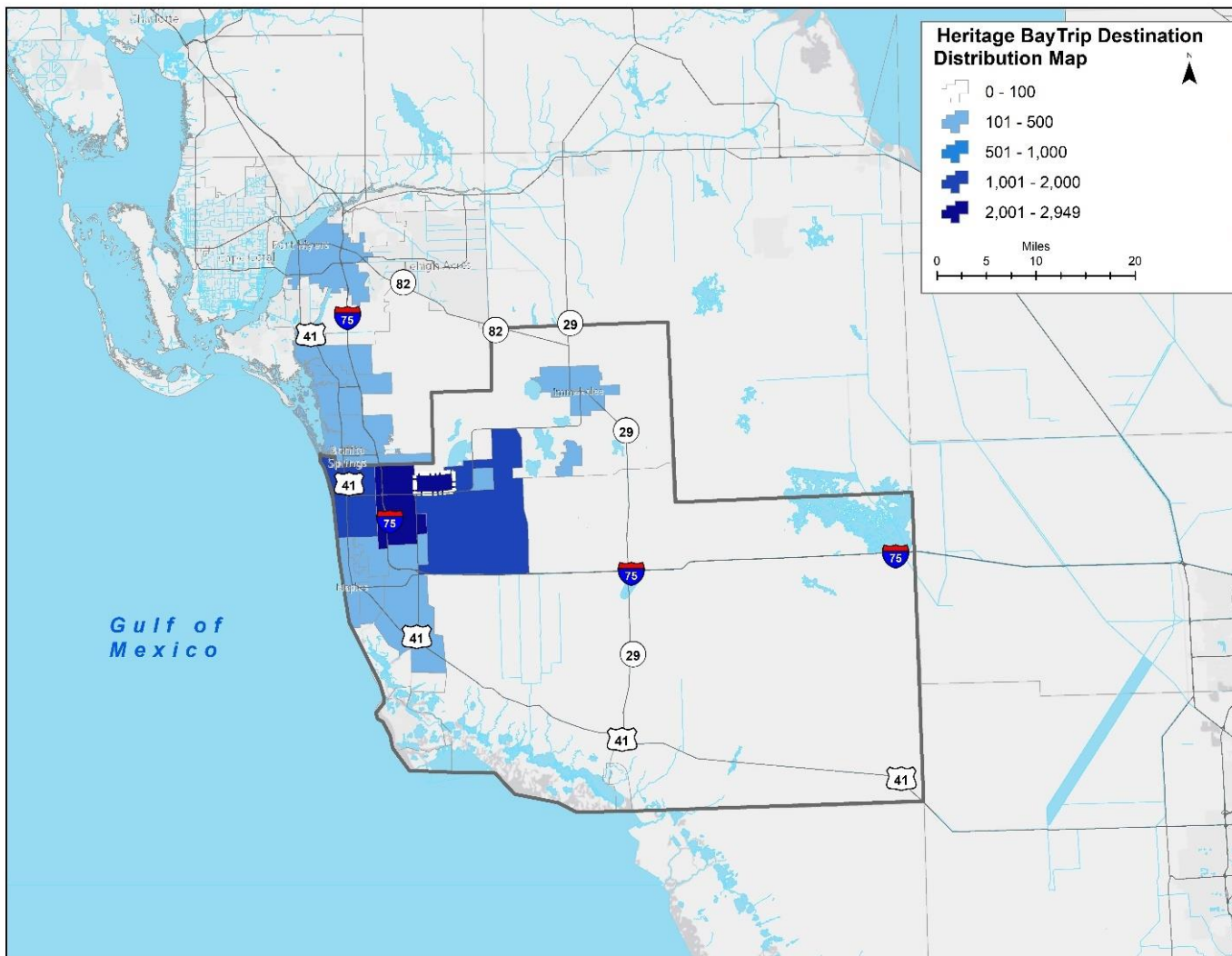
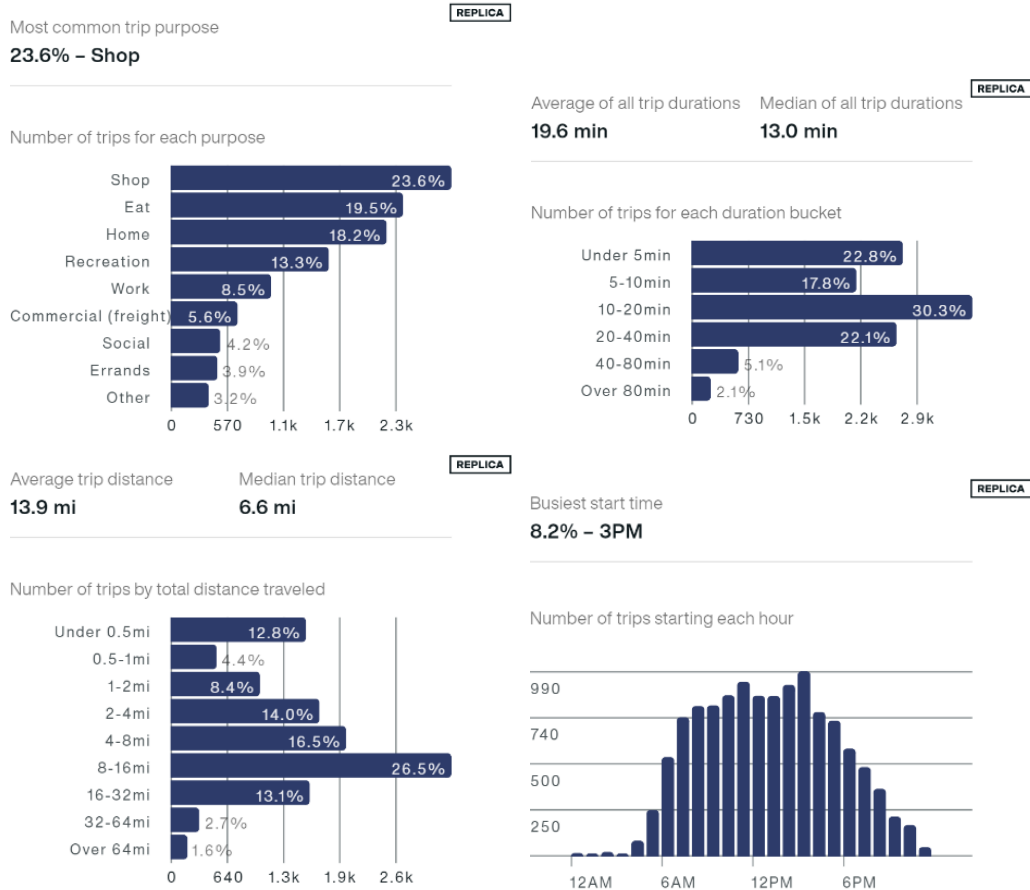


Figure 53: Selected Trip Characteristics for Heritage Bay Destinations



3.10.3 Work Location

Table 24 lists the top work location subareas for 1,200 workers living in the Heritage Bay subarea. This table indicates that residents predominantly work in the to the North Naples and Ave Maria subareas.

Shown in Figure 55 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originating within the study area, work trips on average are longer and take longer. There is distinct peak period in the morning between 6 A.M. to 9 A.M. Information regarding working from home is also made available through Replica. It was estimated that 370 of the 3,000 people (12.1%) residing in the Heritage Bay subarea worked from home during the Spring 2021 quarter.



Figure 54: Origins for trips Ending in Heritage Bay Subarea

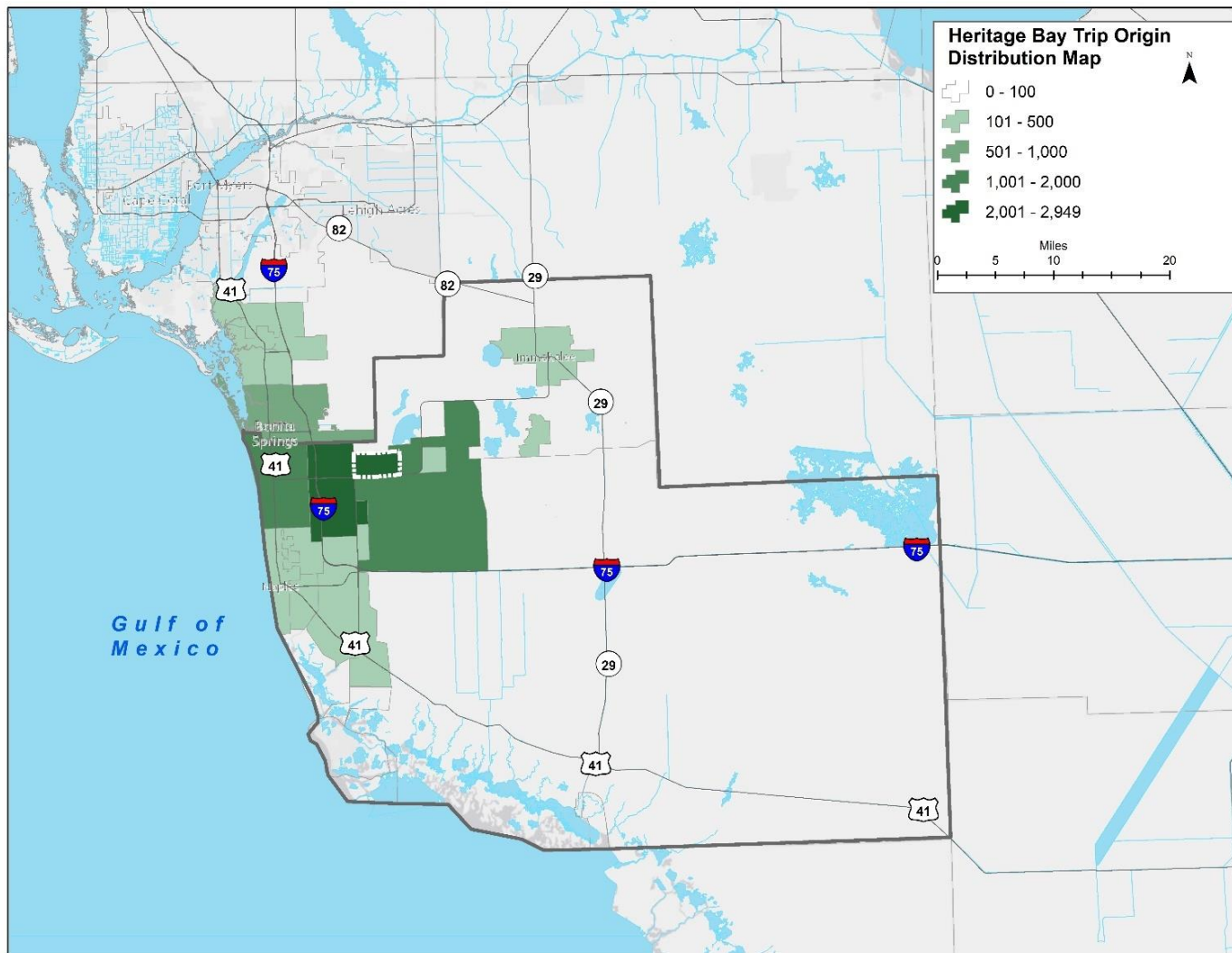
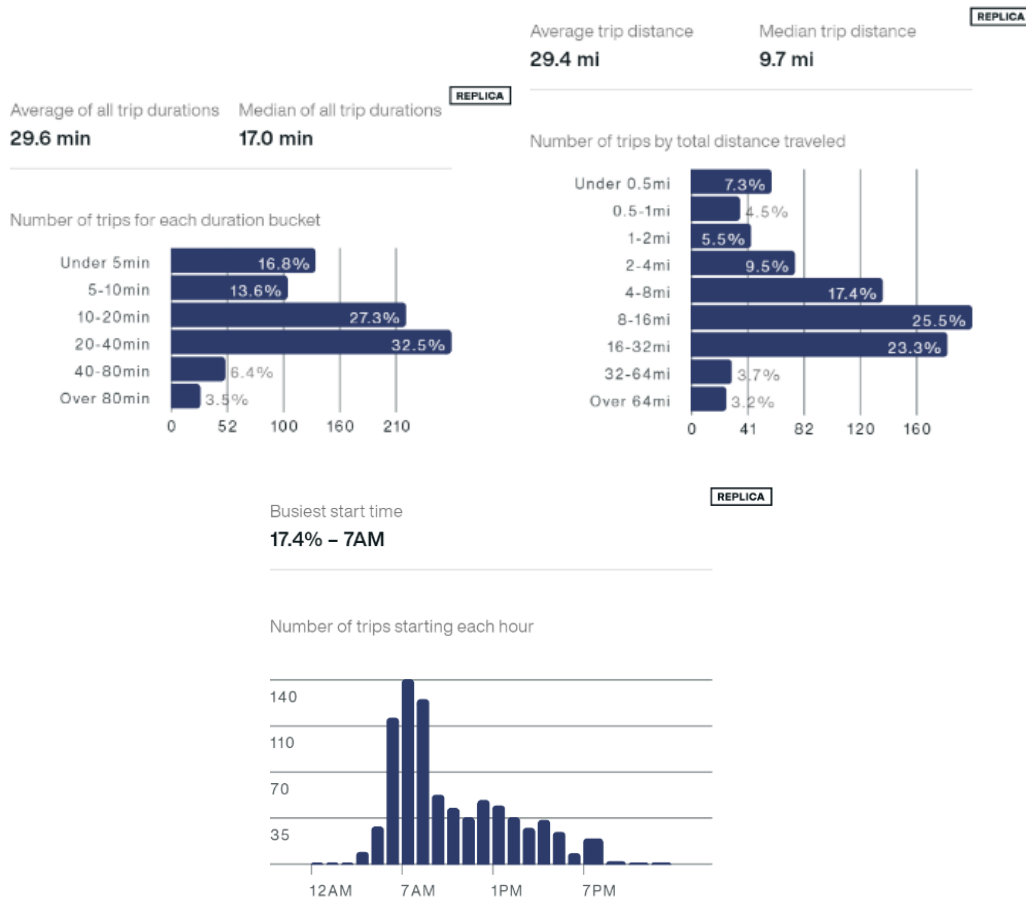


Table 25: Work Locations for Residents of Heritage Bay

Work Location	Population	Work Location	Population
North Naples	165	Bonita Springs	31
Ave Maria	156	South Fort Myers	26
Rural Estates	133	Orange Tree	26
Central Naples	115	Miami-Dade County	24
City of Naples	103	East Naples	23
Urban Estates	97	North Fort Myers	20
San Carlos	53	City of Marco Island	20
Immokalee	39	Golden Gate	16
South Naples	36	Out of Region	14
Heritage Bay	32	Estero	13

Figure 55: Heritage Bay Home to Work Trip Characteristics



3.11 Immokalee

The Immokalee subarea is an urban area located in northeast Collier County.

Table 26 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end takes place in the Immokalee subarea. Trip origins listed have a destination in the Immokalee subarea and vice-versa for the destinations listed. 72% of the 60,000 daily trips originating in the Immokalee subarea, remained in the area. This internal rate is the highest rate for all subareas in Collier County. Other areas of higher trip interaction include Lehigh Acres in Lee County and Hendry County. As a more isolated urban area Immokalee provides shopping and other service-related needs for the residents and surrounding lower density rural areas.

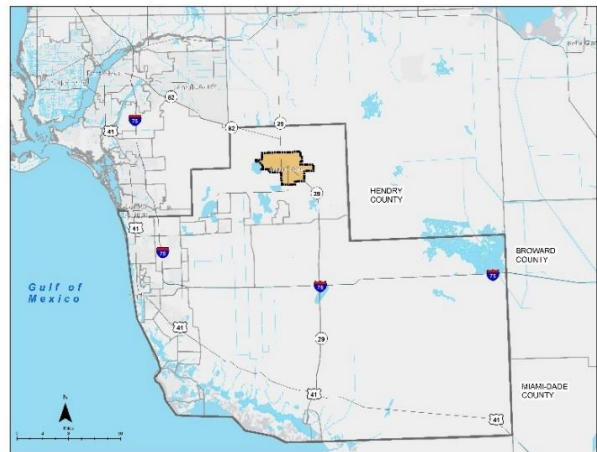


Table 26: Immokalee Trip Origins and Destinations

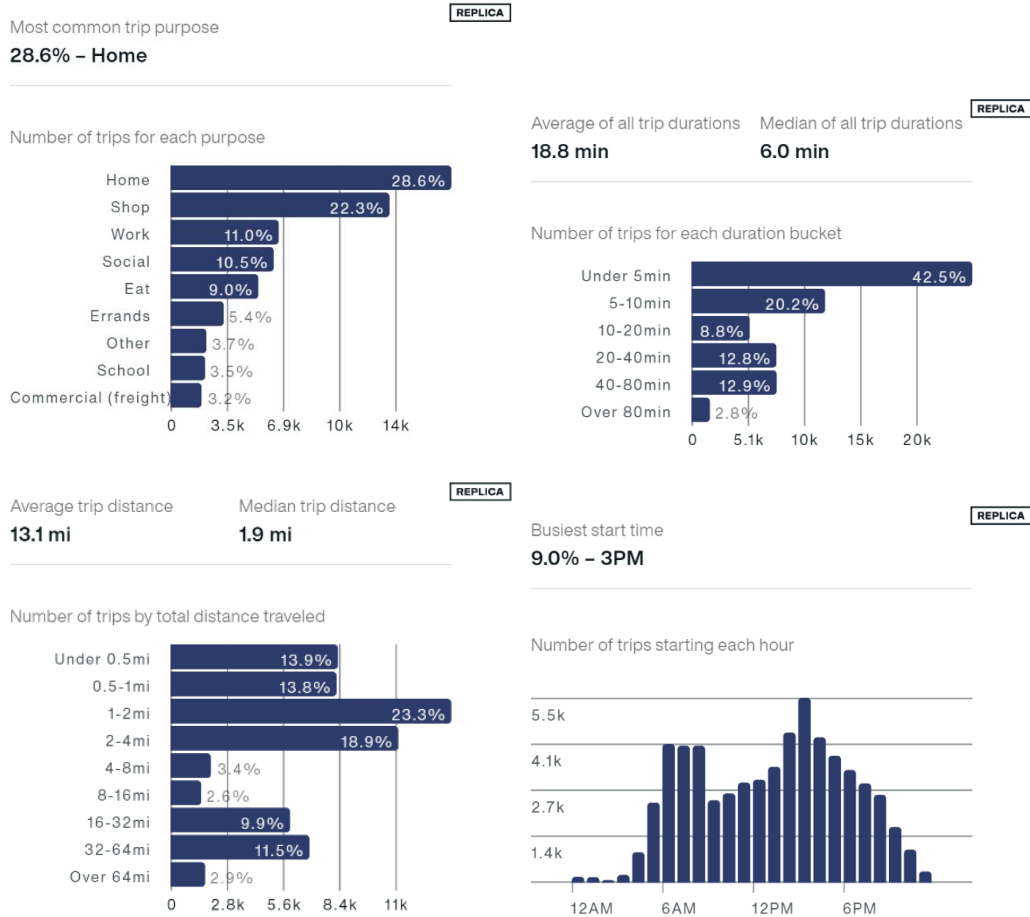
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Immokalee (internal)	43,465	43,465	South Fort Myers	328	534
Lehigh Acres	2,639	2,542	San Carlos	453	439
Hendry County	1,695	1,944	City of Naples	407	423
Fort Myers	967	1,230	Golden Gate	459	396
Rural Estates	1,258	1,150	Central Naples	364	327
Out of Region	1,073	1,001	Estero	423	311
Ave Maria	901	928	South Naples	391	291
North Naples	902	820	Cape Coral	211	276
Urban Estates	872	751	Bonita Springs	319	264
Corkscrew	608	573	East Naples		254

3.11.1 Trips Beginning in Subarea

Figure 56 provides a summary of the trip purpose, trip distance, trip duration, and start time statistics for the area. Trips originating from Immokalee have a high home or shopping trip purpose. Combined with the high number of internal trips occurring in this area, this relationship can be expected as and relate a higher rate of single purpose trips. The number of shorter distance trips is a result of the compact size of this area and internal nature of the trips. Because of the isolated nature of Immokalee from other areas results in extremely different average and median travel distances. Half of the trips originating in Immokalee are less than two miles in length. The two highest external (not Immokalee) subareas for trip interaction are Lehigh Acres and Hendry County. While these subareas are not in Collier County, they are closer in location than the developed areas of Collier County. Figure 57 illustrates the geographic distribution of destinations for trips originating in the Immokalee subarea.



Figure 56: Selected Trip Characteristics for Immokalee Origins



3.11.2 Trips Ending in Subarea

Figure 58 shows the characteristics of trips ending in the Immokalee subarea. Due to the high number of internal trips within the subarea, these characteristics nearly mirror those of origin trips. Any slight variation in these measures is a result of trips beginning outside of the subarea when the purpose for entering the subarea is different than the purpose for leaving the subarea. Figure 59 graphically illustrates the geographic distribution of origins for trips ending in the Immokalee subarea.



Figure 57: Destinations for trips Originating in Immokalee Subarea

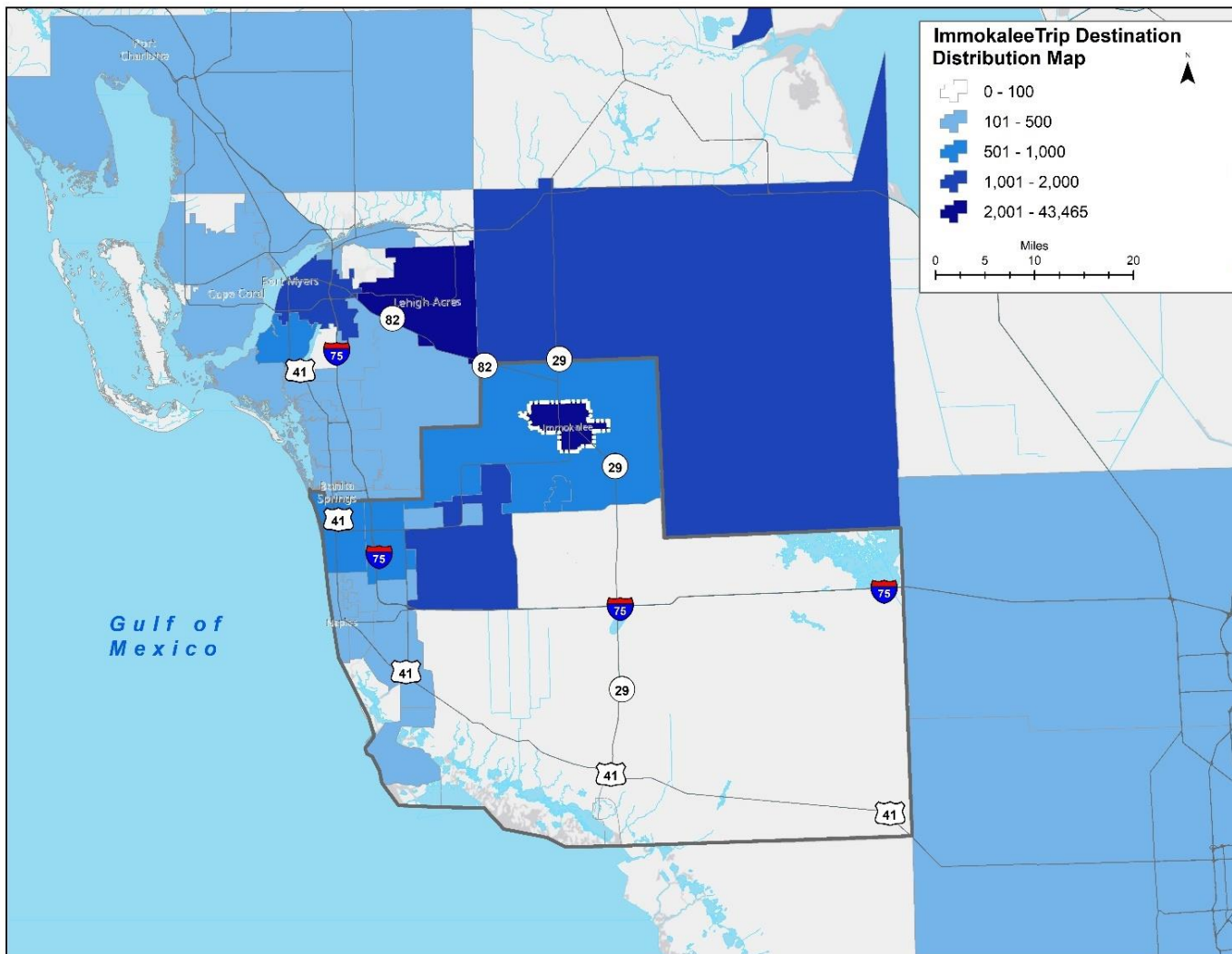
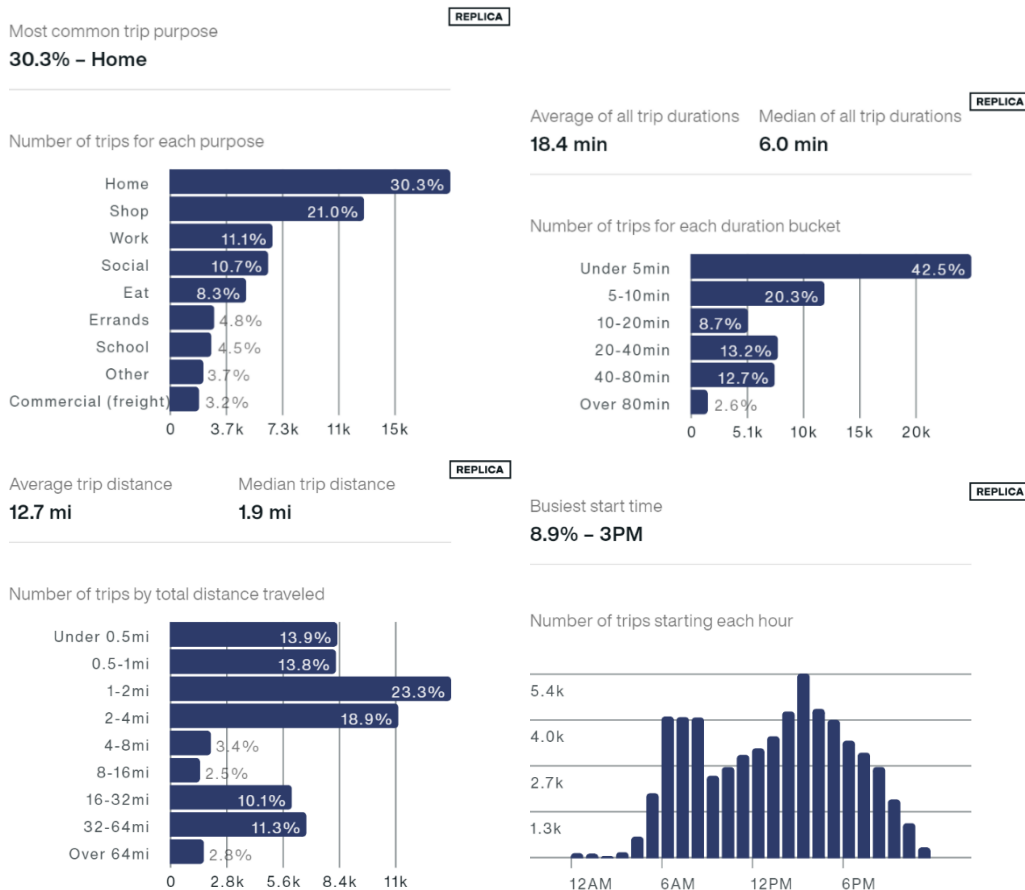


Figure 58: Selected Trip Characteristics for Immokalee Destinations



3.11.3 Work Location

Table 27 lists the top work locations for 11,500 workers living in the Immokalee subarea. This table indicates that work trips made by residents of Immokalee are predominantly within the Immokalee subarea. A significant number of residents also work in the North Naples area which greatly influences the home to work trip measures as shown in Figure 60. These home to work trips reflect the single purpose trip and eliminate any trips that were chained or for multiple purposes. While there are a considerable number of work locations outside of the area, the high number of jobs located within the area result in work commute trips that are similar in time and distance as all other trips. Work trips however exhibit a distinct peak at 6 A.M. Information regarding working from home is also made available through Replica. It was estimated that 1,400 or 5.4% of the 26,500 residents in the Immokalee subarea worked from home during the Spring 2021 quarter.



Figure 59: Origins for trips Ending in Immokalee Subarea

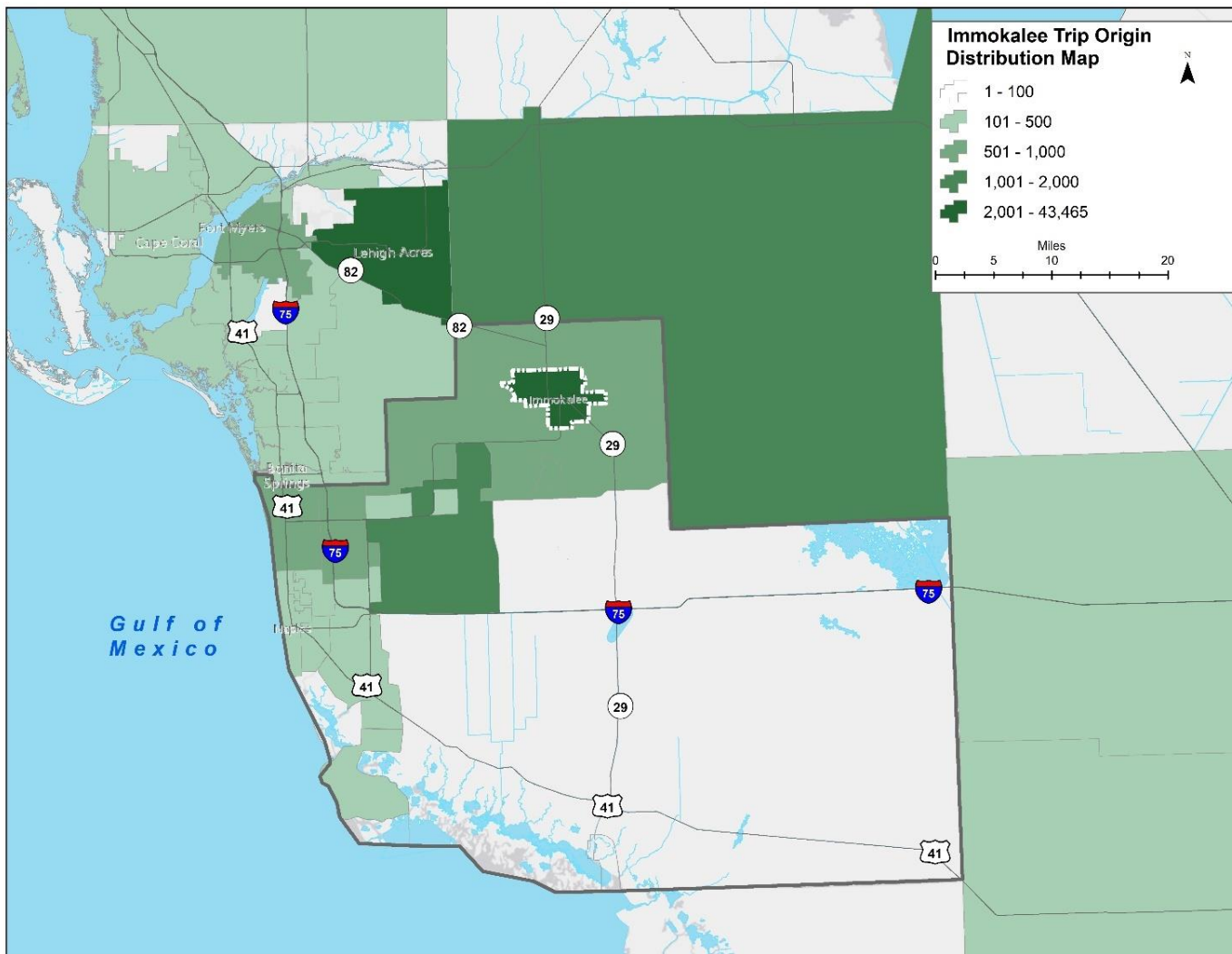
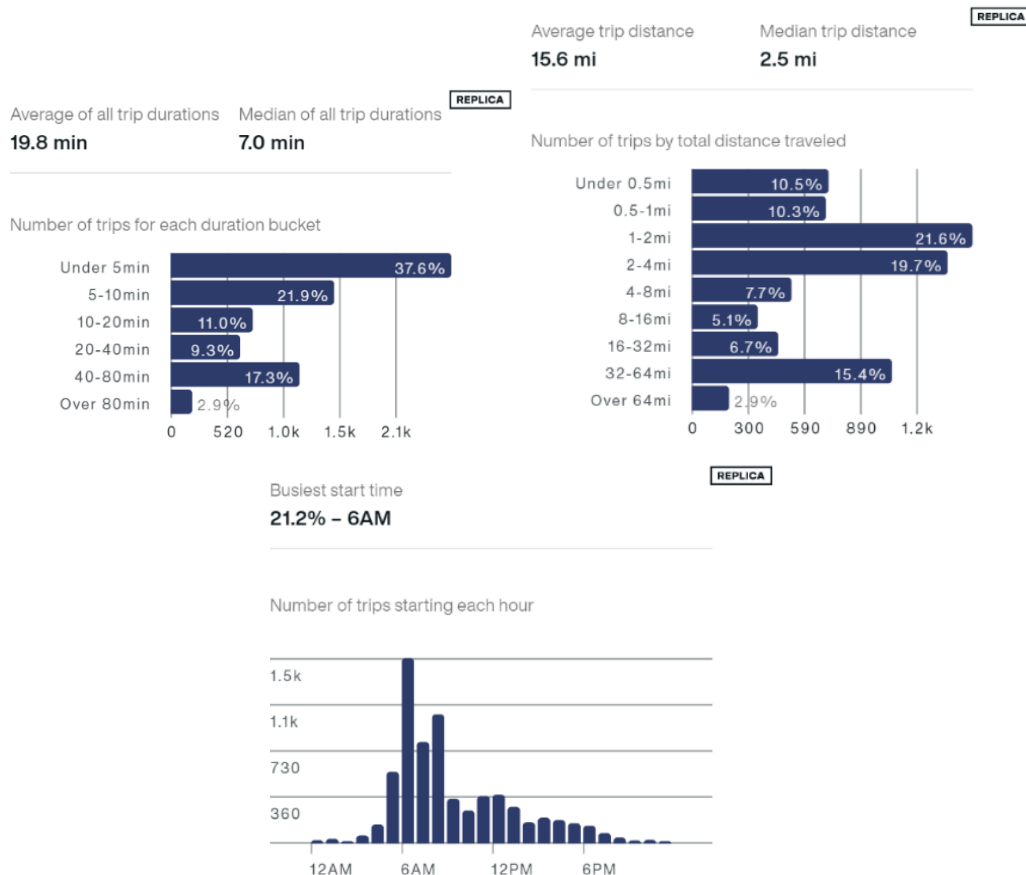


Table 27: Work Locations for Residents of Immokalee

Work Location	Population	Work Location	Population
Immokalee	5,737	Urban Estates	185
North Naples	1,017	South Fort Myers	177
Ave Maria	626	Bonita Springs	164
City of Naples	534	Golden Gate	159
Estero	492	South Naples	159
Rural Estates	321	Fort Myers	156
San Carlos	295	Out of region	153
Central Naples	288	City of Marco Island	126
Corkscrew	211	Heritage Bay	115
East Naples	193	Orange Tree	86

Figure 60: Immokalee Home to Work Trip Characteristics



3.12 North Naples

The North Naples subarea, located in northwest Collier County, is adjacent to Lee County Line as shown in the image to the right.



Table 28 identifies the number of trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the North Naples subarea. Trip origins listed have a destination in the North Naples subarea and vice-versa for the destinations listed. The 111,944 trips originating in North Naples subarea and remaining in the area represent about 47% of the 240,000 daily trips originating in the subarea.

The nearby areas of Urban Estates, City of Naples, Bonita Spring and Central Naples experience a high connection to the North Naples areas with over 10,000 daily trips.

Table 28: North Naples Trip Origins and Destinations

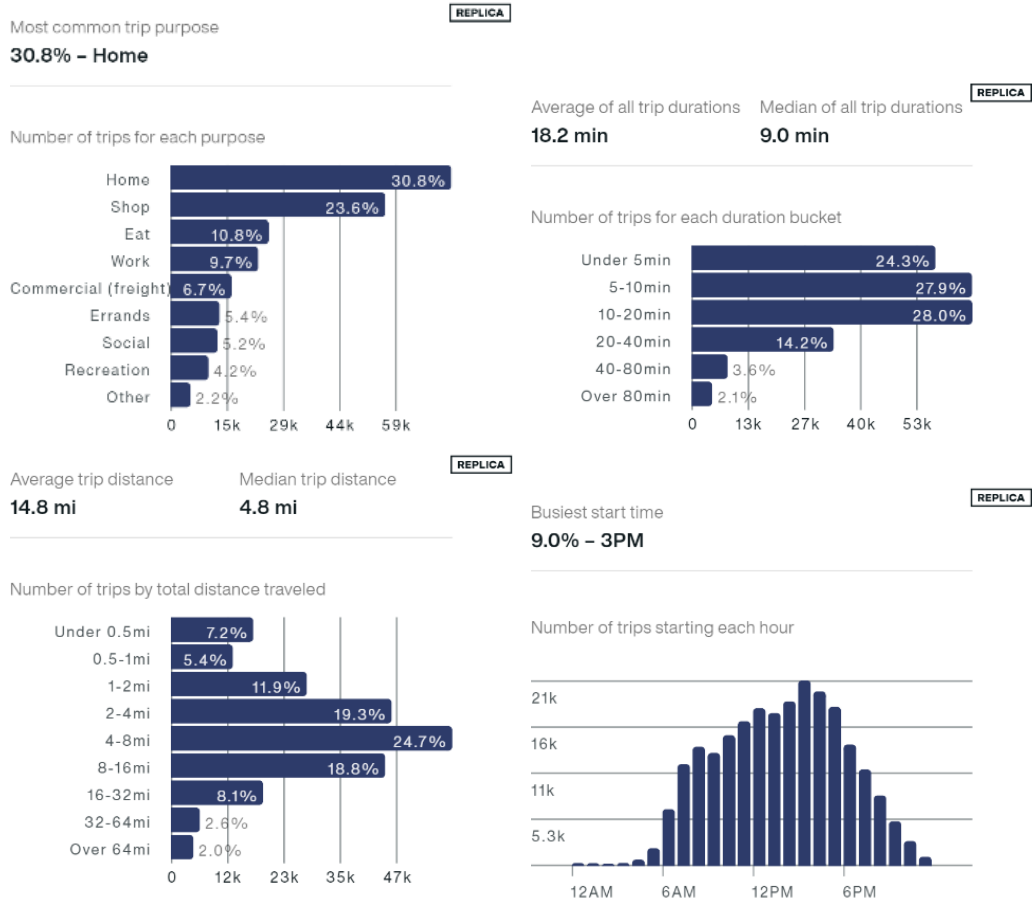
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
North Naples (internal)	111,944	111,944	Out of region	3,044	3,357
Urban Estates	26,095	25,896	San Carlos	1,950	2,539
Bonita Springs	18,387	15,689	Fort Myers	1,649	2,051
City of Naples	17,337	18,196	South Fort Myers	1,438	1,554
Central Naples	13,643	13,657	City of Marco Island	1,418	1,276
Golden Gate	8,639	8,427	Heritage Bay	1,185	1,239
Rural Estates	5,993	7,270	Cape Coral	927	1,278
East Naples	5,449	5,230	Lehigh Acres	916	1,307
South Naples	5,043	4,926	Immokalee	820	902
Estero	3,392	3,437	Orange Tree	737	1,084

3.12.1 Trips Beginning in Subarea

Figure 61 provides the trip purpose, trip distance, trip duration and start time statistics for the area. 31% of the daily trips originating in North Naples subarea have a high home trip purpose. Shopping trips are also a dominant trip purpose accounting for 24% of total trips daily. North Naples possesses a diverse mixed land use that offers a wide range of resources and services to residents and nearby subareas. The average trip generated in this area travels 14 miles and lasts 18 minutes. More than 50% of these trips have a destination that is less than 5 miles away. As with other subareas in northern Collier County close to the I-75 corridor, subareas in southern Lee County (Bonita Springs and Estero) have a high trip interaction with the North Naples subarea. Figure 62 illustrates the geographic distribution of destinations for trips originating in the North Naples subarea.



Figure 61: Selected Trip Characteristics for North Naples Origins



3.12.2 Trips Ending in Subarea

Figure 63 shows the characteristics of trips ending in the North Naples subarea. Trips ending in North Naples also have a high shopping trip purpose (26% of daily trip destinations) or home trip purpose (22% of daily trip destinations). At 13% of the daily trip destinations, more work trips end in the North Naples than those that originate within the area. The average trip distance of 15 miles and average travel time of 19 minutes are roughly the same as those measures for trip origins. Figure 64 illustrates the geographic distribution of origins for trips ending in the North Naples subarea.



Figure 62: Destinations for trips Originating in North Naples Subarea

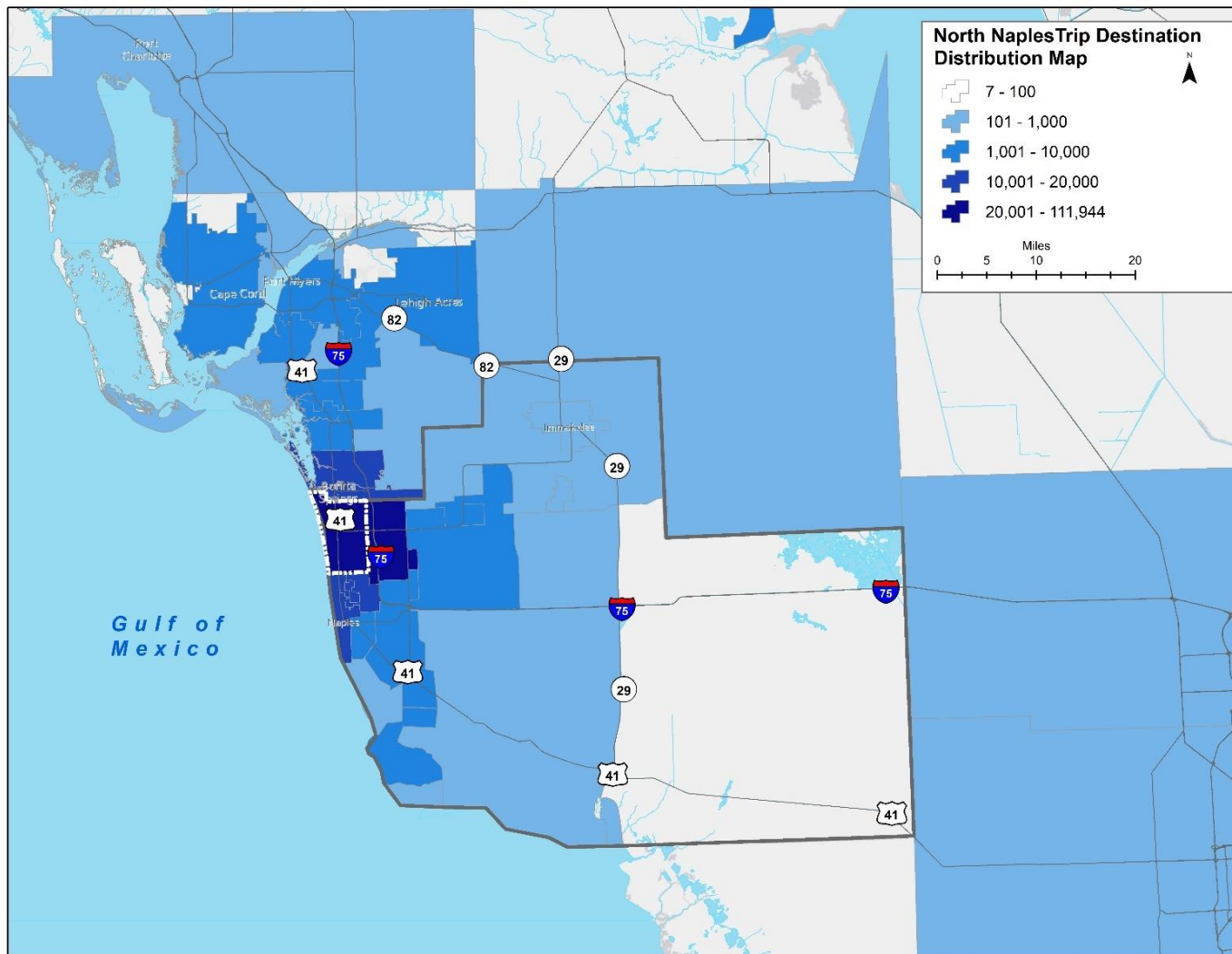
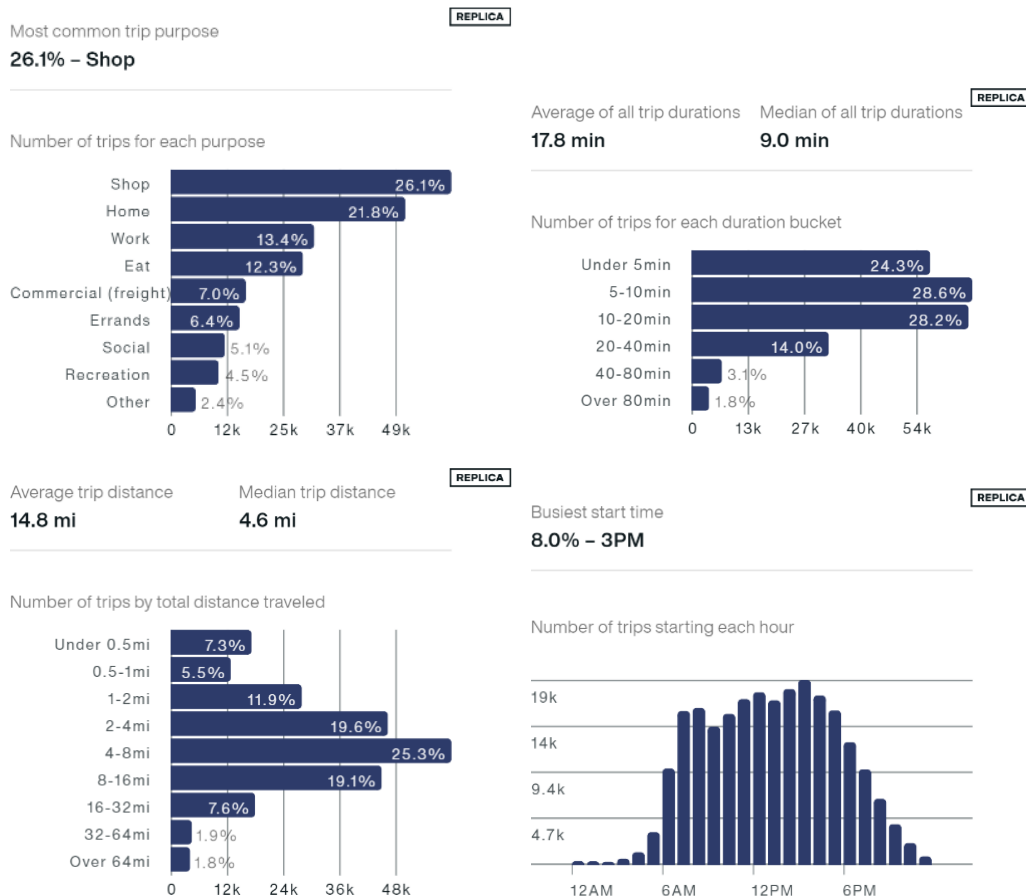


Figure 63: Selected Trip Characteristics for North Naples Destinations



3.12.3 Work Location

Table 29 lists the top work locations for the more than 21,500 workers living in the North Naples subarea. This table indicates that residents of North Naples also have jobs that are predominantly within the subarea.

Shown in Figure 65 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average have longer travel times and distances. The average work trip of 38 miles is more than 2.5 times longer than the average trip originating within the North Naples area. However then median trip distance of just under 5 miles is comparable with the same measure for all trips originating in the area. The work trips also demonstrate a distinct A.M. peak pattern. Information regarding working from home is also made available through Replica. It was estimated that 5,600 or 9.8% of North Naples subarea 57,000 residents worked from home during the Spring 2021 quarter.



Figure 64: Origins for trips Ending in North Naples Subarea

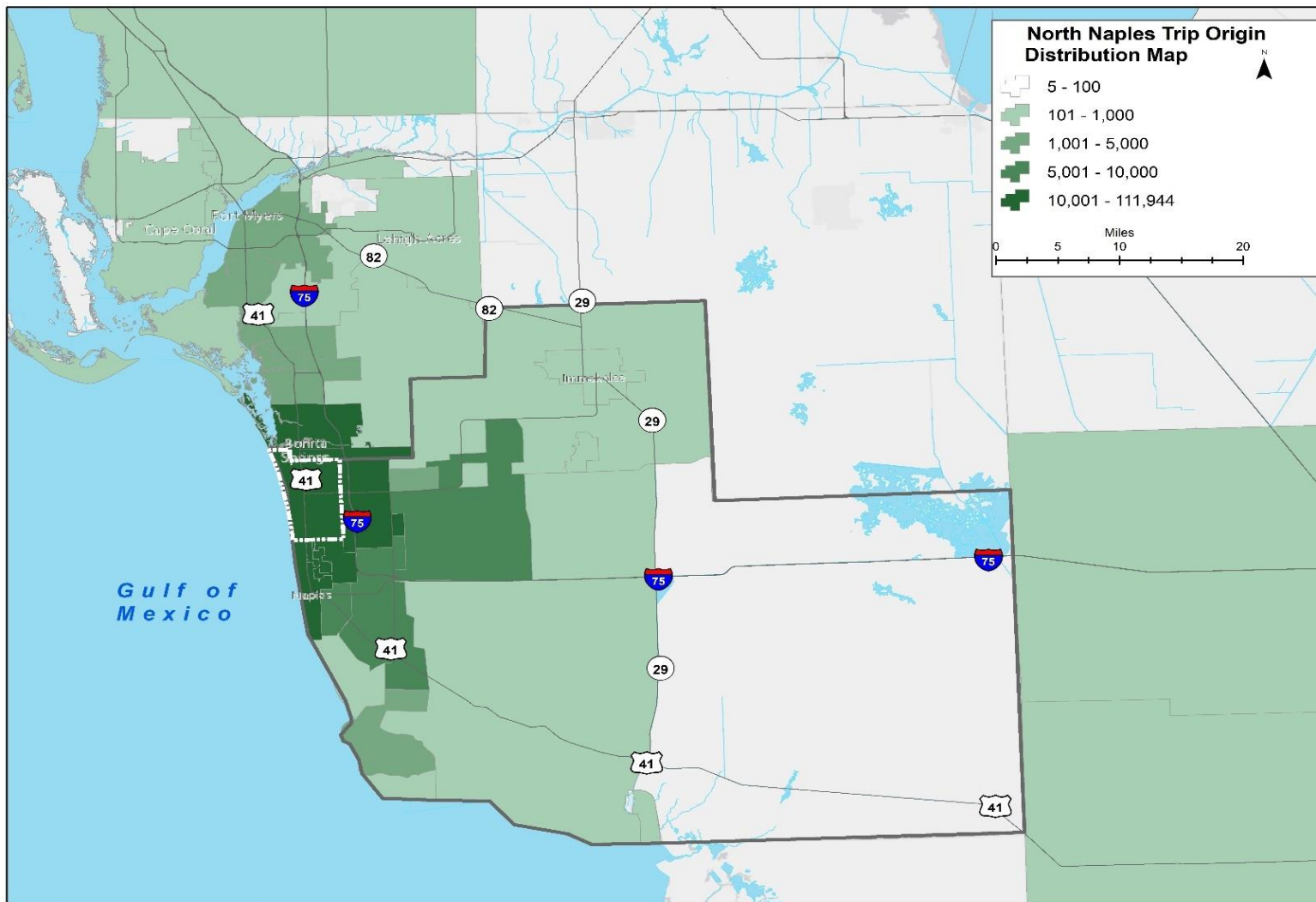
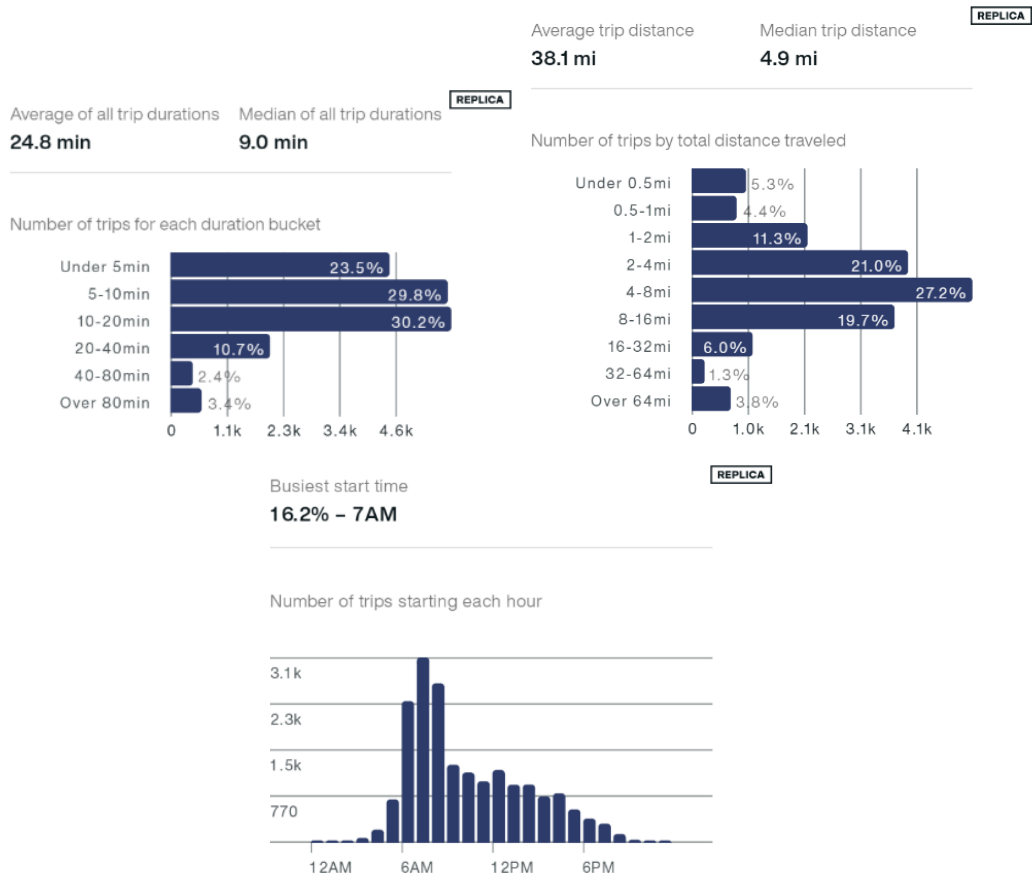


Table 29: Work Locations for Residents of North Naples

Work Location	Population	Work Location	Population
North Naples	9,810	South Naples	336
City of Naples	2,937	Miami-Dade County	294
Central Naples	1,525	Fort Myers	290
Urban Estates	1,087	Estero	248
Out of region	935	Rural Estates	222
Bonita Springs	876	City of Marco Island	120
East Naples	700	Ave Maria	105
San Carlos	645	Immokalee	102
Golden Gate	607	Sanibel	66
South Fort Myers	342	Iona/McGregor	64

Figure 65: North Naples Home to Work Trip Characteristics



3.13 Orange Tree

The Orange Tree subarea is a small community located in central Collier County. This subarea was created specifically for this analysis base on review of the Growth Management Plan and the areas distinct development pattern compared with surrounding areas.



Table 30 identifies the trip origins and destinations for the top 20 subarea locations when at least one trip end occurs in the Orange Tree subarea. The trip origins listed have a destination in the Orange Tree subarea and vice-versa for the destinations listed. 3,434 trips originated in the Orange Tree subarea and remained within the area representing 18% of the more than 19,000 daily trips originating from the area. More trips originated from the Rural Estates subarea and ended in Orange Tree. Shopping and school-related trips within this subarea are attractive to the trips originating in the predominantly residential Rural Estates.

Table 30: Orange Tree Trip Origins and Destinations

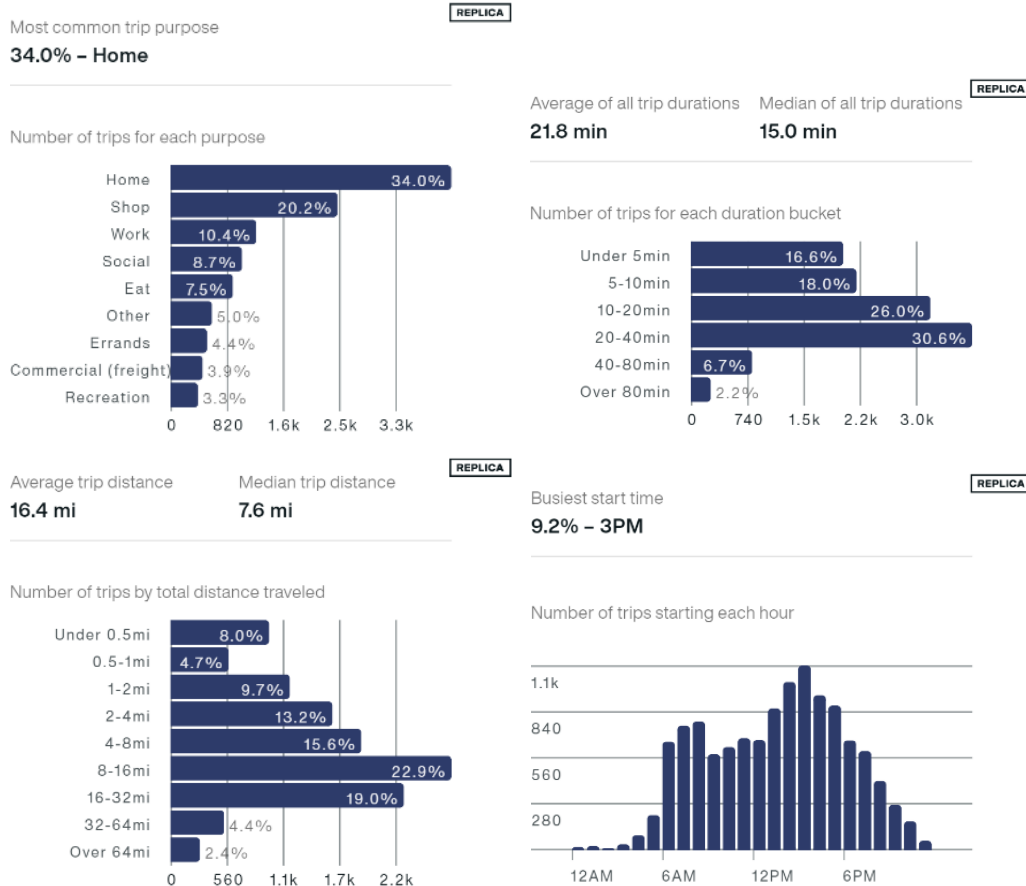
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Rural Estates	3,698	3,421	Central Naples	263	229
Orange Tree (Internal)	3,434	3,434	Immokalee	240	309
Urban Estates	1,341	990	East Naples	179	122
North Naples	1,084	737	San Carlos	135	101
Golden Gate	494	381	Out of Region	119	124
Heritage Bay	419	351	Estero	109	75
City of Naples	380	293	City of Marco Island	78	66
Bonita Springs	365	253	Corkscrew	61	51
South Naples	326	191	Fort Myers	53	90
Ave Maria	298	342	Lehigh Acres	52	68

3.13.1 Trips Beginning in Subarea

Figure 66 documents characteristics of trips originating in Orange Tree, including trip purpose, trip distance, trip duration and start time. Trips originating from the Orange Tree area have a high home trip purpose at 34%. With an average trip distance of 16 miles and an average trip duration of 20 minutes, the distribution of trips indicates that short distance trips are not common. Figure 67 illustrates the geographic distribution of destinations for trips originating in the Orange Tree subarea and the clustering that occurs in the eastern portion of the county.



Figure 66: Selected Trip Characteristics for Orange Tree Origins



3.13.2 Trips Ending in Subarea

Figure 68 illustrates the characteristics of trips ending in Orange Tree. Trips ending in Orange Tree have a high shopping trip purpose 27% of total trips, while home trips purposes are slightly lower at 25% of total trips ending in the area. The average trip distance of 15 miles and average trip duration of 21 minutes are nearly equal to trips originating from the area. Additionally, the distribution of trips across the time and distance bands are comparable for the origin and destination trips. The distribution of these trips, shown in Figure 69, would also imply that there is a direct connection with trips being made for a single purpose rather than combining trips purposes since less than 20% of the trips are internal to the subarea. The distribution of trips made throughout the day is also comparable for trips ending in the area with those that originate there.



Figure 67: Destinations for trips Originating in Orange Tree Subarea

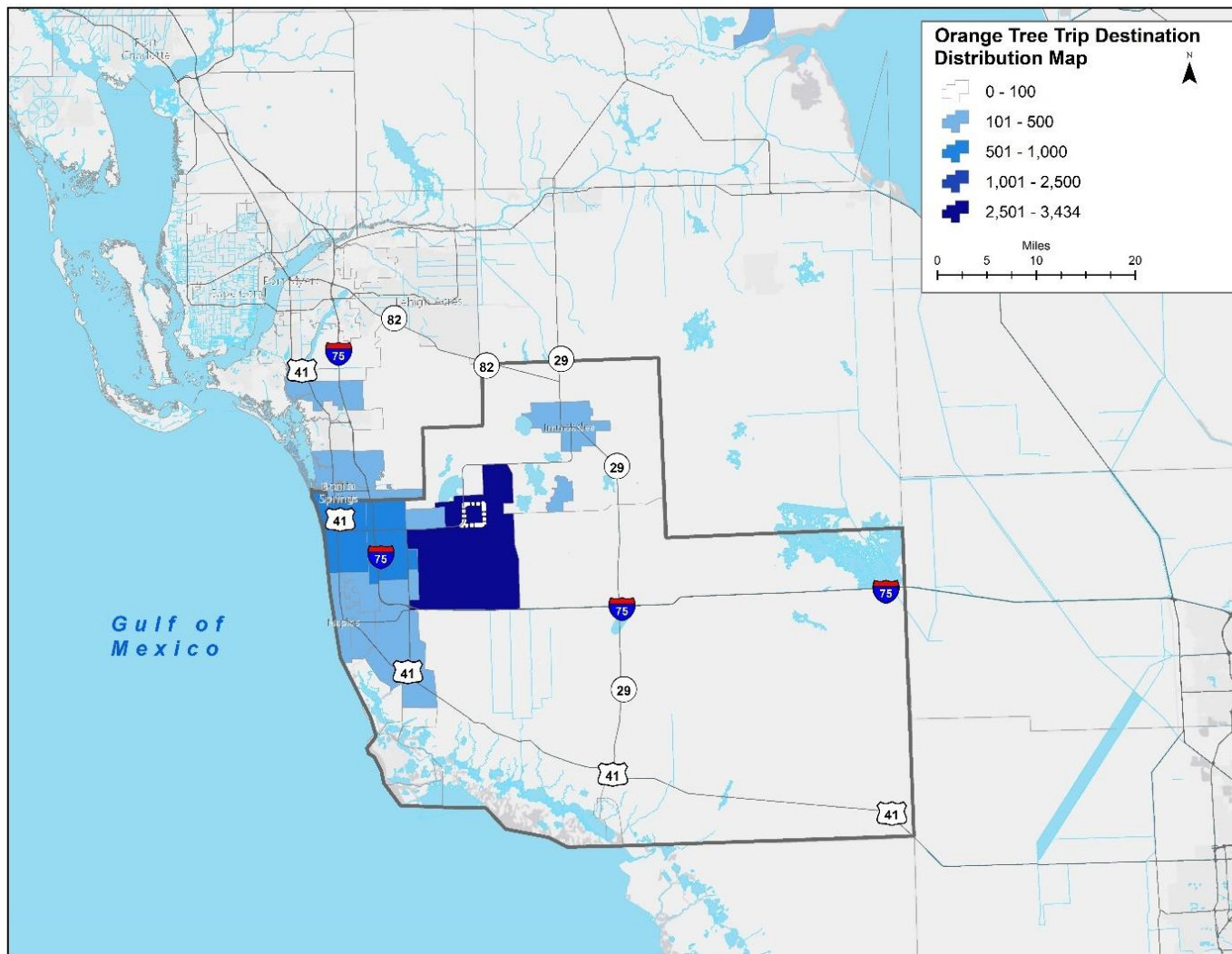
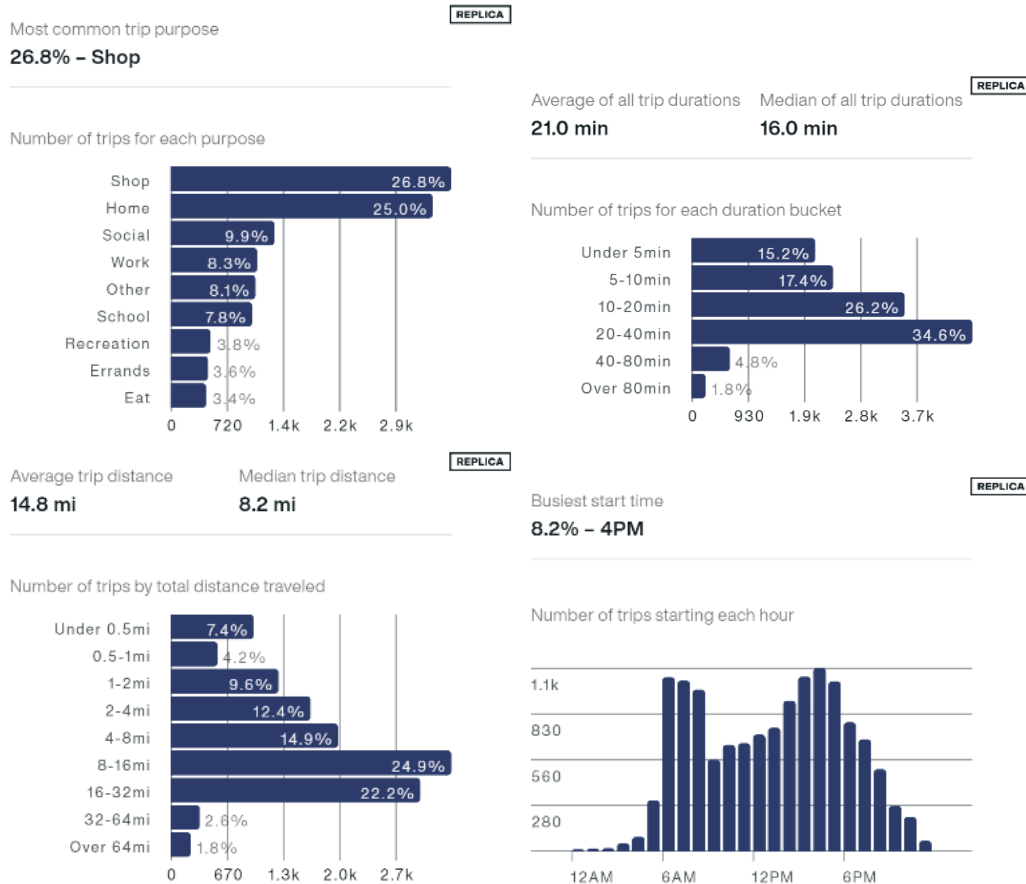


Figure 68: Selected Trip Characteristics for Orange Tree Destinations



3.13.3 Work Location

Table 31 lists the top work locations for nearly 2,500 workers living in the Orange Tree subarea. No single area has a high percentage of employee location and only a small percentage of residents work in the Orange Tree subarea. Shown in Figure 70 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance and demonstrate a distinct A.M. peak pattern. This is reflective of the few numbers of workers that have jobs located within the subarea or nearby. Information regarding working from home is also made available through Replica. It was estimated that nearly 600 of the Orange Tree subarea’s 4,600 residents (12.9%) worked from home during the Spring 2021 quarter.



Figure 69: Origins for trips Ending in Orange Tree Subarea

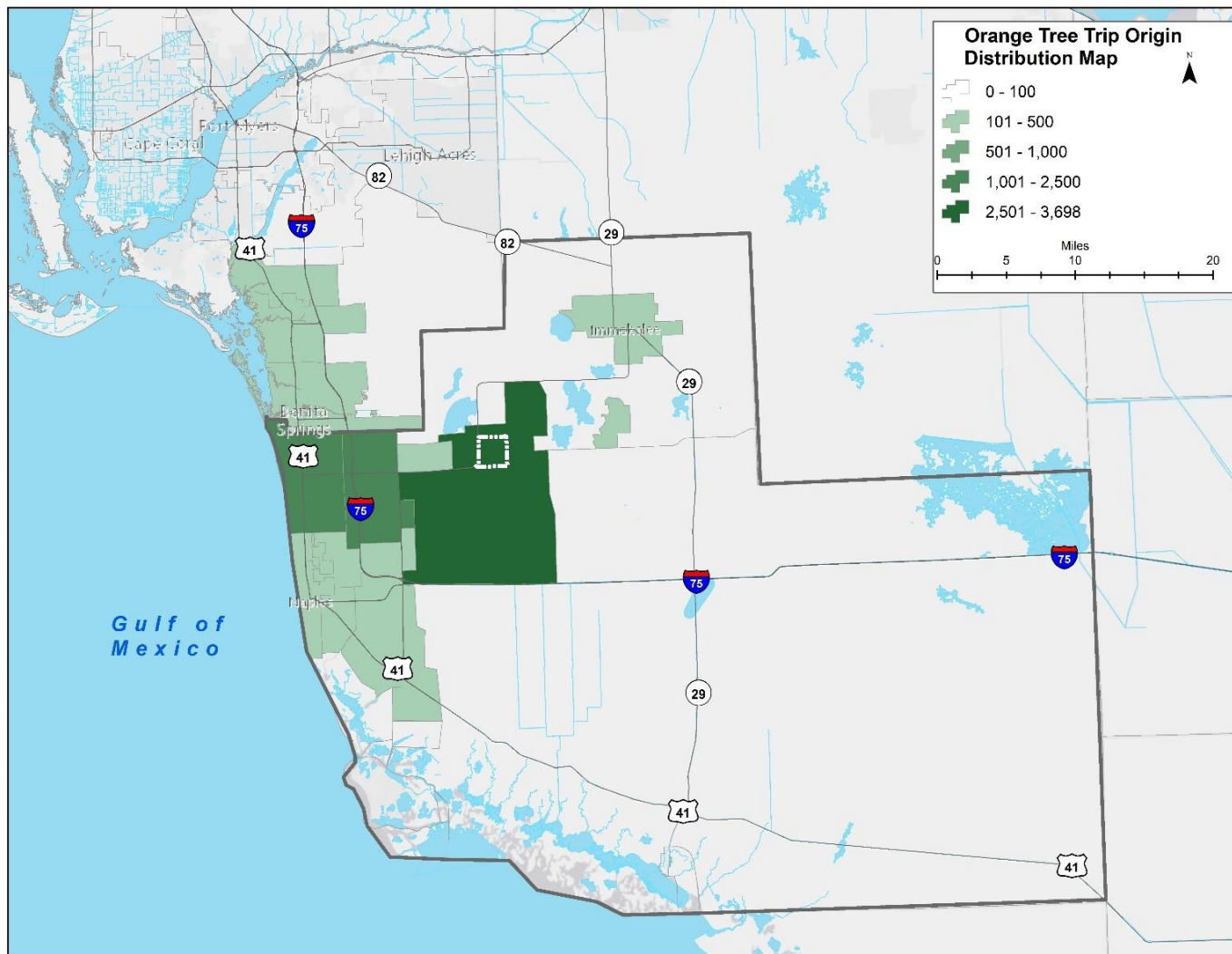
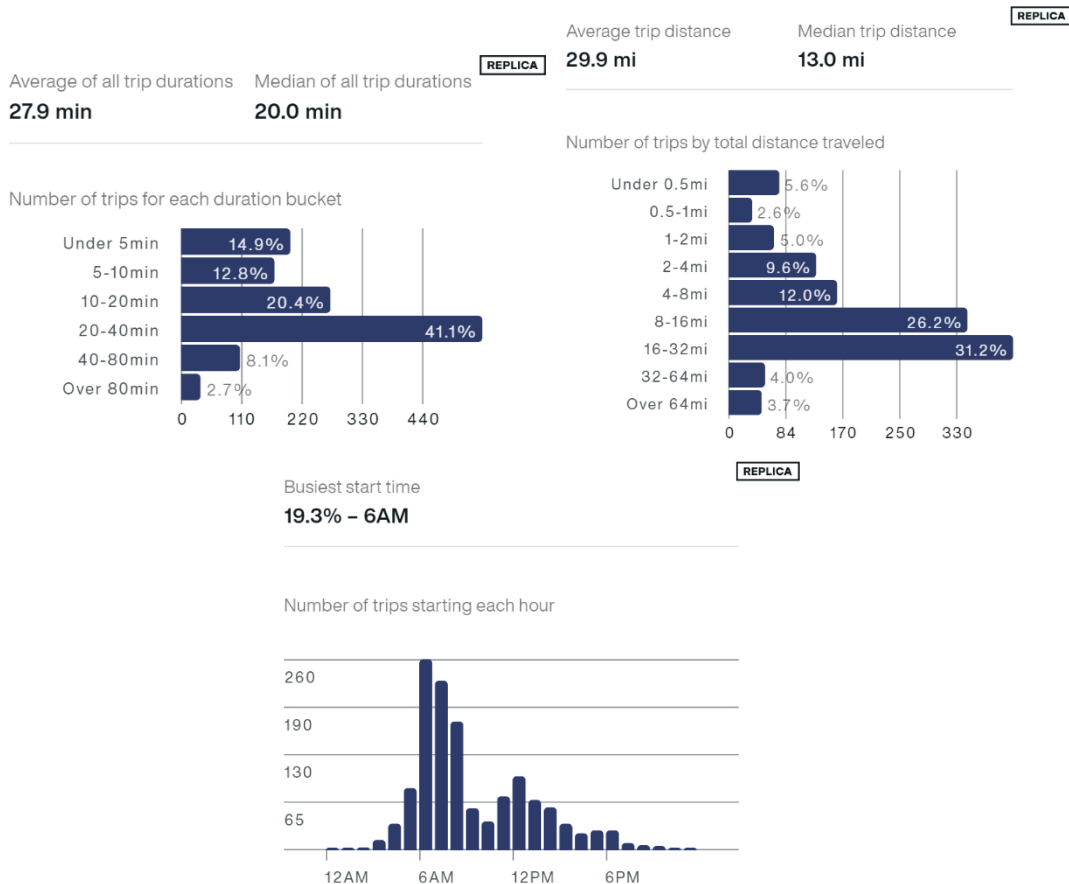


Table 31: Work Locations for Residents of Orange Tree

Work Location	Population	Work Location	Population
North Naples	375	San Carlos	55
Rural Estates	230	Bonita Springs	51
City of Naples	224	Heritage Bay	39
Ave Maria	209	East Naples	32
Central Naples	170	Charlotte County	29
Urban Estates	134	City of Marco Island	29
Orange Tree	115	Out of Region	28
South Naples	90	South Fort Myers	28
Immokalee	72	Miami-Dade County	27
Golden Gate	61	Estero	26

Figure 70: Orange Tree Home to Work Trip Characteristics



3.14 Royal Fakapalm

The Royal Fakapalm subarea is the second largest subarea, and like the Corkscrew area is largely dominated by environmentally protected areas including the Florida Panther National Wildlife Refuge. Isolated areas of development include Port of the Islands and Royal Hammock along Tamiami Trail East as well as other rural communities.

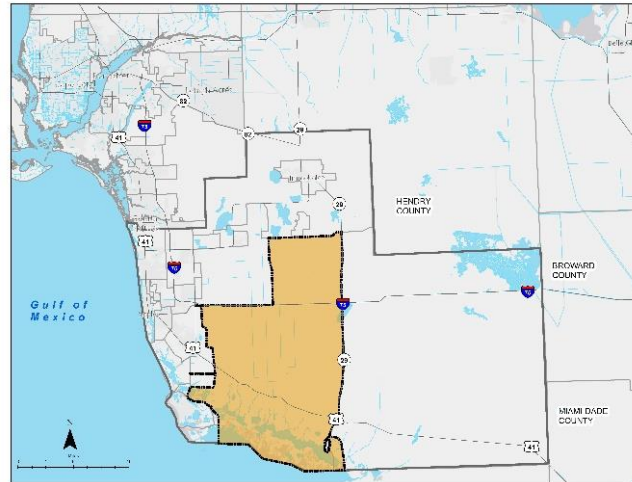


Table 32 shows the trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the Royal Fakapalm subarea. The trip origin shows the number of trips that begin in the subareas with Royal Fakapalm as the destination and vice versa for the trip destination listed. More than 6,400 trips originated in the Royal Fakapalm on an average weekday during the Spring of 2021, with 24% of those trips staying internal to the subarea. Due to the nature of the developed portions of this subarea the South Naples subarea is also a high destination area for trips originating in the Royal Fakapalm subarea

Table 32: Royal Fakapalm Trip Origins and Destinations

Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Royal Fakapalm (internal)	1,500	1,500	Out of region	163	162
South Naples	1,223	1,174	Broward County	144	120
City of Marco	457	433	Urban Estates	137	132
Rural Estates	313	331	Central Naples	136	134
Everglades City	273	301	Bonita Springs	109	104
East Naples	257	253	Big Cypress	86	84
Miami-Dade County	252	258	Fort Myers	83	61
North Naples	240	207	Immokalee	82	94
City of Naples	234	195	San Carlos	68	52
Golden Gate	216	217	Gateway/Airport	54	56

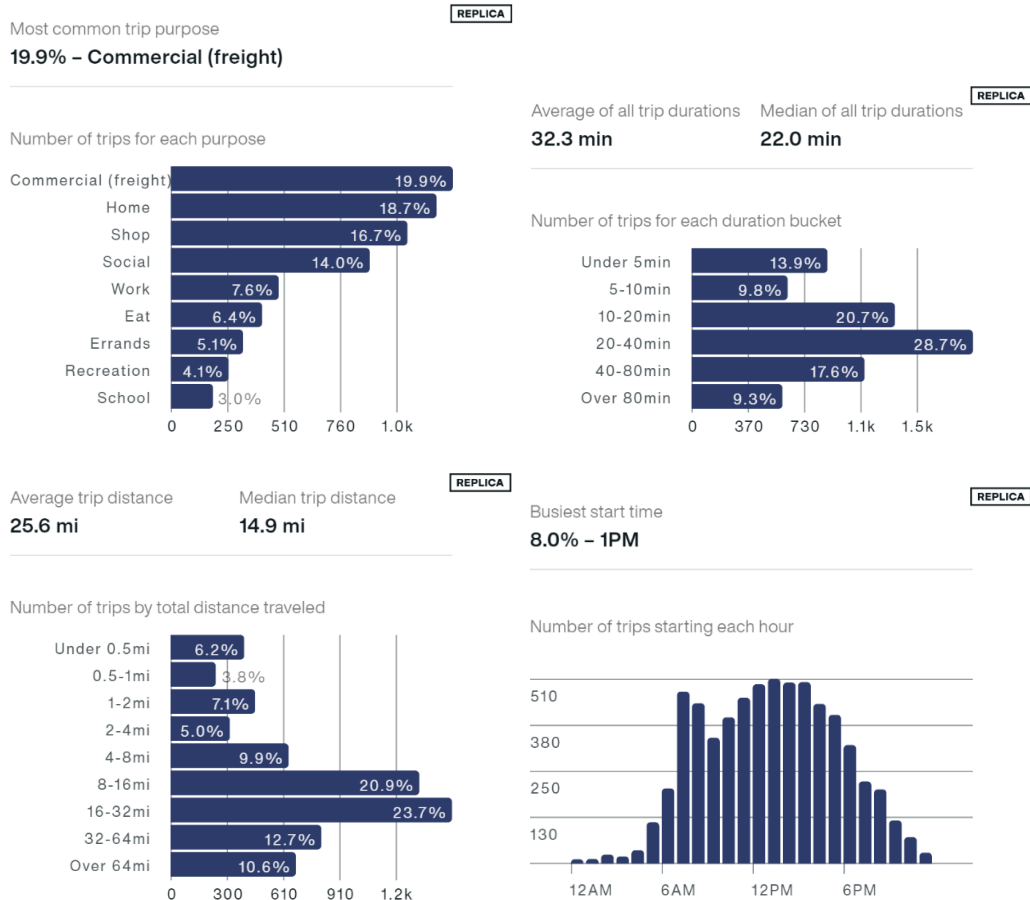
3.14.1 Trips Beginning in Subarea

Figure 71 includes charts showing the purpose, duration, distance and start time of trips originating in the Royal Fakapalm subarea. Trips Originating in Royal Fakapalm have a high commercial (freight) trip purpose at about 20% of the daily trips generated in the subarea. The average of trip distance of more than 25 miles and the average trip duration of 32 minutes are among the highest averages for the subareas studied. Like the Big Cypress subarea, the influence of commercial trips could be influencing these higher averages. Unlike the Big Cypress subarea, agricultural land uses within the Royal Fakapalm subarea are contributing to these commercial trips. Less than 3% of the trips originating from this area have a destination outside of the South Florida region. Figure 75 illustrates the geographic distribution



of destinations for trips originating in the Royal Fakapalm subarea which shows the high association of trips within the area and the neighboring South Naples subarea.

Figure 71: Selected Trip Characteristics for Royal Fakapalm Origins



3.14.2 Trips Ending in Subarea

Like trips starting in the subarea, Figure 73 illustrates the trip characteristics for trips ending in the Royal Fakapalm subarea. These summary statistics suggest that roughly a quarter or 1,600 of the total trips ending in Royal Fakapalm are a return to home trip. The average trip distance of 26 miles and average trip duration of 33 minutes are comparable to those measures for the trips originating within the area. The distribution of trip lengths is indicative of the development pattern with very few short distance trips compared with those traveling between 16 and 32 miles. Figure 74 graphically illustrates the geographic distribution of origins for trips ending in the Royal Fakapalm subarea.



Figure 72: Destinations for trips Originating in Royal Fakapalm Subarea

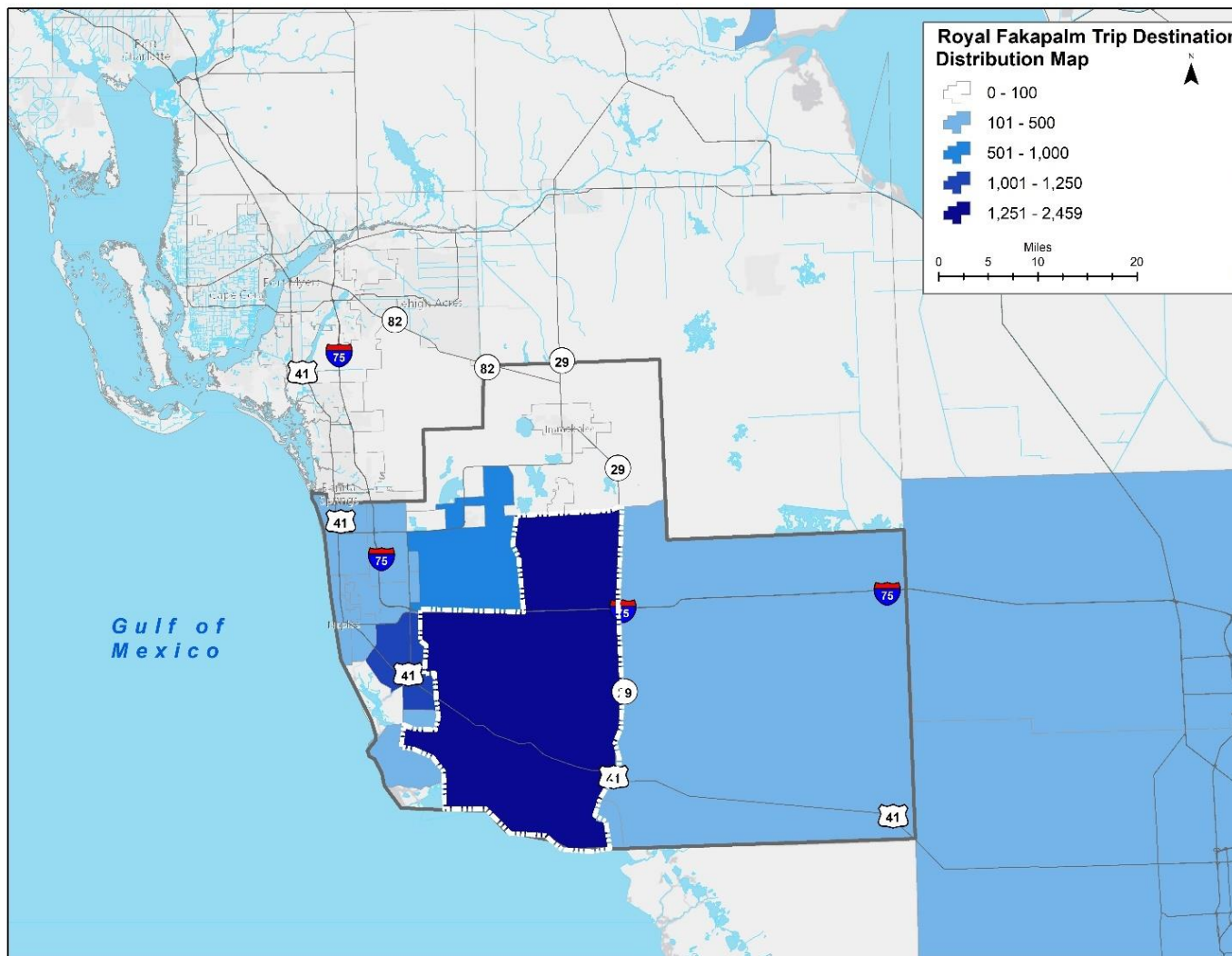
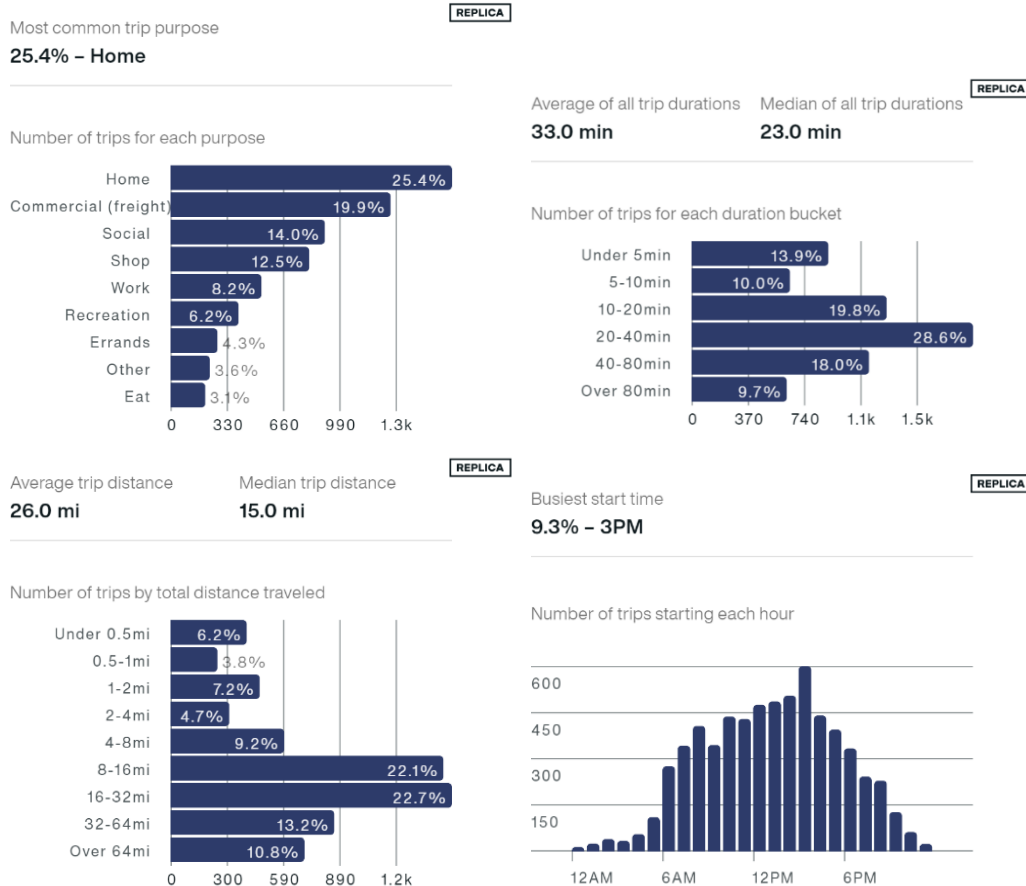


Figure 73: Selected Trip Characteristics for Royal Fakapalm Destinations



3.14.3 Work Location

Table 33 provides a breakdown of the top work subareas for 900 workers living in the Royal Fakapalm subarea. Due to the rural nature of this area and sparse development, more than 90% of these workers are required to travel outside of the subarea for employment. This is illustrated further in Figure 75 by the low percentage of home to work trips that are less than 5 miles in distance compared to those over 40 miles.

The statistics shown for the home to work commute eliminate any trip chaining and focuses on the single purpose trips. These trips have a distinct A.M. peak with a mid-day bump as well. Information regarding working from home is also made available through Replica. It was estimated that 250 or 11% of the 2,300 people residing in the Royal Fakapalm subarea worked from home during the Spring 2021 quarter.



Figure 74: Origins for trips Ending in Royal Fakapalm Subarea

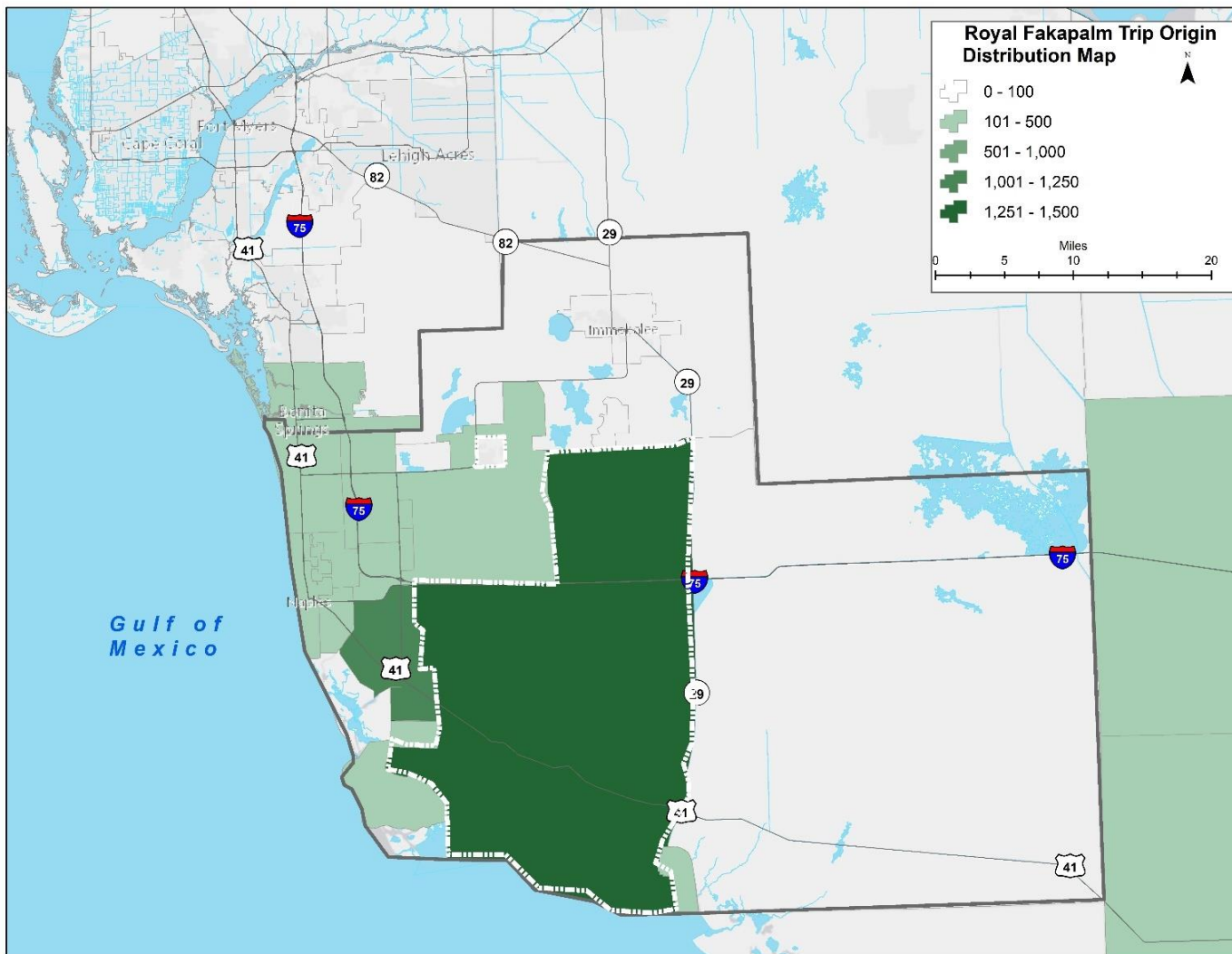
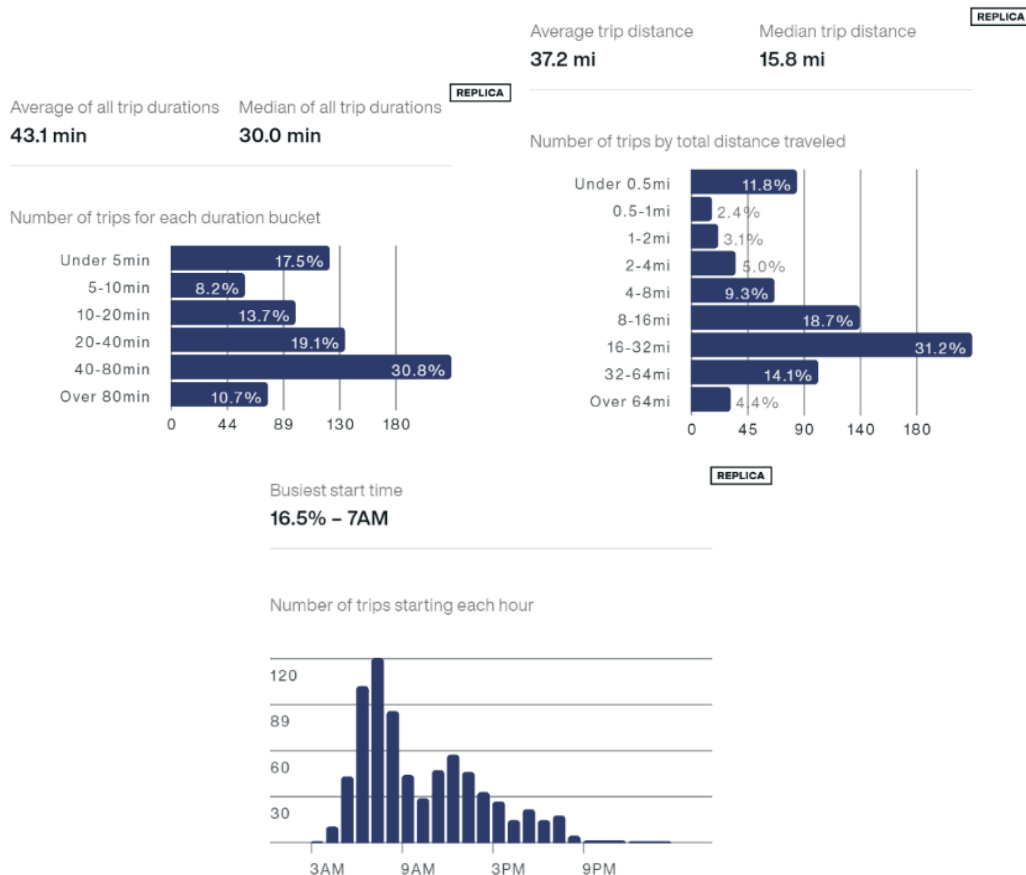


Table 33: Work Locations for Residents of Royal Fakapalm

Work Location	Population	Work Location	Population
South Naples	194	Central Naples	19
North Naples	97	San Carlos	18
East Naples	89	Big Cypress	17
City of Marco Island	76	Gateway/Airport	13
Royal Fakapalm	63	Ave Maria	11
City of Naples	59	Fort Myers	10
Everglades City	47	Golden Gate	9
Urban Estates	33	Rural Estates	9
Out of region	23	South Fort Myers	6
Miami-Dade County	22	Immokalee	5

Figure 75: Royal Fakapalm Home to Work Trip Characteristics



3.15 Rural Estates

The Rural Estates subarea is dominated by large lot single-family land uses located east of CR 951. Much of the area is divided by canals and waterways with limited transportation routes connecting through the area and beyond.

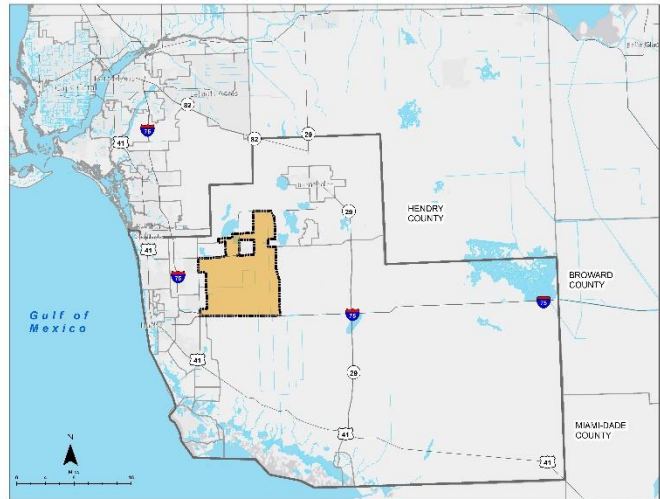


Table 34 shows the trip origins and destinations for the top 20 subareas when at least one trip end takes place in the Rural Estates subarea. The trip origins are shown as the number of trips coming from the subareas having a destination within the Rural Estates and vice versa for the trip destinations listed as the trips going to that subarea. There are an estimated 69,000 trips made originating in the Rural Estates on an average weekday, one-third of the trips staying within the subarea.

Table 34: Rural Estates Trip Origins and Destinations

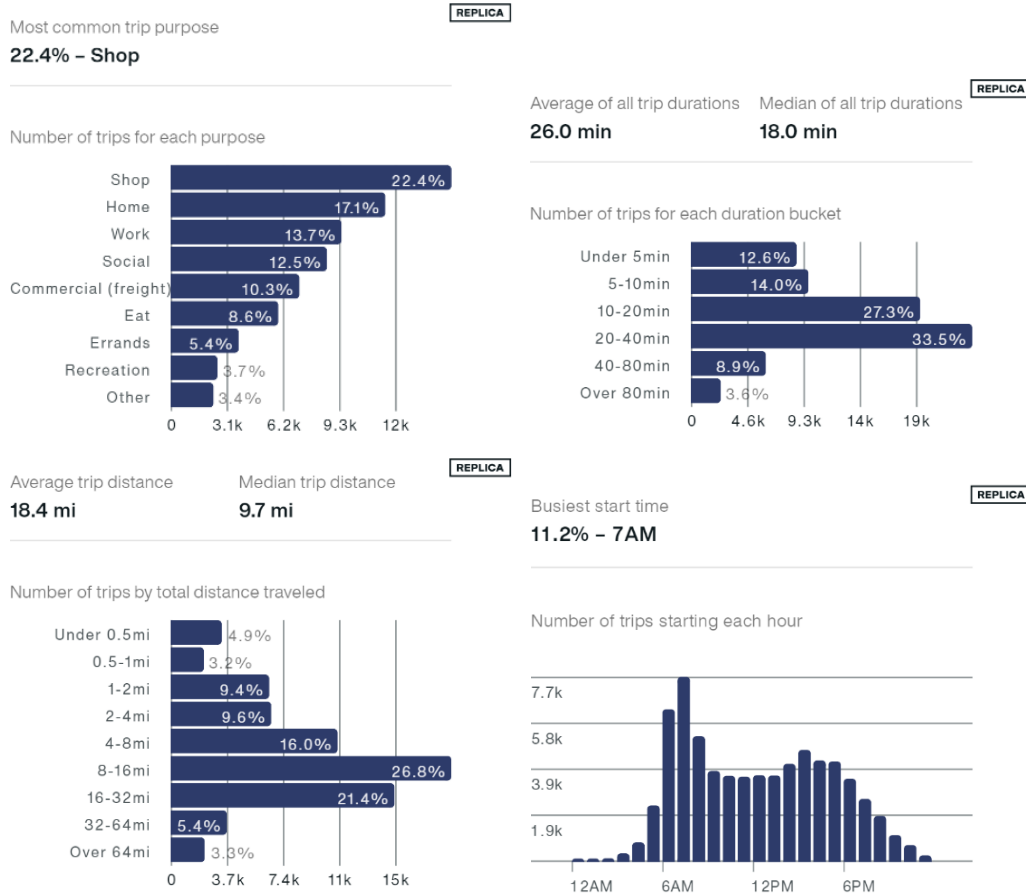
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Rural Estates (internal)	22,777	22,777	Bonita Springs	1,957	1,340
Urban Estates	9,501	8,782	Immokalee	1,150	1,258
North Naples	7,270	5,993	Out of Region	997	1,070
Golden Gate	5,667	5,348	Ave Maria	839	917
Orange Tree	3,421	3,698	San Carlos	689	674
City of Naples	3,089	2,781	Fort Myers	432	652
South Naples	3,167	2,491	City of Marco Island	926	576
Central Naples	2,677	2,409	Miami-Dade County	505	515
Heritage Bay	1,695	1,817	Estero	674	484
East Naples	1,881	1,538	Royal Fakapalm	527	463

3.15.1 Trips Beginning in Subarea

Figure 76 illustrates trip purpose, trip duration, trip distance and start time for the trips originating in the Rural Estates. The trips have a high shopping trip purpose at account for more than 22% of the daily trips generated in the subarea. The average trip distance of 18 miles and the average trip duration of 26 minutes are influenced by the number of trips that travel longer distance. As is common with other areas of a more rural development pattern there is a lower percentage of short distance trips. Figure 77 illustrates the geographic distribution of destinations for trips originating in the Rural Estates subarea which includes a considerable number of trips traveling to locations outside of Collier County.



Figure 76: Selected Trip Characteristics for Rural Estates Origins



3.15.2 Trips Ending in Subarea

Figure 78 provides an overview of the characteristics for trips ending in the Rural Estates. This summary shows that nearly half of the ending in the Rural Estates are a return home trip. This is not unexpected given the predominately single-family land use of the area. While the distribution of trip purpose is different for the destination trips compared with the origin trips, the average trip distances and travel times are comparable. With a distinct A.M. peak for trip origins and P.M. peak for trip destinations, it's reasonable to conclude that these times are dominated by the journey to work trips. Figure 79 graphically illustrates the geographic distribution of origins for trips ending in the Rural Estates subarea.



Figure 77: Destinations for trips Originating in Rural Estates Subarea

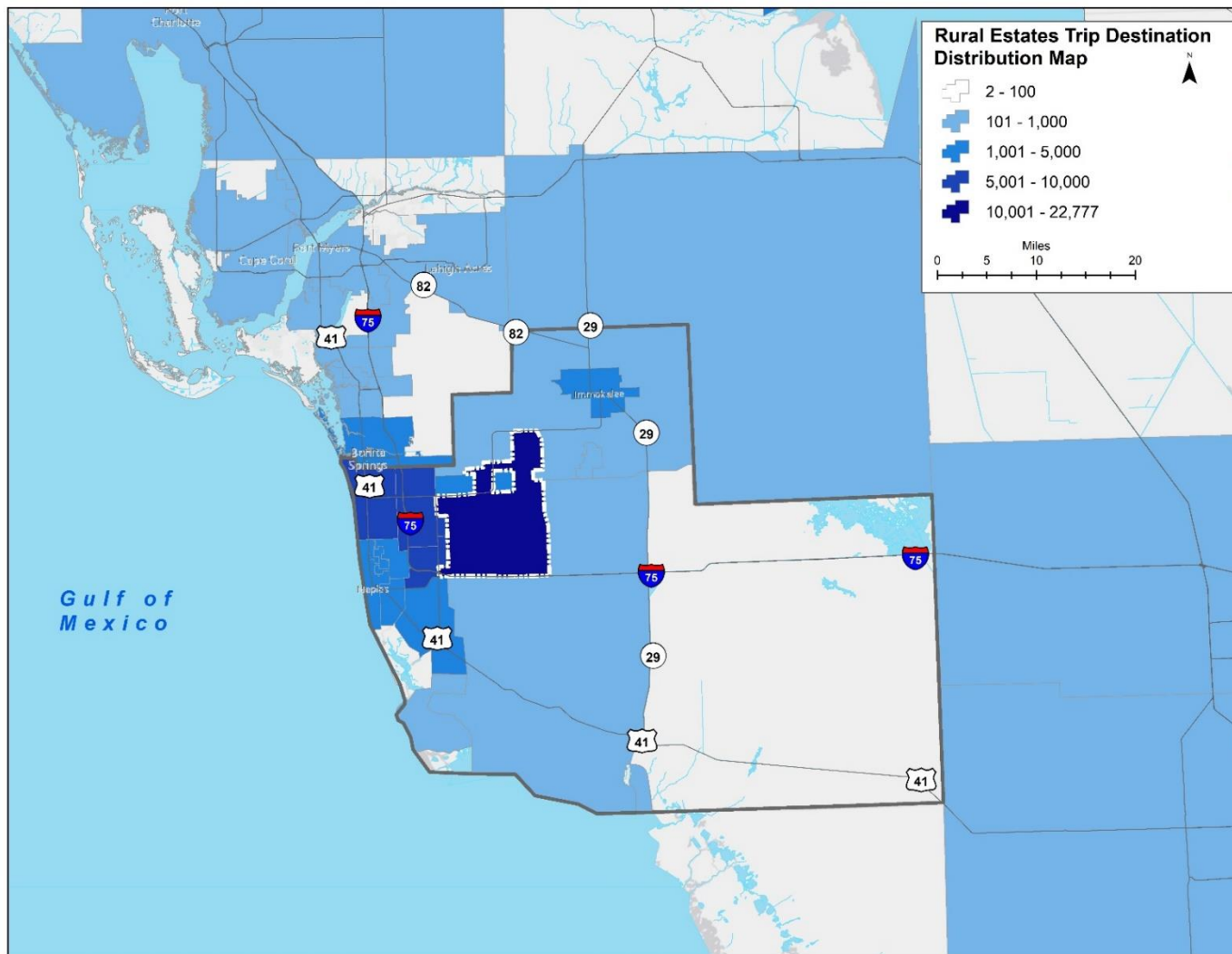
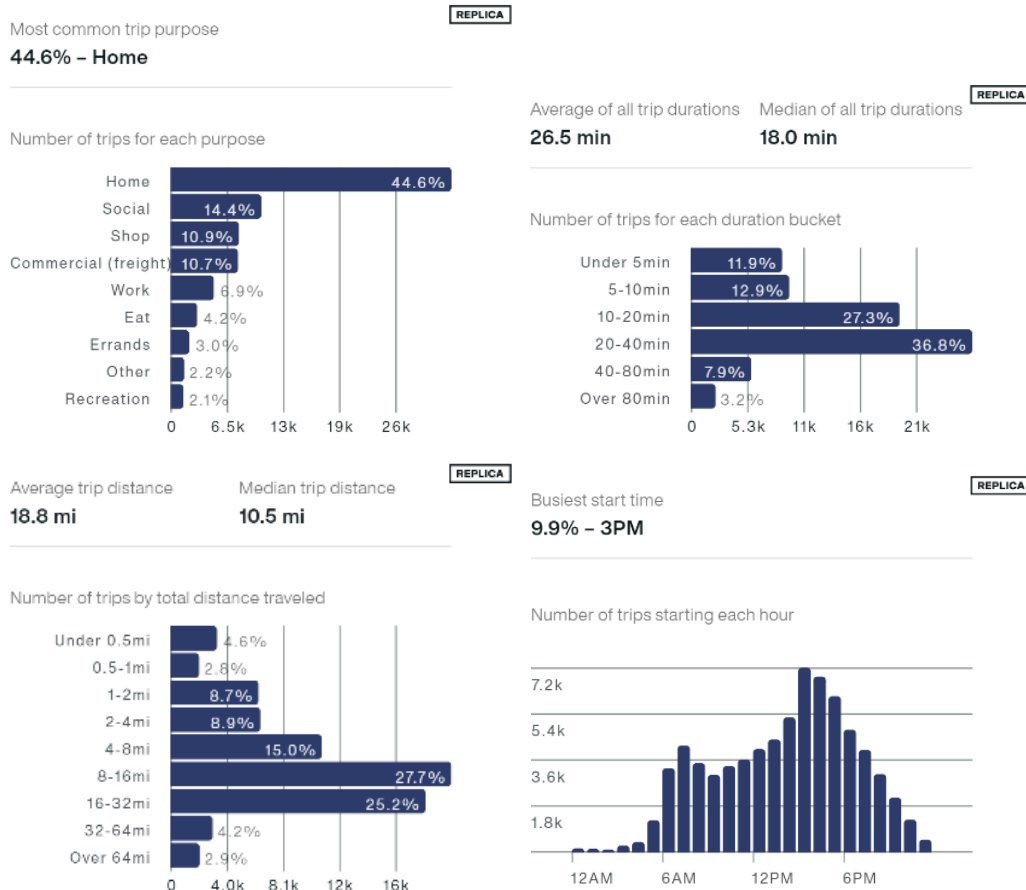


Figure 78: Selected Trip Characteristics for Rural Estates Destinations



3.15.3 Work Location

Table 35 lists the top work locations for 20,100 workers living in the Rural Estates subarea. Shown in Figure 80 are characteristics related to the work commute trip. Compared with trip time and distance for all trips originating in the subarea, work trips on average are shorter in time but longer in distance. Information regarding working from home is also made available through Replica. It was estimated that 11.3% or 4,600 of the 41,0000 people residing in the Golden Gate subarea worked from home during the Spring 2021 quarter.



Figure 79: Origins for trips Ending in Rural Estates Subarea

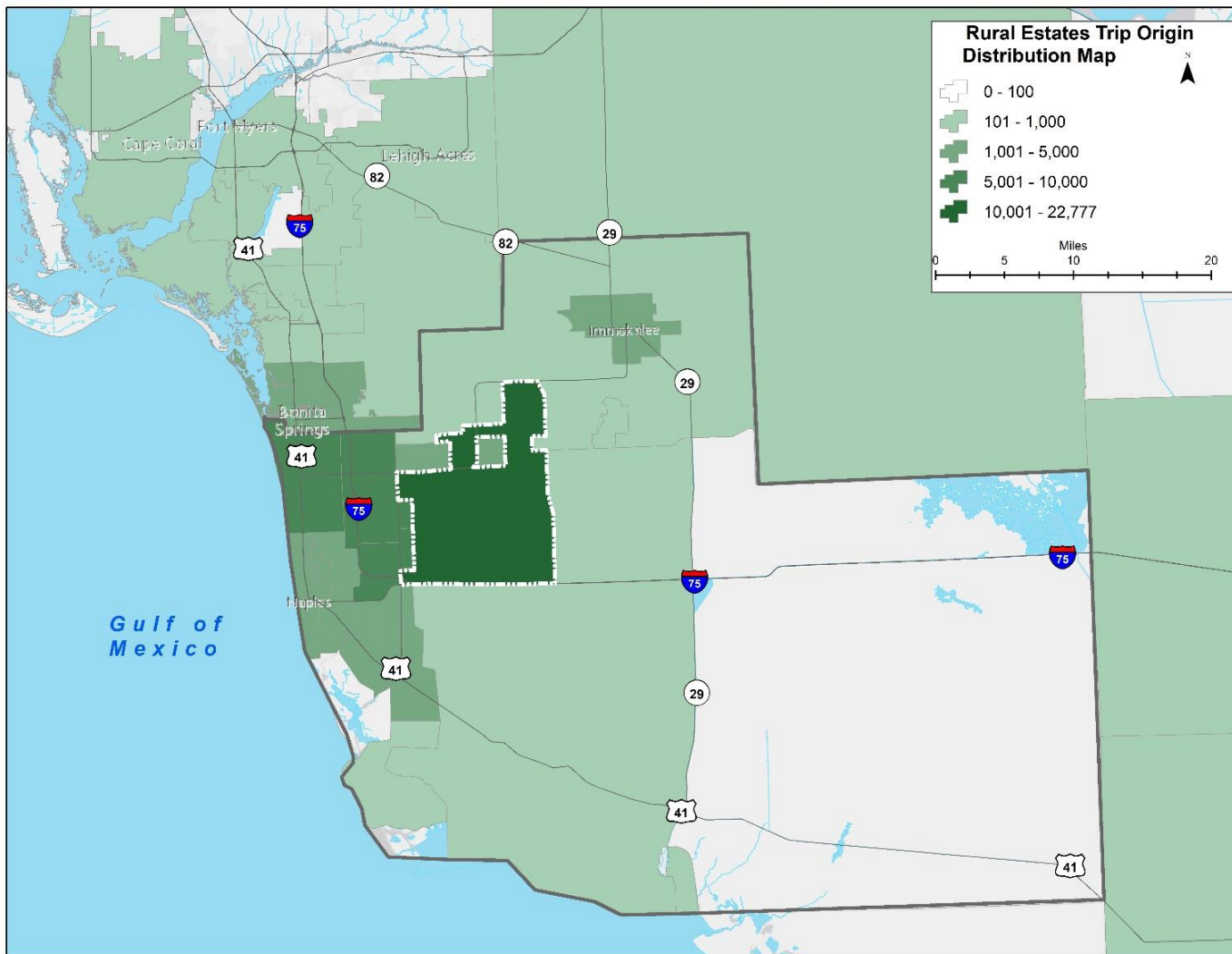
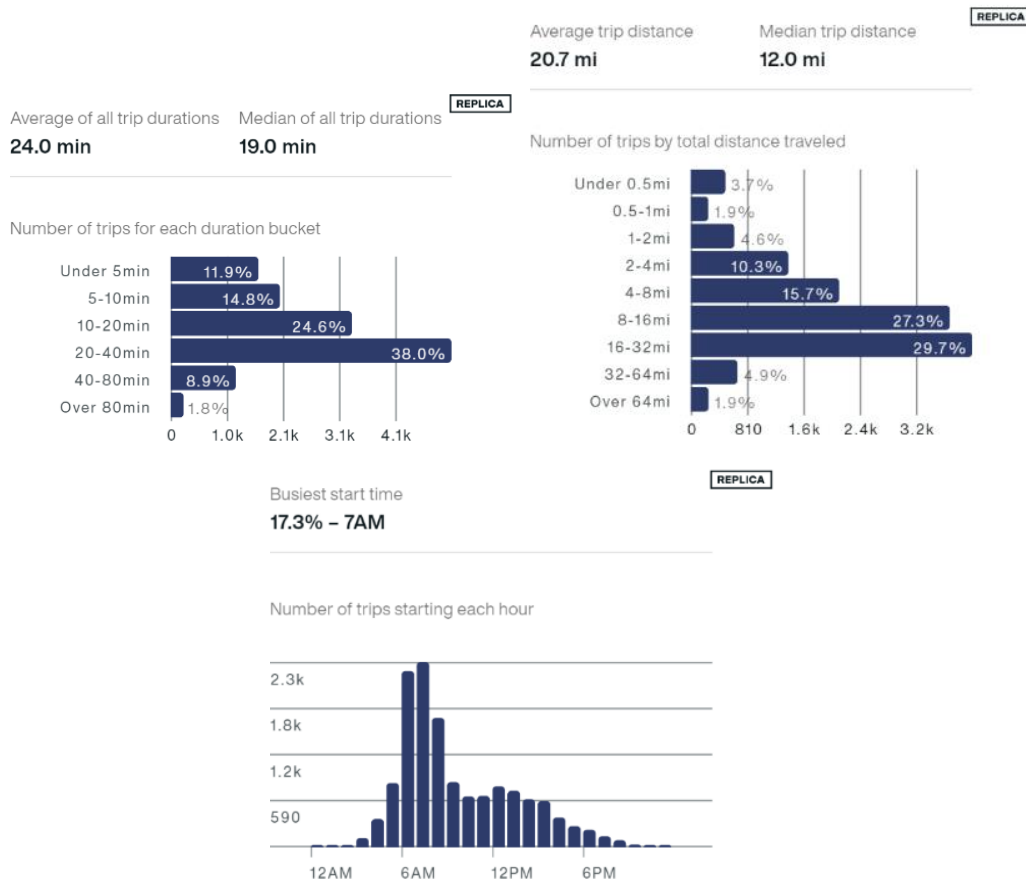


Table 35: Work Locations for Residents of Rural Estates

Work Location	Population	Work Location	Population
North Naples	3,616	Golden Gate	538
Rural Estates	2,612	City of Marco Island	487
City of Naples	2,546	Immokalee	438
Urban Estates	1,680	Orange Tree	403
Central Naples	1,389	South Fort Myers	374
Ave Maria	1,078	Miami-Dade County	350
East Naples	1,072	Fort Myers	318
Bonita Springs	665	Estero	194
South Naples	653	Heritage Bay	193
San Carlos	575	Out of Region	158

Figure 80: Rural Estates Home to Work Trip Characteristics



3.16 South Naples

The South Naples Subarea was another of the initial planning communities that was expanded based on review of the GMP map. Areas east of Collier Blvd (CR 951) as well as areas south of Tamiami Trail East were consolidated into this area based on the similarity of land uses and development.

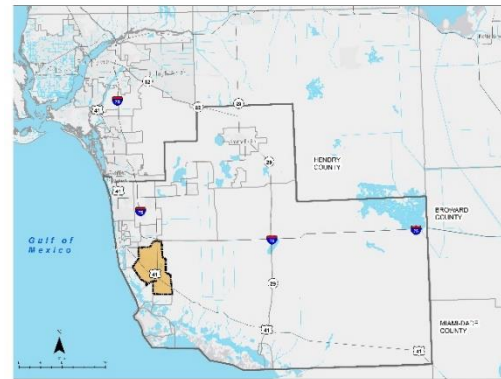


Table 36 identifies the number of trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the South Naples subarea. The trip origins listed have a destination in the South Naples subarea and vice-versa for the destinations listed.

With 48% of the more than 120,000 average daily trips originating in the subarea staying internal, the South Naples subarea has one of the highest rates of trips staying within the area. This can be attributed to this subarea having one of the better mixes of land uses to accommodate multiple trip purposes. The nearby areas of East Naples, Golden Gate, City of Naples, and City of Marco Island also have a high trip interaction with the South Naples subarea.

Table 36: South Naples Trip Origins and Destinations

Subareas	Trips From	Trips To	Subarea	Trips From	Trips To
South Naples (internal)	57,338	57,338	Royal Fakapalm	1,147	1,163
East Naples	12,263	12,327	Bonita Springs	1,149	1,091
Golden Gate	7,881	8,381	Fort Myers	572	873
City of Naples	6,818	7,812	San Carlos	590	777
City of Marco Island	7,537	7503	South Fort Myers	378	554
North Naples	4,926	5,043	Cape Coral	248	551
Central Naples	3,742	4,197	Estero	454	542
Urban Estates	2,908	3,269	Lehigh Acres	265	512
Rural Estates	2,491	3,167	Gateway/Airport	268	495
Out of region	1,335	1,488	Miami-Dade County	521	490

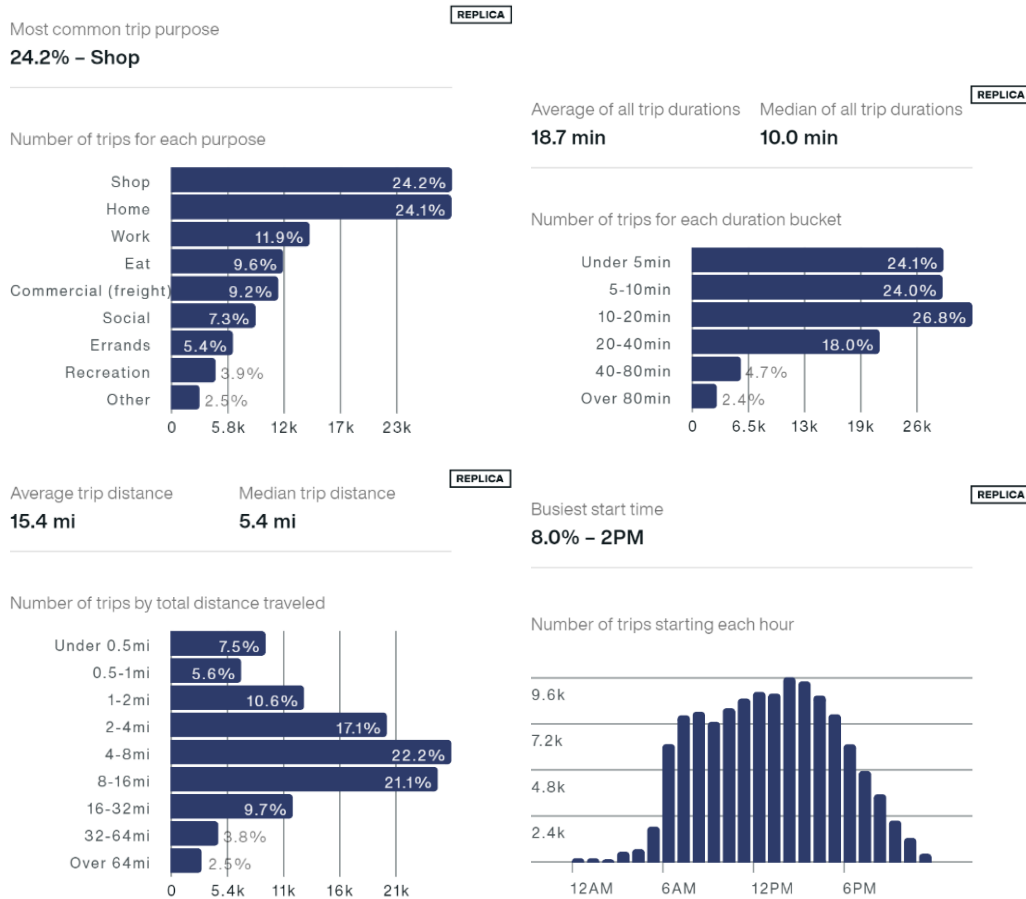
3.16.1 Trips Beginning in Subarea

Figure 81 provides a summary of trip purpose, trip distance, trip duration and start time statistics. Nearly 50% of the trips originating in this area are for shopping or home purposes. These purposes seem to contribute to the large number of trips that can be taken in less than 10 minutes and less than 5 miles. Even with many short distance trips, the average trip distance for the South Naples subarea is 15 miles and the average trip duration is nearly 19 minutes. The distribution of trips throughout the day also



reflects a high rate of trips being produced throughout the day with the absence of a strong A.M or P.M. peak. Figure 82 illustrates the geographic distribution of destinations for trips originating in the South Naples subarea.

Figure 81: Selected Trip Characteristics for South Naples Origins



3.16.2 Trips Ending in Subarea

Figure 83 shows the purpose, distance, duration and start time for trips ending in the South Naples subarea. Trips ending in South Naples have a high home trip purpose at about 35% of average weekday trips. The average trip distance is around 15 miles and a travel time of 18 minutes. Like trips originating in this area, the number of trips increases throughout the day with a peak in the early afternoon. Figure 84 shows the geographic distribution of trips ending in the South Naples subarea.



Figure 82: Destinations for trips Originating in South Naples Subarea

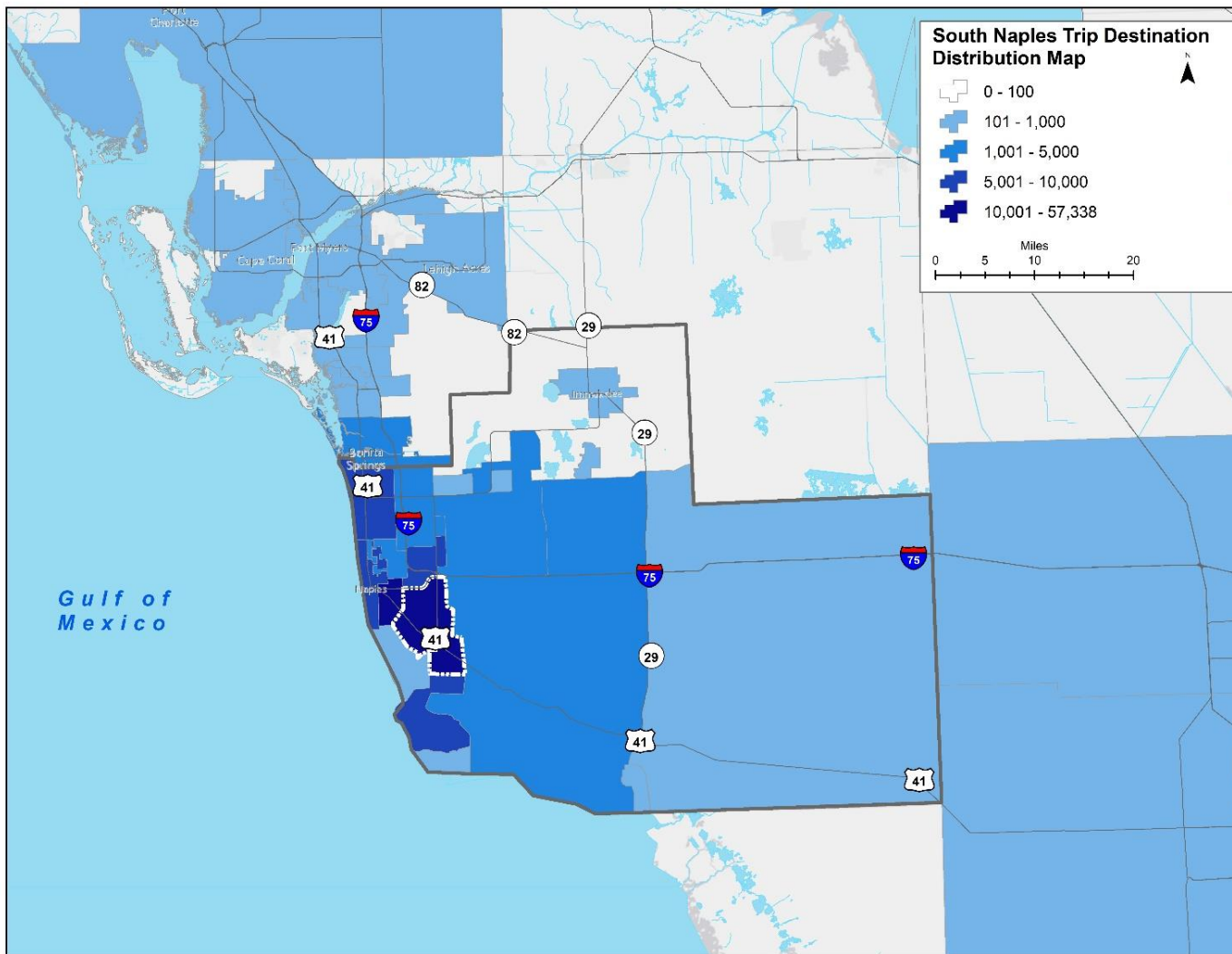
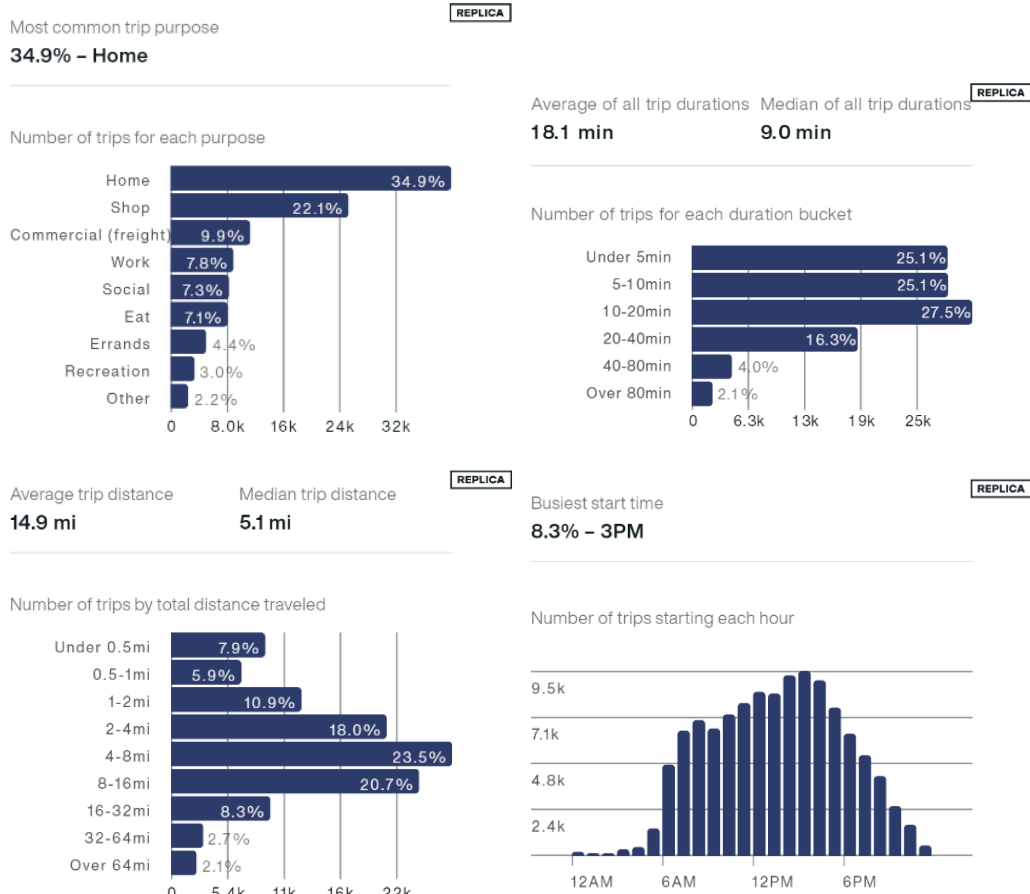


Figure 83: Selected Trip Characteristics for South Naples Destinations



3.16.3 Work Location

Table 37 provides a list of the top work location subareas for 17,500 workers living in the South Naples subarea. This table indicates that residents of South Naples predominantly work in the South Naples subarea or one of the neighboring areas.

Shown in Figure 85 are selected characteristics related to the work commute trip. Even though a high number of residents work within the South Naples subarea, the home-to-work trips exhibit longer travel times and travel greater distances when compared with all trips generated daily. Information regarding working from home is also made available through Replica. It was estimated that 3,800 or 8% of residents in the South Naples subarea worked from home during the Spring 2021 quarter.



Figure 84: Origins for trips Ending in South Naples Subarea

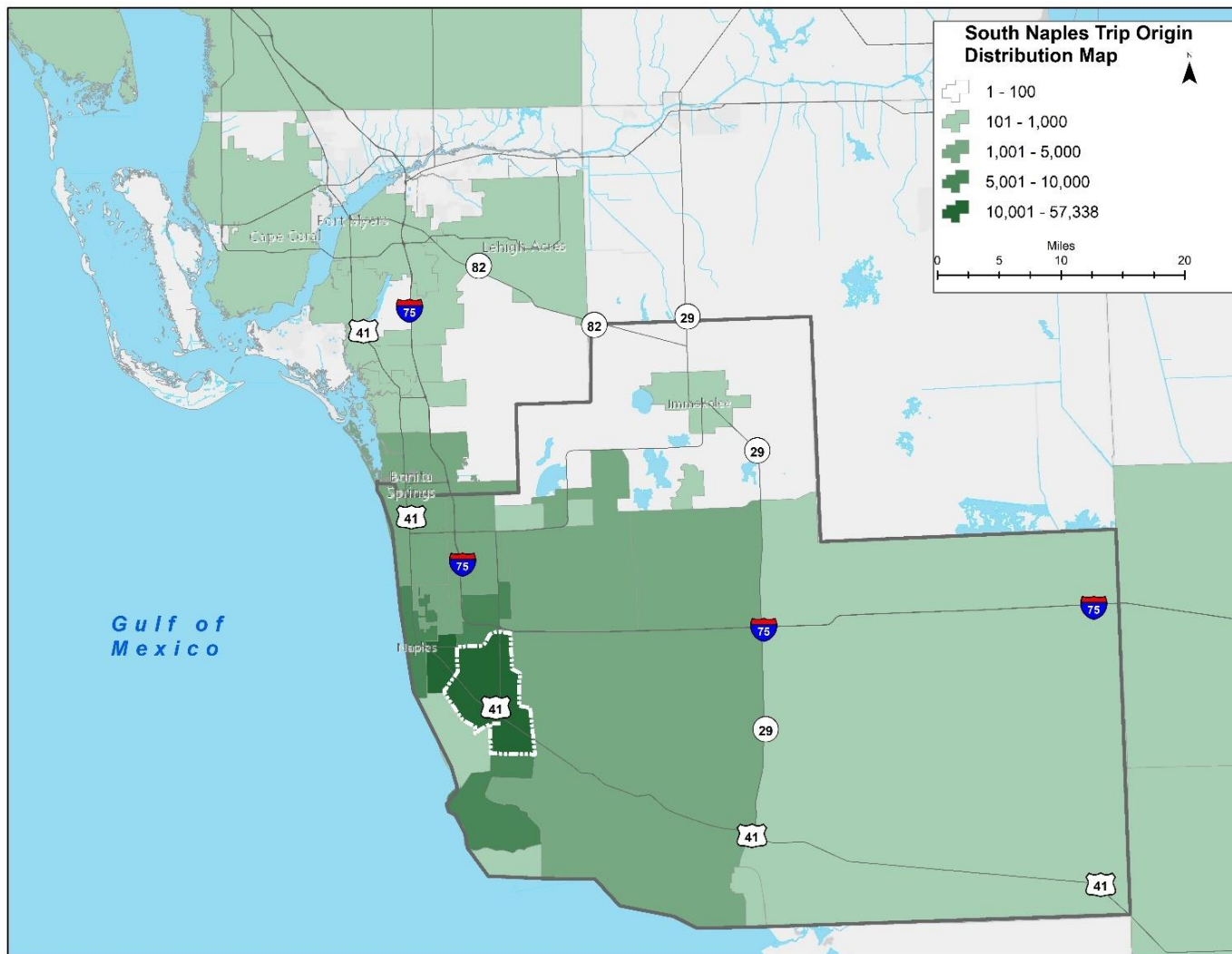
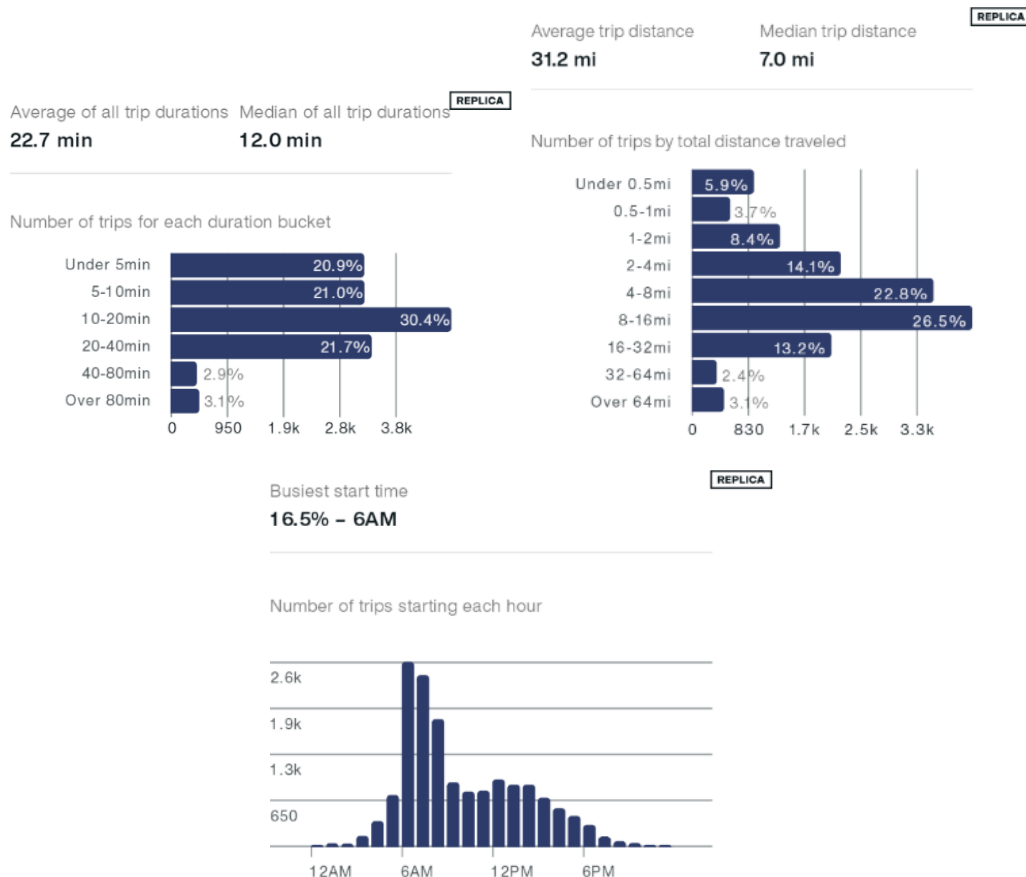


Table 37: Work Locations for Residents of South Naples

Work Location	Population	Work Location	Population
South Naples	4,433	Rural Estates	335
City of Naples	2,706	Miami-Dade County	310
North Naples	2,015	Royal Fakapalm	281
City of Marco	1,600	Everglades City	264
East Naples	1,410	South Fort Myers	252
Central Naples	1,021	Ave Maria	235
Urban Estates	642	Bonita Springs	141
Golden Gate	475	Immokalee	127
Out of region	449	Big Cypress	113
San Carlos	444	Broward County	89

Figure 85: South Naples Home to Work Trip Characteristics



3.17 Urban Estates

The Urban Estates subarea is located west of CR 951 in northern Collier County. This area contains a mix of retail shopping centers, estate lot residences and gated single-family residential communities.

Table 38 identifies the number of trip origin and destination for the top 20 subarea locations when at least one trip end takes place in the Urban Estates subarea. The trip origins listed have a destination in the Urban Estates subarea and vice-versa for the destinations listed. The 55,270 trips originating in Urban Estates subarea and remaining within the area represents about 39% of the more than 140,000 trips originating within the area on an average weekday. There is also a strong connection between this area and adjacent North Naples subarea.

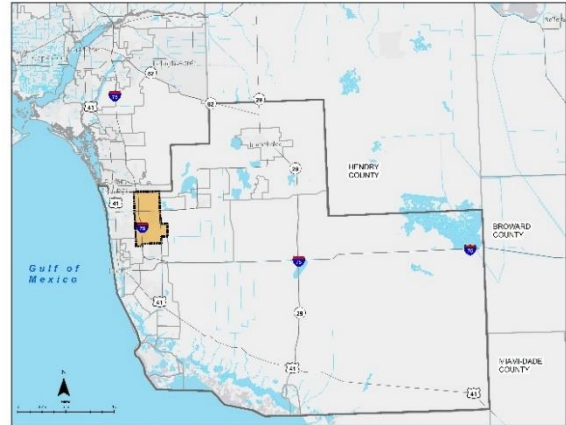


Table 38: Urban Estates Trip Origins and Destinations

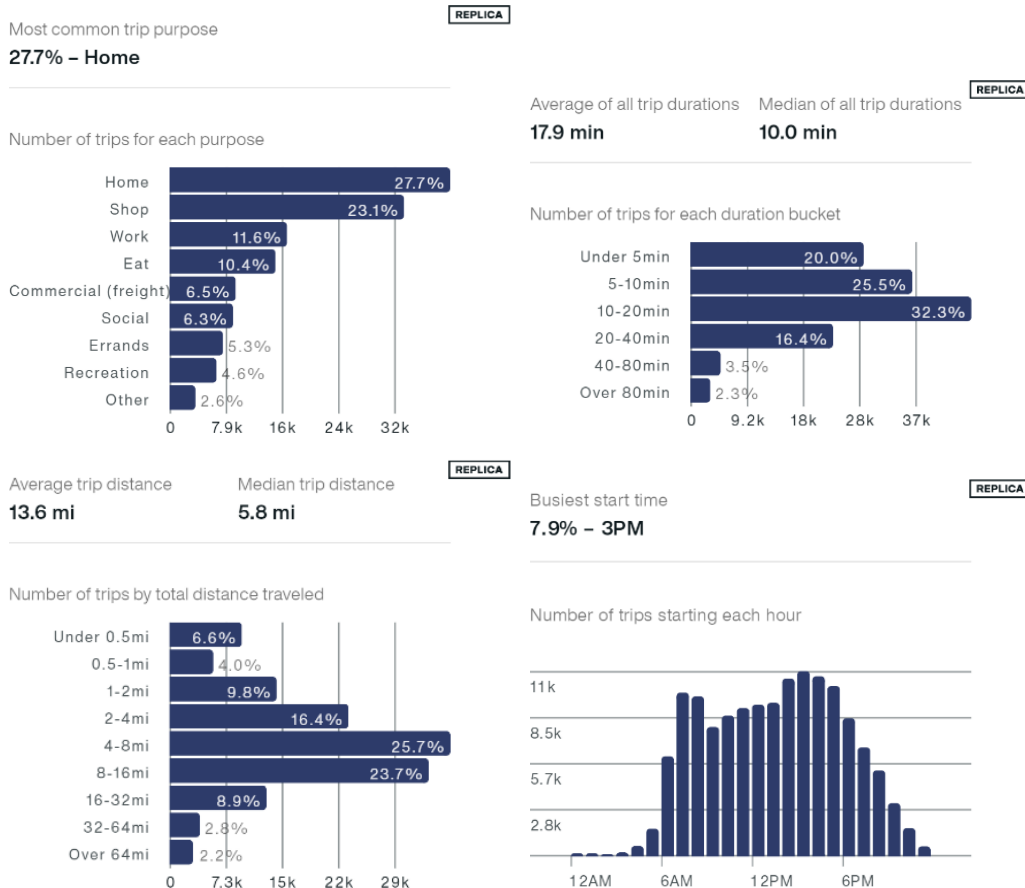
Subarea	Trips From	Trips To	Subarea	Trips From	Trips To
Urban Estates (internal)	55,270	55,270	Out of region	1,617	1,929
North Naples	25,896	26,095	San Carlos	1,085	1,407
Rural Estates	8,782	9,501	Fort Myers	772	1,378
Golden Gate	8,291	8,311	Estero	1,452	1,360
City of Naples	6,550	6,857	Orange Tree	990	1,341
Central Naples	6,493	6,228	South Fort Myers	726	1,137
Bonita Springs	6,796	5,748	Lehigh Acres	472	912
South Naples	3,269	2,908	Gateway/Airport	437	903
East Naples	2,969	2,843	Immokalee	751	872
Heritage Bay	2,511	2,584	City of Marco Island	920	755

3.17.1 Trips Beginning in Subarea

Figure 86 summarizes the trip purpose, trip distance, trip duration and start time for trips originating in the area. Trips originating in Urban Estates have a high home trip purpose at about 28% of the average daily weekday trips generated in the subarea. The average distance traveled is 13 miles and the average duration is estimated at 18 minutes for these trips. Figure 87 illustrates the geographic distribution of destinations for trips originating in the Urban Estates subarea. In addition to the high number of internal trips and trips to adjacent areas, there are a high number of trips to other areas within Collier County as well as subareas in southern Lee County.



Figure 86: Selected Trip Characteristics for Urban Estates Origins



3.17.2 Trips Ending in Subarea

Figure 88 provides the trip characteristics summary for trips ending in the Urban Estates subarea. These summary statistics suggest that 30% in the Urban Estates have a home purpose. The consistent trip purposes of home and shopping for origin and destination trips speaks to the blend of land uses that exist within this area. While there are some short distance trips, the most common trips ending in this area are between 4-8 miles in length. Figure 89 graphically illustrates the geographic distribution of origins for trips ending in the Urban Estates subarea.



Figure 87: Destinations for trips Originating in Urban Estates Subarea

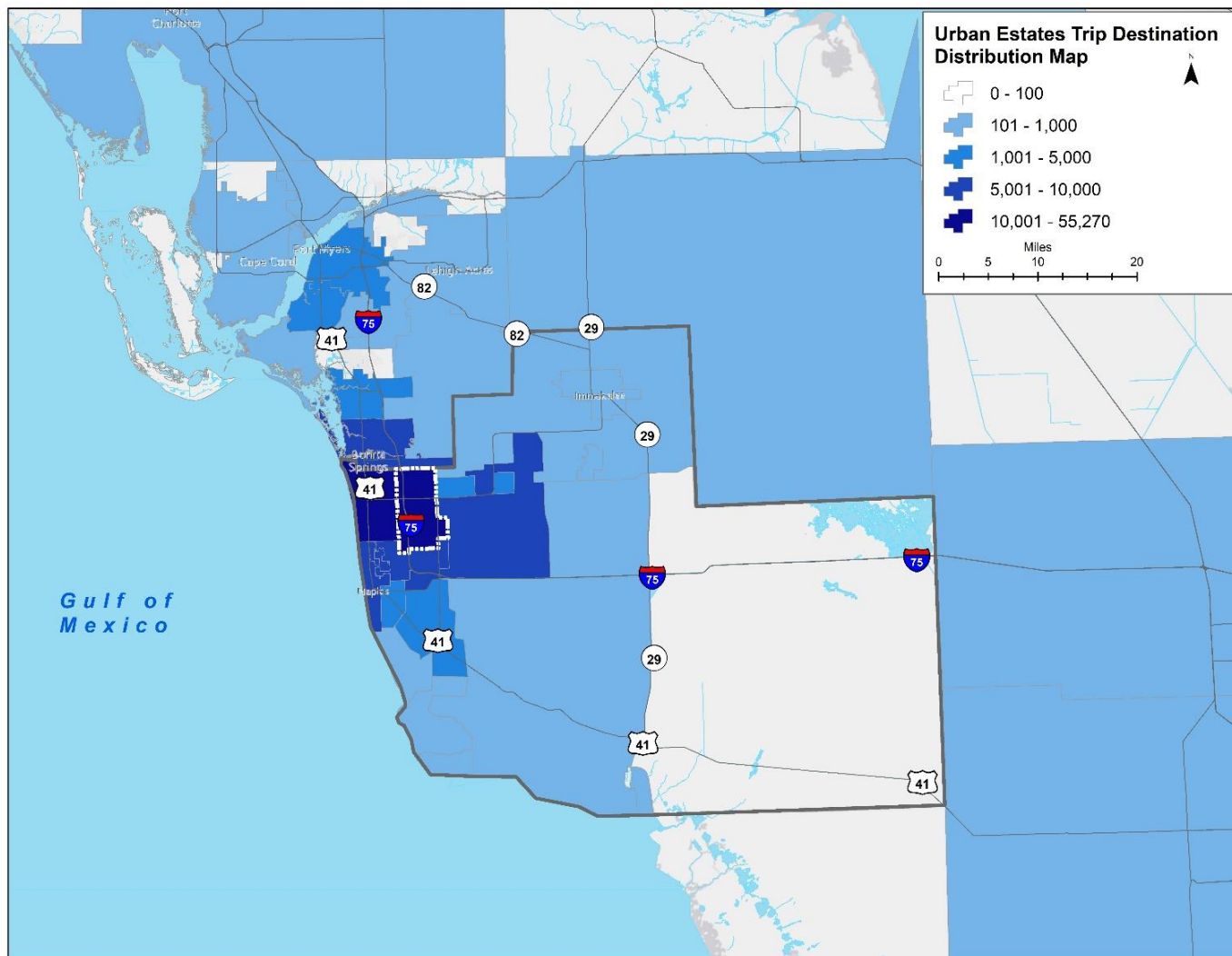
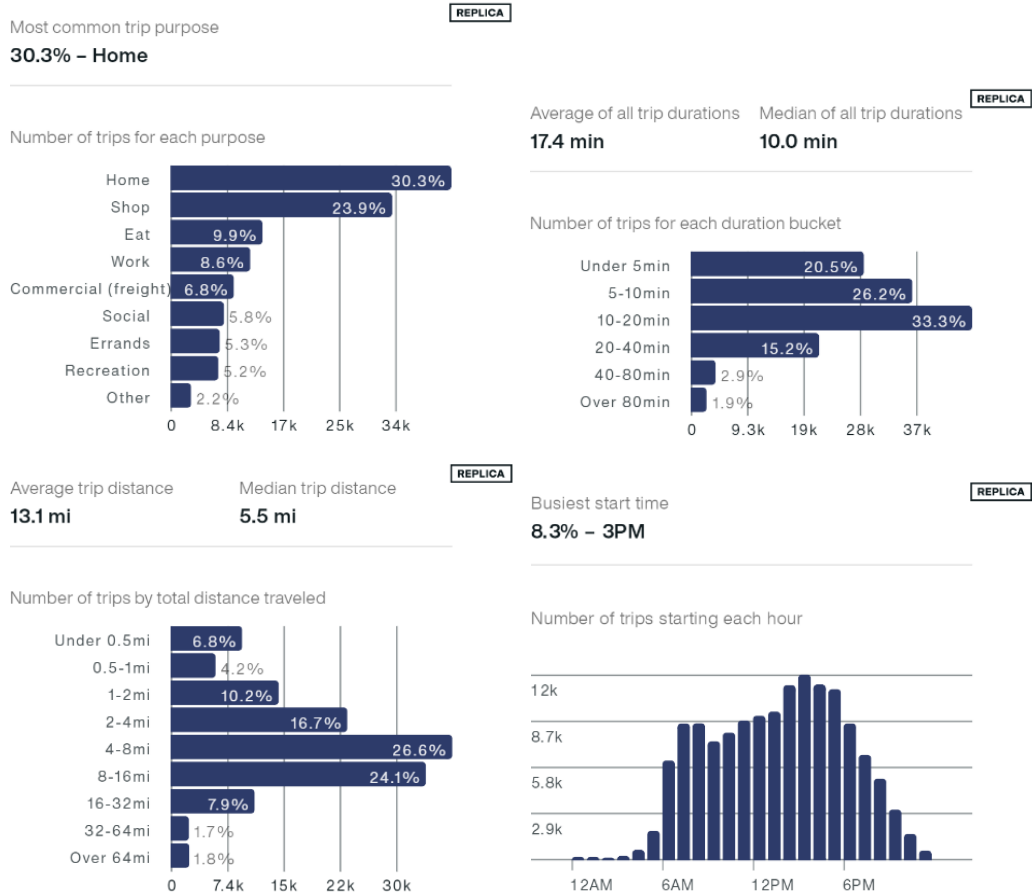


Figure 88: Selected Trip Characteristics for Urban Estates Destinations



3.17.3 Work Location

Table 39 lists the top work location subareas for the 21,000 workers living in the Urban Estates subarea. While there is a high number of residents who work within the subarea, the highest number of jobs are held in the North Naples subarea.

Shown in Figure 90 are selected characteristics related to the work commute trip. Compared with trip time and distance for all trips originated within the study area, work trips on average are longer in time and distance. Information regarding working from home is also made available through Replica. It was estimated that 5,000 or 10.4% of the 48,500 residents in the Urban Estates subarea worked from home during the Spring 2021 quarter.



Figure 89: Origins for trips Ending in Urban Estates Subarea

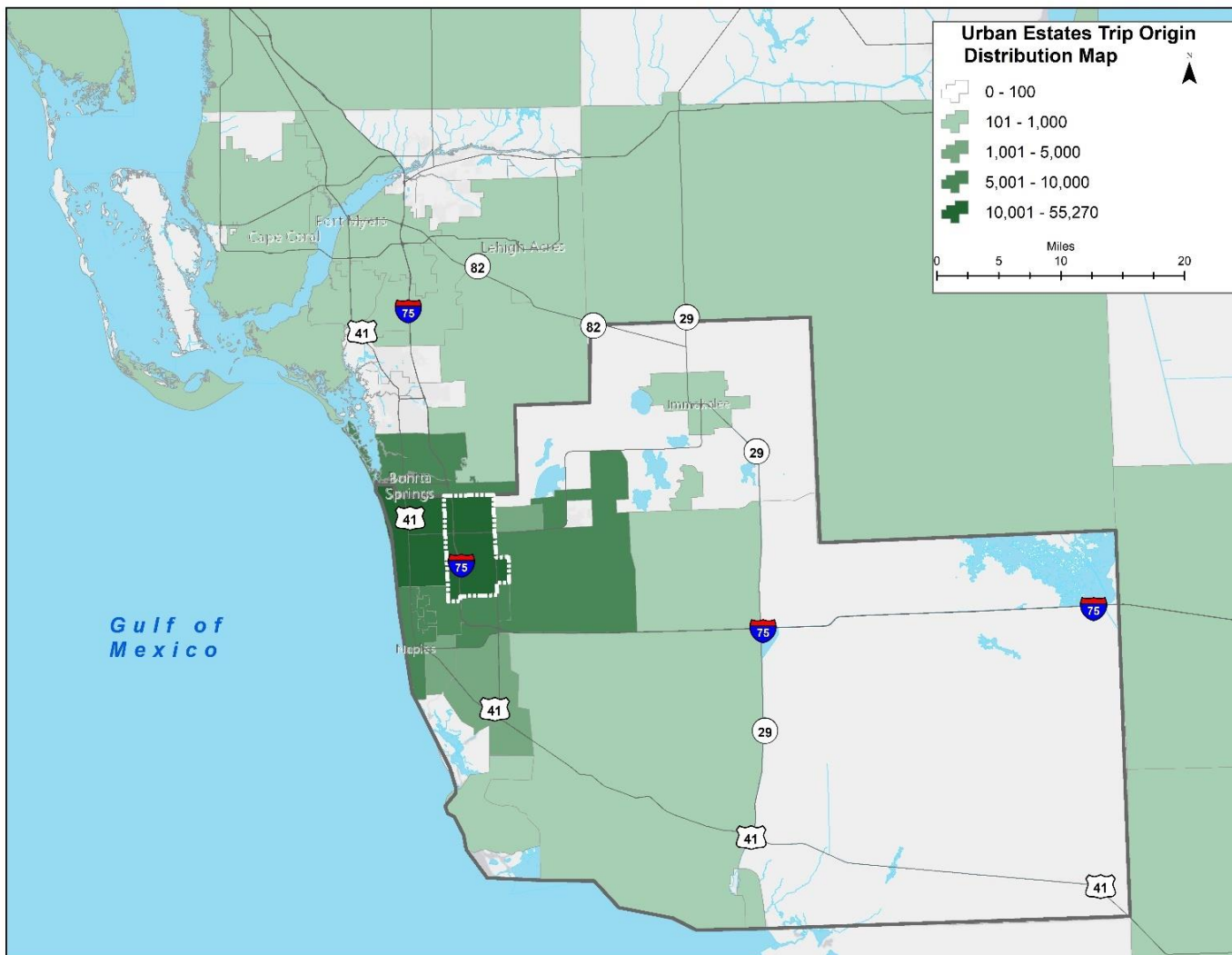
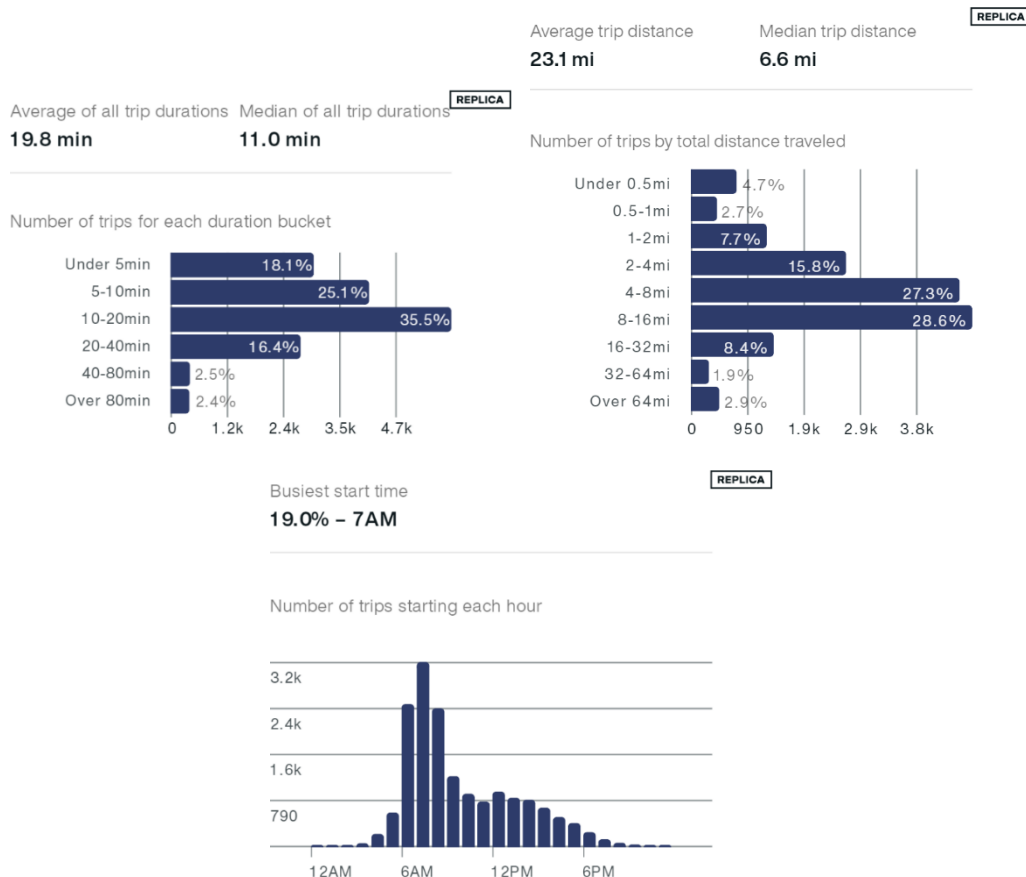


Table 39: Work Locations for Residents of Urban Estates

Work Location	Population	Work Location	Population
North Naples	5403	Out of region	382
Urban Estates	4884	South Naples	376
City of Naples	2431	Miami-Dade County	325
Central Naples	1288	City of Marco	302
East Naples	1174	Immokalee	232
Golden Gate	642	Fort Myers	207
Rural Estates	595	Ave Maria	207
San Carlos	555	Broward County	193
South Fort Myers	477	Estero	121
Bonita Springs	462	Gateway/Airport	97

Figure 90: Urban Estates Home to Work Trip Characteristics



4.0 Appendices

Appendix A: O&D Study Methodology



1.0 Purpose and Objective

The once distinct urbanized areas of Naples, Bonita Springs and Cape Coral have coalesced into a larger urbanized area within the context of the rapidly growing region of Southwest Florida. Facilitated through the regional transportation connections of Interstate 75, US 41 and SR 29, growth and connectivity in Collier and Lee Counties has resulted in continuous urban and suburban development patterns where trip-making patterns cross the county line with routine frequency. In Collier County population has grown from around 150,000 to 375,000, nearly 150%, from 1990 to 2020 based on the decennial Census. Additionally, recent growth in the eastern rural lanes of Collier County known as the Rural Lands Stewardship Area, has resulted in new travel patterns beginning to emerge with connections to the east coast of Florida.

As a result of this growth, as with other areas in the United States, transitioning from a smaller metro area to a medium-sized and large area brings with it the challenge of addressing congestion on the transportation system. Identifying root causes of congestion and prioritizing implementable solutions as part of the Congestion Management Process is a core requirement that the MPO is addressing. To that end, the Collier MPO desires to better understand trip origin and destination patterns to better plan for and develop the multimodal transportation system.

2.0 Approach

The Replica data platform will be used as the basis for conducting this origin and destination study. The Replica platform utilizes a composite set of data provided by third-party sources in order to extrapolate observed trip making patterns and travel behaviors to the entire population. These data sources include multiple types of mobile location data, consumer transaction data, census reported data and observed “ground-truth” data.

The data sources utilized by Replica are intended to cover a broad spectrum of sources and activities in order to minimize a sample size bias that may exist from relying on a single data source. This approach also provides a more resilient data stream to protect against disruptions in individual data sources. Below is a summary of each data source and its purpose.

- Mobile location data is used to create a representative sample of daily movement patterns. Four unique sources of data, collected from personal mobile devices and in-dash vehicle systems, are used to provide de-identified (anonymous) location and travel data.
 - a. Location-based services (LBS) data:
 - b. Cellular network data:
 - c. Vehicle in-dash GPS data
 - d. Point-of-interest (POI) data
- Consumer resident data provides demographic data from public and private sources for determining the basis of where people work and live, as well as the characteristics of the population.
- Land use / real estate data includes building, land use, and transportation network data that are used in determining where people travel and by what means the travel occurs.
- Credit transaction data provided by financial companies, this data captures consumer spending and is used to support levels of activity and spending by time and place.



- Ground truth data is included as a final step in calibrating and improving overall accuracy of the Replica output, The ground truth data includes auto and freight volumes, transit ridership, and bicyclist and pedestrian counts.

Utilizing the Places module within Replica allows for the creation of customized geographies and sub-areas for reporting travel. As the initial basis for evaluating trip origins and destination, a county-to-county level summary will be provided to illustrate the trips that are contained within Collier County, pass through Collier County without stopping, enter from outside with a destination in Collier and exit Collier County having an origin inside the county. The basis for this analysis is the average weekday travel observed during the Spring (March -May) 2021.

A further narrowing of areas used for reporting origins and destinations will utilize the Planning Community boundaries that have been established by Lee and Collier counties. Maps illustrating these areas are shown below in Figure 1 and Figure 2.

Figure 1: Collier County Planning Communities

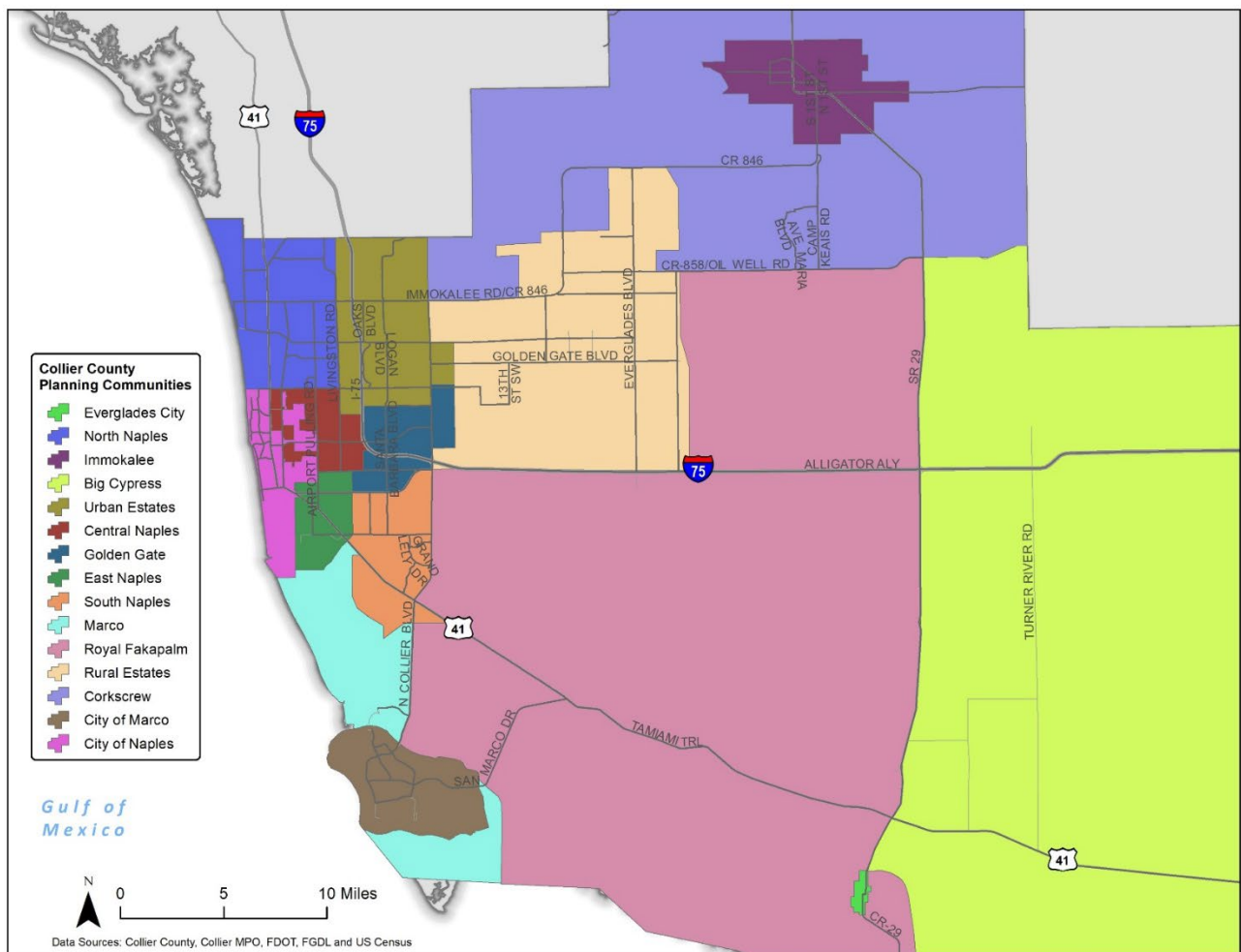
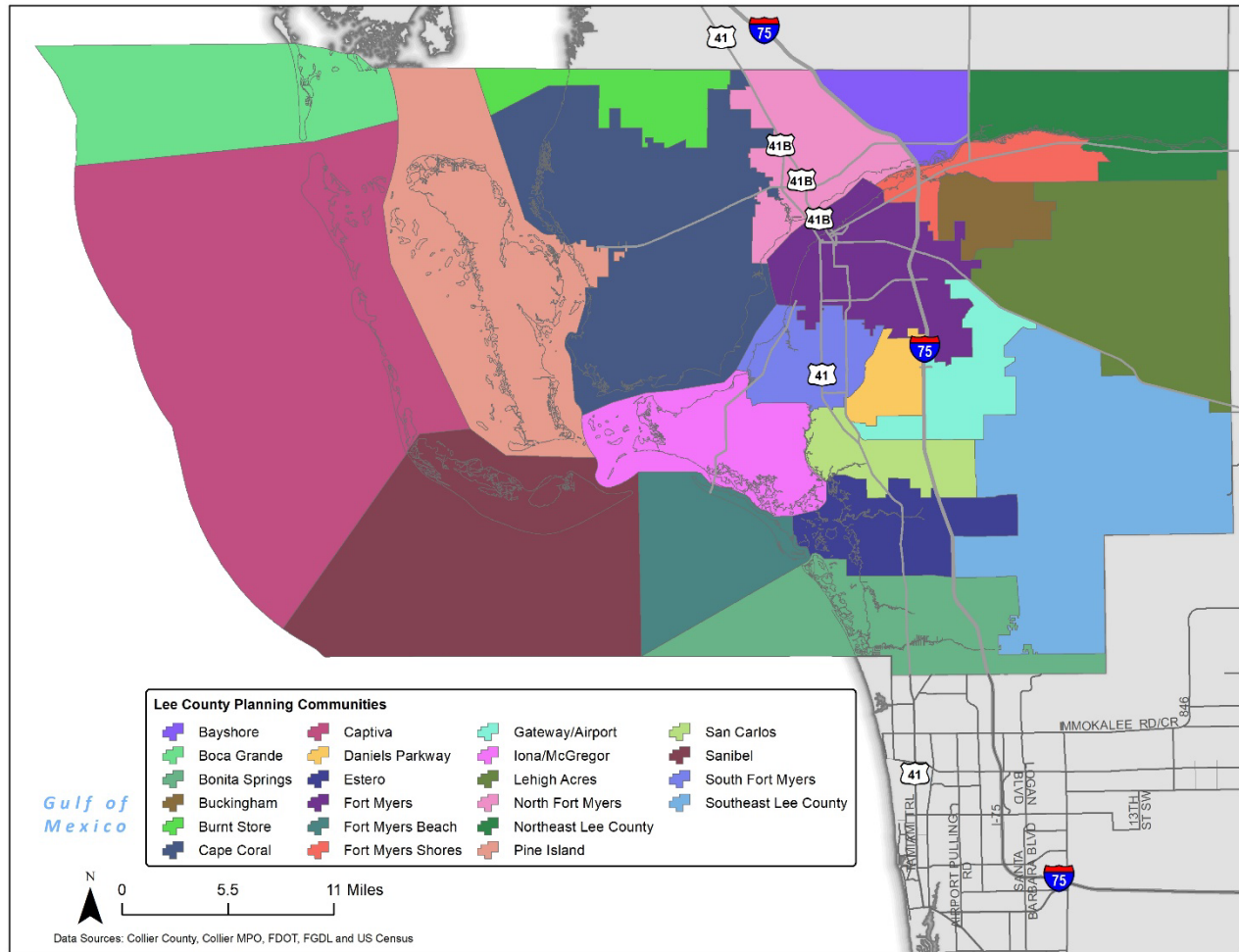


Figure 2: Lee County Planning Communities



In addition to these 37 sub areas, trip origins and destinations will be summarized for the three adjacent counties of Broward, Hendry, and Miami-Dade, along with Charlotte County to the north of Lee County. Trips originating or destined for locations outside of these areas will be listed as other in the trip tables and will be included in the total trip count.

Trips that cross the Collier County line to the north or east will be summarized based on transportation facility. This summarization will be limited to the major regional facilities listed below.

1. Interstate 75
2. Livingston Road
3. SR 29
4. SR 82
5. US 41 / Tamiami Trail



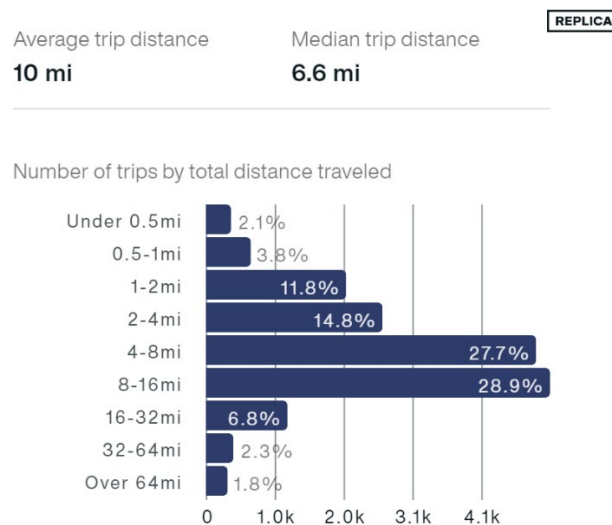
3.0 Analysis and Results

Adding the Planning Community Areas into the Replica data platform will provide trip characteristic information that can be summarized across multiple data elements. Maps illustrating travel patterns will be prepared to illustrate the highest destinations and origins paired with the Collier County Planning Areas. Additional details will be provided in tabular format and summarized to identify key patterns and observations. Focused on the county-wide travel patterns and the 15 Planning Communities in Collier County, it is anticipated that these summaries will be 3-5 pages in length.

Key variables to be summarized in tabular format will include trips made on a daily-basis as well as those made during the AM (6-9) and PM (4-7) peak periods. Characteristics such as trip purpose will also be presented to illustrate high origin-destination pairs for work trips in the AM peak and home trips in the PM peak. As discussed previously, trips passing through Collier County will be summarized as well to illustrate larger regional trip patterns. It is envisioned that these trip tables will aid the MPO in validating the regional travel demand model and other tools used in developing the Long Range Transportation Plan.

Additional charts and graphics illustrating averages and frequency distribution of trip characteristics such as trip length, trip distance, and trip purpose will also be prepared for each of the sub-area summaries. An example of one these charts is provided below in Figure 3.

Figure 3: Example Trip Distance Chart



Appendix B: Subarea Origin and Destination Trip Matrix



Destinations	Collier County Subarea: Origins																
	Ave Maria	Big Cypress	Central Naples	City of Macro Island	City of Naples	Corkscrew	East Naples	Everglades City	Golden Gate	Heritage Bay	Immokalee	North Naples	Orange Tree	Royal Fakapalm	Rural Estates	South Naples	Urban Estates
Ave Maria	5,014	12	143	46	134	172	132	12	170	120	901	394	298	26	839	113	364
Big Cypress	18	349	14	37	37	25	17	122	18	1	45	30	5	86	50	101	17
Central Naples	167	17	19,331	847	13,102	32	5,763	35	6,938	316	364	13,643	263	136	2,677	3,742	6,493
City of Marco Island	39	35	814	43,800	1,560	24	1,470	171	1,263	70	129	1,276	66	419	576	7,503	755
City of Naples	165	45	12,924	1,566	52,570	39	10,465	57	7,159	337	407	17,337	380	234	3,089	6,818	6,550
Corkscrew	172	25	32	27	39	685	20	3	37	35	608	104	61	48	249	28	80
East Naples	164	26	5,781	1,495	10,454	20	28,132	77	6,962	197	328	5,449	179	257	1,881	12,263	2,969
Everglades City	10	67	42	146	74	3	86	1,668	63	4	27	76	1	273	23	368	52
Golden Gate	217	17	6,892	1,444	7,360	37	6,706	46	45,537	357	459	8,639	494	216	5,667	7,881	8,291
Heritage Bay	124	1	277	84	387	35	182	2	390	2,949	198	1,185	419	10	1,695	156	2,511
Immokalee	928	41	327	136	423	608	254	24	396	194	43,465	820	240	82	1,150	291	751
North Naples	507	33	13,657	1,418	18,196	104	5,230	64	8,427	1,239	902	111,944	1,084	240	7,270	4,926	25,896
Orange Tree	342	5	229	78	293	61	122	3	381	351	309	737	3,434	24	3,421	191	-
Royal Fakapalm	35	120	120	401	173	49	244	333	190	10	96	196	18	1,500	527	1,147	126
Rural Estates	917	46	2,409	926	2,781	249	1,538	12	5,348	1,817	1,258	5,993	3,698	313	22,777	2,491	8,782
South Naples	146	112	4,197	7,537	7,812	28	12,327	375	8,381	210	391	5,043	326	1,223	3,167	57,338	3,269
Urban Estates	457	26	6,228	920	6,857	80	2,843	27	8,311	2,584	872	26,095	1,341	137	9,501	2,908	55,270
Bayshore	1	3	8	7	4	3	12	-	16	-	19	41	5	3	18	11	21
Boca Grande	-	-	2	1	1	1	1	1	-	-	2	6	1	1	-	1	2
Bonita Springs	171	29	1,766	363	3,047	42	1,148	35	1,508	519	319	18,387	109	365	1,957	1,149	6,796
Buckingham	5	3	9	5	20	3	4	-	9	3	27	30	3	1	13	35	31
Burnt Store	-	-	5	2	5	-	1	-	4	-	1	5	-	-	2	1	3
Cape Coral	43	35	239	269	322	23	153	3	127	25	211	927	46	36	249	248	344
Captiva	-	2	5	9	15	-	6	2	8	6	1	35	4	-	2	4	10
Daniels Parkway	17	14	60	43	83	3	27	1	34	8	46	202	17	-	76	73	126
Estero	97	10	635	228	907	20	346	7	673	108	423	3,392	30	109	674	454	-
Fort Myers	124	41	470	334	574	53	304	11	341	64	967	1,649	83	53	432	572	772
Fort Myers Beach	7	6	48	44	146	-	33	9	47	5	29	538	6	11	38	48	155
Fort Myers Shores	39	5	40	37	84	7	37	9	29	9	144	157	9	9	76	45	72
Gateway/Airport	34	23	232	305	313	7	174	6	147	46	211	689	54	30	256	268	437
Iona/McGregor	11	13	89	46	196	5	66	8	101	16	104	460	12	10	103	97	191
Lehigh Acres	207	17	328	221	362	141	160	22	264	43	2,639	916	48	52	341	265	472
North Fort Myers	23	24	77	53	53	9	40	1	50	13	122	289	28	22	92	100	153
Northeast Lee County	8	2	10	14	9	4	10	1	8	-	47	31	10	3	11	18	15
Pine Island	2	3	14	14	49	-	6	1	5	5	14	33	2	1	28	11	10
San Carlos	67	14	756	268	668	31	307	8	773	112	453	1,950	68	135	689	590	-
Sanibel	11	3	19	46	56	6	22	7	26	7	9	138	11	18	70	43	115
South Fort Myers	55	14	337	235	461	24	252	11	263	63	328	1,438	34	42	332	378	726
Southeast Lee County	24	7	86	20	61	27	37	-	44	19	147	186	8	28	109	75	225
Broward County	90	254	180	305	336	59	166	64	304	23	153	366	144	22	310	215	290
Charlotte County	44	45	112	115	127	9	68	6	86	23	239	311	38	21	125	200	183
Hendry County	354	124	33	17	43	129	16	17	33	42	1,695	92	38	46	129	42	137
Miami-Dade County	117	275	268	376	527	58	230	115	465	28	144	630	252	51	505	521	467
Out of Region	203	291	915	1,651	2,404	132	788	261	732	111	1,073	3,044	163	119	997	1,335	1,617
Grand Total	11,176	2,234	80,160	65,936	133,125	3,047	79,945	3,637	106,068	12,089	60,326	234,903	13,530	6,412	72,193	115,064	135,546

Origins	Collier County Subarea: Destinations																
	Ave Maria	Big Cypress	Central Naples	City of Macro Island	City of Naples	Corkscrew	East Naples	Everglades City	Golden Gate	Heritage Bay	Immokalee	North Naples	Orange Tree	Royal Fakapalm	Rural Estates	South Naples	Urban Estates
Ave Maria	5,014	18	167	39	165	171	164	10	217	124	928	507	35	342	917	146	457
Big Cypress	12	349	17	35	45	29	26	67	17	1	41	33	120	5	46	112	26
Central Naples	143	14	19,331	814	12,924	33	5,781	42	6,892	277	327	13,657	120	229	2,409	4,197	6,228
City of Marco Island	46	37	847	43,800	1,566	27	1,495	146	1,444	84	136	1,418	78	401	926	7,537	920
City of Naples	134	37	13,102	1,560	52,570	46	10,454	74	7,360	387	423	18,196	173	293	2,781	7,812	6,857
Corkscrew	171	29	33	24	46	685	19	2	60	27	573	150	56	51	307	39	110
East Naples	132	17	5,763	1,470	10,465	19	28,132	86	6,706	182	254	5,230	244	122	1,538	12,327	2,843
Everglades City	12	122	35	171	57	2	77	1,668	46	2	24	64	333	3	12	375	27
Golden Gate	170	18	6,938	1,263	7,159	60	6,962	63	45,537	390	396	8,427	190	381	5,348	8,381	8,311
Heritage Bay	120	1	316	70	337	27	197	4	357	2,949	194	1,239	10	351	1,817	210	2,584
Immokalee	901	45	364	129	407	573	328	27	459	198	43,465	902	96	309	1,258	391	872
North Naples	394	30	13,643	1,276	17,337	150	5,449	76	8,639	1,185	820	111,944	196	737	5,993	5,043	26,095
Orange Tree	298	5	263	66	380	51	179	1	494	419	240	1,084	18	3,434	3,698	326	1,341
Royal Fakapalm	24	118	110	419	200	56	239	294	173	7	80	212	2,459	19	463	1,163	116
Rural Estates	839	50	2,677	576	3,089	307	1,881	23	5,667	1,695	1,150	7,270	527	3,421	22,777	3,167	9,501
South Naples	113	101	3,742	7,503	6,818	39	12,263	368	7,881	156	291	4,926	1,147	191	2,491	57,338	2,908
Urban Estates	364	17	6,493	755	6,550	110	2,969	52	8,291	2,511	751	25,896	126	990	8,782	3,269	55,270
Bayshore	-	2	10	7	24	1	10	-	29	6	17	75	7	2	26	34	38
Boca Grande	-	-	-	-	1	-	-	1	-	-	-	7	-	1	4	-	2
Bonita Springs	140	13	1,497	305	2,377	47	936	40	1,565	446	264	15,689	77	253	1,340	1,091	5,748
Buckingham	8	1	22	4	28	1	12	-	10	5	39	53	3	1	17	33	48
Burnt Store	-	-	4	2	4	-	1	-	6	-	3	7	-	-	3	-	4
Cape Coral	51	35	415	97	527	23	267	17	374	53	276	1,278	40	45	360	551	688
Captiva	-	-	7	16	22	-	3	-	3	1	4	49	2	1	2	6	11
Daniels Parkway	6	2	112	26	155	6	76	2	108	16	92	269	7	10	70	78	201
Estero	68	8	648	205	940	26	339	13	622	101	311	3,437	32	75	484	542	1,360
Fort Myers	112	79	635	234	820	32	487	27	687	106	1,230	2,051	59	90	652	873	1,378
Fort Myers Beach	7	7	47	26	97	1	34	4	34	9	30	424	6	5	41	47	132
Fort Myers Shores	40	4	103	16	145	9	91	6	86	10	186	308	11	16	79	111	193
Gateway/Airport	26	20	381	120	525	10	350	14	342	75	237	1,152	55	38	358	495	903
Iona/McGregor	11	11	92	66	173	7	61	13	67	19	135	384	10	13	86	71	152
Lehigh Acres	263	22	486	92	566	112	414	39	479	99	2,542	1,307	51	68	458	512	912
North Fort Myers	27	22	142	31	142	8	83	7	147	28	148	387	31	25	143	181	296
Northeast Lee County	9	-	12	8	18	3	7	4	16	-	48	66	6	-	8	31	31
Pine Island	4	2	28	5	31	1	12	4	14	3	26	41	2	3	26	19	28
San Carlos	69	9	754	168	791	34	441	17	907	105	439	2,539	41	101	674	777	-
Sanibel	11	2	17	46	57	4	26	2	25	9	13	124	3	14	54	28	83
South Fort Myers	62	18	475	134	569	15	390	21	565	91	534	1,554	33	62	452	554	1,137
Southeast Lee County	40	2	28	18	64	22	31	-	52	18	141	217	6	20	100	73	213
Broward County	174	286	270	170	657	42	221	78	374	35	201	562	116	43	425	439	571
Charlotte County	48	59	187	50	267	17	136	15	189	46	182	482	32	43	223	238	349
Hendry County	413	100	61	12	52	141	39	12	41	59	1,944	127	28	59	185	70	172
Miami-Dade County	125	271	242	393	545	53	214	108	413	31	191	561	208	63	515	490	460
Out of Region	221	286	1,035	1,522	2,466	150	896	268	836	127	1,001	3,357	234	124	1,070	1,488	1,929
Grand Total	10,822	2,269	81,551	63,743	132,178	3,150	82,192	3,715	108,231	12,092	60,327	237,662	7,028	12,454	69,418	120,665	141,505

Work Location	Collier County Subarea: Home Location																
	Ave Maria	Big Cypress	Central Naples	City of Macro Island	City of Naples	Corkscrew	East Naples	Everglades City	Golden Gate	Heritage Bay	Immokalee	North Naples	Orange Tree	Royal Fakapalm	Rural Estates	South Naples	Urban Estates
Ave Maria	226	6	38	25	35	30	86	4	275	156	626	105	270	11	1,078	235	207
Big Cypress	2	1	3	9	-	2	15	4	9	3	8	4	3	17	12	113	15
Central Naples	87	5	1,724	229	537	20	760	10	2,918	115	288	1,525	192	19	1,389	1,021	1,288
City of Marco Island	12	3	120	4,363	27	5	393	12	950	20	126	120	33	76	487	1,600	302
City of Naples	105	2	2,542	295	3,165	28	2,348	23	3,679	103	534	2,937	258	59	2,546	2,706	2,431
Corkscrew	15	1	5	-	-	13	1	-	18	10	211	32	14	1	111	6	8
East Naples	22	1	501	137	428	12	2,753	15	2,345	23	193	700	39	89	1,072	1,410	1,174
Everglades City	3	2	4	23	3	-	15	18	17	-	-	1	-	47	9	264	10
Golden Gate	19	-	299	45	106	2	379	1	4,260	16	159	607	72	9	538	475	642
Heritage Bay	51	-	7	-	-	7	13	-	41	32	115	24	48	3	193	45	49
Immokalee	64	1	157	25	16	101	107	2	132	39	5,737	102	107	5	438	127	232
North Naples	171	5	2,026	405	771	57	1,179	47	5,205	165	1,017	9,810	431	97	3,616	2,015	5,403
Orange Tree	32	1	5	10	5	2	9	-	51	26	86	26	138	2	403	51	38
Royal Fakapalm	3	6	10	35	1	-	28	11	22	-	4	6	2	63	12	281	18
Rural Estates	136	1	260	12	51	20	156	-	1,503	133	321	222	285	9	2,612	335	595
South Naples	43	13	295	399	110	17	567	62	1,067	36	159	336	97	194	653	4,433	376
Urban Estates	71	-	439	91	219	17	299	7	1,757	97	185	1,087	146	33	1,680	642	4,884
Bayshore	-	-	-	-	-	-	1	-	-	-	3	-	-	-	7	-	1
Boca Grande	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bonita Springs	56	-	53	3	90	4	70	-	409	31	164	876	57	1	665	141	462
Buckingham	-	-	-	-	-	1	-	-	-	-	7	5	-	-	-	-	-
Burnt Store	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cape Coral	1	-	1	6	41	-	-	-	-	1	59	22	2	-	52	1	45
Captiva	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Daniels Parkway	1	-	-	-	-	-	-	-	9	6	-	18	2	-	11	-	21
Estero	10	-	27	11	12	5	23	-	236	13	492	248	29	-	194	53	121
Fort Myers	3	1	120	9	19	12	54	-	152	7	156	290	14	10	318	44	207
Fort Myers Beach	-	-	5	-	2	-	-	-	-	-	-	-	-	-	-	-	-
Fort Myers Shores	-	-	-	-	-	3	1	-	4	-	52	11	-	-	9	-	3
Gateway/Airport	-	-	5	3	8	1	-	2	11	2	7	29	-	13	83	39	97
Iona/McGregor	-	-	34	-	13	-	1	-	20	-	-	36	-	-	-	-	-
Lehigh Acres	1	-	10	-	6	5	-	-	31	-	77	4	-	-	30	2	38
North Fort Myers	12	-	-	-	-	1	-	-	26	20	42	8	25	-	84	-	-
Northeast Lee County	-	-	-	-	-	-	1	-	-	-	-	-	-	-	5	-	-
Pine Island	-	-	-	-	-	-	-	-	-	-	3	-	-	-	13	-	1
San Carlos	27	-	227	115	147	20	191	3	660	53	295	645	67	18	575	444	555
Sanibel	7	-	-	-	7	4	-	-	-	9	-	64	26	1	87	-	50
South Fort Myers	23	-	134	77	80	10	167	1	386	26	177	342	29	6	374	252	477
Southeast Lee County	15	-	3	-	3	1	-	-	-	7	32	9	10	-	56	-	8
Broward County	4	2	14	85	32	2	18	-	49	2	18	66	3	1	72	89	193
Charlotte County	8	-	-	-	4	1	-	-	-	9	7	-	31	-	111	-	-
Hendry County	1	-	-	-	-	-	-	-	17	-	8	-	-	-	-	-	11
Miami-Dade County	22	7	109	142	82	5	107	17	346	24	50	294	34	22	350	310	325
Out of Region	16	-	216	348	410	3	119	-	100	14	153	935	31	23	158	449	382
Grand Total	1,269	58	9,393	6,902	6,430	411	9,861	239	26,705	1,198	11,571	21,546	2,495	829	20,103	17,583	20,669