4. 2050 Needs Plan

4.1 Needs Plan Overview

The 2050 LRTP Needs Plan identifies the multimodal transportation projects needed to address existing and future transportation network deficiencies within the MPO's jurisdiction. Developing the Needs Plan is the starting point for understanding and prioritizing the region's overall transportation needs, and it is completed without considering funding limitations. Once the applicable transportation revenues available to the Collier MPO are applied to the Needs Plan, the number of projects that can be constructed to address the needs is reduced.

4.1.1 Needs Plan Policy Constraints

While the projects identified as transportation needs are not fiscally constrained, associated policy and environmental constraints exist. The following policy constraints are noted in the *Collier County Growth Management Plan* (CCGMP) (amended November 2023):

- All future roadway capacity improvements shall include provisions for both bicycles and pedestrians [B. Intermodal & Multi-modal Transportation].
- County facilities are to be maintained at a level of service (LOS) standard "D" or "E" as measured on a peak hour basis; LOS calculations are to be based on traffic experienced for 10 months of the year with peak seasonal and tourist months of February and March omitted [D. Implementation Strategy].
- County roadways are physically constrained once they are developed to a maximum of six lanes or when intensive land use development is immediately adjacent to roads prohibiting expansion. Roadways identified as constrained shall be subject to growth restrictions to not further degrade their LOS [D. Implementation Strategy].
- Environmental, historical, archeological, aesthetic, or social impact considerations may restrict road expansion as determined by action of the Board of County Commissioners [D. Implementation Strategy].

Environmental constraints include conservation lands in the northeastern and southeastern parts of the County, wetlands, threatened and endangered species habitats, and primary and secondary canal systems throughout the County.

Collier County also maintains policies to guide the planning of future facilities, including these policies from the CCGMP:

- The County will provide for the protection and acquisition of existing and future right-of-way (ROW). Sufficient ROW shall be acquired to facilitate arterial and collector roads as appropriate to meet the needs of the LRTP or other adopted transportation studies, plans or programs, appropriate turn lanes, medians, bicycle and pedestrian facilities, drainage canals, a shoulder sufficient for pull offs, and landscaping areas [Objective 3 & Policy 3.3].
- The County is considering the viability of a Thoroughfare Corridor Protection Plan ordinance to preserve ROW for corridors or projects listed in the LRTP. This policy includes adoption of Corridor Preservation Maps and Tables and Critical Intersection Maps and Tables; and limits land uses within the corridors to direct incompatible land uses away from environmentally sensitive resources [Policy 3.5].

- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by providing for the safe movement of nonmotorized vehicles in new construction and reconstruction of roadways [Policy 4.6].
- Establish an integrated and connected road network to provide multiple, viable alternative travel modes or routes for common trips within the Northwest Transportation Concurrency Management Area (TCMA) and the East Central TCMA. Maintain 85% of the roadways within the TCMAs at or above the County LOS standard [Policies 5.6 & 5.7].
- Transportation projects are to be pursued in a manner consistent with the findings of the County Annual Update and Inventory Report (AUIR) [Policy 6.5].
- Encourage safe and efficient mobility for people traveling in rural areas that is compatible with the character of the County's rural areas. Examine the maintenance and operational needs of the rural roadway system, addressing the mobility needs of rural residents to include availability of roads for rural-to-urban travel, travel within the rural area, and for emergency evacuation purposes [Objective 10 & Policy 10.1].
- Improve transit services for the transportation-disadvantaged in rural areas [Policy 10.2].
- Encourage the efficient use of transit services now and, in the future, consider intergovernmental efforts to coordinate public transit service between Naples and Bonita Springs in Lee County [Policy 12.4].

4.1.1.1 City of Naples Comprehensive Plan

The *City of Naples Comprehensive Plan* (updated December 2013) puts forth the following policy constraint with the primary objective of protecting residential neighborhoods:

- Protect the character of existing and future residential neighborhoods by maintaining the integrity of the City's identified collector and arterial circulation plan and, where possible, manage traffic flow to protect the residential neighborhoods [Objective 1].

The City of Naples also maintains policies to guide the planning of future facilities, including the following:

- Evaluate proposed street improvements in Naples that may potentially increase through traffic volumes to protect residential neighborhoods [Policy 1-1].
- Maintain LOS C as a goal for the arterials and all major collectors, except for Fifth Avenue South between U.S. 41 and Gulf Shore Boulevard [Policy 1-3].
- Naples shall not permit construction of vehicle road overpasses or flyovers in favor of feasible alternative planning solutions that will improve the long-term traffic circulation patterns in the City [Policy 1-10].
- Evaluate programs to modify peak hour travel demand and reduce the number of VMT per capita [Policy 2-5].
- Assist the Southwest Florida Land Preservation Trust in acquiring necessary easements and funding for the design and construction of a greenway bicycle/ pedestrian pathway [Policy 3-3].
- Maintain or reduce hurricane evacuation times [Objective 4].

- Enhance the safety, connectivity, and mobility of existing and future pedestrian and bicycle pathways [Objective 7].
- Continue to coordinate with the Collier MPO to evaluate the potential for developing an efficient public transportation system and mechanisms to reduce the reliance on private motor vehicles [Objective 8].
- Establish a transportation mobility program to identify and implement strategies to reduce greenhouse gas emissions. Focus on programs, policies, and code adoptions that have a net impact of reduced travel delays, reduced vehicular trips, reduced vehicle trip length, and measures to improve the efficiency of travel [Objective 9].

4.1.1.2 City of Marco Island Comprehensive Plan

The *City of Marco Island Comprehensive Plan* (adopted October 4, 2021) puts forth policy constraints, with the objective of preserving the existing street network:

- The City shall vigorously preserve its existing street network and evaluate opportunities to enhance and expand connectivity between adjacent and parallel roads [Policy 1.3.4].

The City of Marco Island also maintains policies to guide the planning of future facilities, including the following:

- Maintain designated LOS for arterial, collector, and local roads on Marco Island. Marco Island's adopted LOS reflects generalized maximum daily volumes as derived from peak hour traffic conditions:
  - Arterials: LOS D (except County Road [CR] 951 from Jolley Bridge to CR 92—LOS C)
  - Collectors: LOS D
  - Local Roads: LOS D [Policy 1.2.1]

4.1.1.3 City of Everglades City Comprehensive Plan

The *City of Everglades City Comprehensive Plan* (adopted July 5, 2022) puts forth policy constraints, with the objective of prioritizing the functionality of the improvements:

- The City shall prioritize transportation improvements with highest priority given to safe and efficient multimodal access to schools, parks and other locations commonly accessed by children, followed by improvements to support multimodal access between housing and non-residential uses, particularly for affordable housing multimodal access to employment opportunities [Policy T-1.5.1].

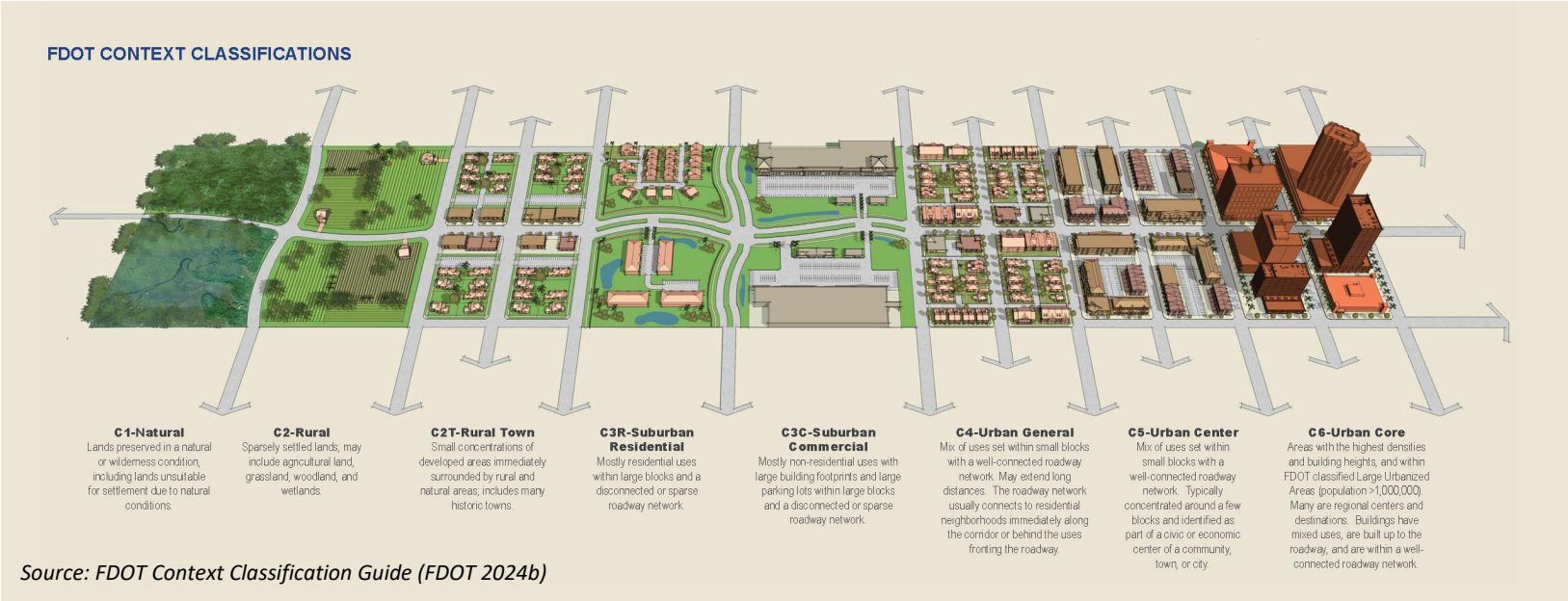
4.1.2 Planning Future Facilities

Context-sensitive solutions serve the transportation needs of users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers. A context-sensitive transportation system is guided by principles that enhance safety, quality of life, and economic development. In September 2014, FDOT adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). Additionally, the City of Naples and the Collier County BCC approved Complete Streets Resolutions in November 2015 and January 2019, respectively. The *City of Marco Island Comprehensive Plan* also references the adoption of a Complete Streets policy.

These policies are context-sensitive with an approach that provides a transportation system design that considers local land development patterns. Roadways are to be planned and designed to support the safety, comfort, and mobility of all users based on the unique context of each roadway. The FDOT context classification system presented on **Figure 4-1** broadly identifies the various built environments existing in Florida. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria. The context classification of each roadway must be considered, along with its transportation characteristics and the built form to understand who uses or could use it, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

The 2050 Needs Plan incorporates various transportation modes, including roadway needs for motorists and freight, transit, bicycles, pedestrians, and air transportation. The following sections detail the needs for projects related to

Figure 4-1. FDOT Context Classifications



Source: FDOT Context Classification Guide (FDOT 2024b)

these transportation modes. This chapter breaks down the 2050 Needs Plan by Roadway Needs, Bicycle and Pedestrian Needs, Transit Needs, and Air Transportation Needs.

4.2 Roadway Needs

Roadway Needs encompass a variety of transportation projects including capacity and non-capacity improvements. The initial approach to developing the list of roadway project needs included a review of the following plans and studies:

- Collier MPO Safe Streets for All Comprehensive Safety Action Plan, (Pending)
- FDOT Districtwide Bus Rapid Transit Feasibility Study, February 2025
- 2024 Collier County Annual Update & Inventory Report/Capital Improvement Element, January 2025
- FDOT Draft 2055 Florida Transportation Plan Performance Report, January 2025
- FDOT Freight Mobility and Trade Plan, October 2024
- FDOT Five Year Work Program Fiscal Year (FY) FY25-29 (Adopted July 1, 2024)
- FDOT Strategic Intermodal System 2030 – 2050 Long Range Cost Feasible Plan, July 2024
- Collier MPO Transportation Improvement Program FY 2025 – FY 2026 (Adopted June 13, 2025, Amended September 22, 2025)
- FDOT Resilience Action Plan, July 2023
- FDOT Resilience Quick Guide: Incorporating Resilience in the MPO Long Range Transportation Plan, April 2023
- FDOT Moving Florida Forward Infrastructure Initiative (2023)
- FDOT 2045 Florida Transportation Plan, July 2022
- Collier MPO Congestion Management Process 2022 Update (approved April 2022)
- FDOT Strategic Intermodal System Policy Plan, March 2022
- Florida Strategic Highway Safety Plan, March 2021
- City of Naples Airport Authority, Naples Airport Master Plan, February 2021
- Collier MPO 2045 Long Range Transportation Plan, approved December 11, 2020
- Collier County Airport Authority Immokalee Regional Airport, Airport Layout Plan Update, April 2019
- Collier County Growth Management Plan Capital Improvement Element, adopted November 12, 2019
- Collier County Community Housing Plan, October 24, 2017
- Collier 2040 LRTP Freight Congestion Considerations Technical Memorandum, November 2015

Additional approaches to developing the Needs Plan included collaboration with local and regional partners including:

- FDOT District 1
- Lee County MPO
- Collier County Transportation Management Services and Transportation Engineering Division
- Cities of Naples, Marco Island, and Everglades City

- Seminole and Miccosukee Tribes
- Collier MPO Boards and Committees
- Community Redevelopment Agencies
- Other Local and State Agencies
- Members of the Public

4.2.1 Existing Plus Committed Projects

As described in Chapter 2, the initial list of project needs was developed by modeling the E+C travel network. The E+C network includes all new road or capacity projects that have been implemented since 2023 (existing), plus all projects that have construction funded through Fiscal Year 2028 (committed). **Table 4-1** and **Figure 4-2** present the E+C roadway projects in tabular and graphic formats, respectively.

FDOT modeled the E+C travel network using the D1RPM travel demand model and the 2050 socioeconomic data discussed in Chapter 2. The modeling result identified deficiencies in the roadway network including which roadway segments were expected to be deficient in 2050 if no further improvements were made to the surrounding network. Deficiencies were measured using the ratio of the forecasted traffic volume in Average Annual Daily Traffic (AADT) to the capacity of the roadway segment (at LOS D), referred to as the volume-to-capacity (V/C) ratio. A roadway is considered over capacity if the V/C ratio is greater than 1.0.

Figure 4-3 presents the 2050 Roadway Network Deficiencies Map, which reflects the anticipated roadway congestion in 2050 if no improvements to the network are made beyond the E+C projects. The following roadway facilities are predicted to experience high (V/C = 1.15 to 1.5) and significant (V/C > 1.5) levels of congestion in 2050.

Table 4-1. 2028 Existing Plus Committed (E+C) Roadway Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality
Existing (2019–2023)					
1	Marbella Lakes Dr.	Livingston Rd.	Whippoorwill Ln.	Existing two-lane road	Collier County
2	State Road (SR) 82	Gator Slough Ln.	SR 29	Existing four-lane road	FDOT FPN 430849-1
3	Veterans Memorial Blvd.	Secoya Reserve Cir.	Livingston Rd.	Existing four-lane road	Collier County
4	Veterans Memorial Blvd.	Aubrey Rogers High School	Secoya Reserve Cir.	New four-lane road	Collier County
5	Whippoorwill Ln.	Stratford Ln.	Marbella Lakes Dr.	New two-lane road	Collier County
6	Whippoorwill Ln.	Pine Ridge Rd..	Stratford Ln.	Existing two-lane road	Collier County
Committed (2023–2028)					
7	10th Ave. SE			New Bridge	Collier County
8	16th St. NE	South of 10th Ave.		New Bridge	Collier County
9	23rd St. SW	16th Ave. SW		Intersection Improvements	Collier County
10	Airport Pulling Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from four to six lanes	FDOT FPN 440441-1/Collier County
11	Collier Blvd..	City Gate Blvd.	Green Blvd.	Widen from four to six lanes	Collier County
14	Everglades Blvd..	8th Ave. NE	Oil Well Rd.	Widen from two to four lanes	Collier County
15	Goodlette-Frank Rd.	Vanderbilt Beach Rd.	Immokalee Rd.	Widen from two to four lanes	FDOT FPN 446341-1/Collier County
16	I-75	Collier Blvd.		Interchange improvements	FDOT FPN 425843-2
17	I-75	Pine Ridge Rd.		Interchange improvements - DDI	FDOT FPN 445296-1
18	I-75	Immokalee Rd.		Interchange improvements - DDI	FDOT FPN 452544-4
19	Immokalee Rd.	Livingston Rd.	Logan Blvd.	Restripe WBR to WBT	Collier County
20	Immokalee Rd.	Livingston Rd.		Intersection improvements	Collier County
21	Immokalee Rd.	Oil Well Rd.		Intersection Improvements	Collier County
22	Livingston Rd.	Entrada Ave.		Intersection Improvements	Collier County
23	Oil Well Rd.	Everglades Blvd.	Oil Well Grade Rd.	Widen from two to four lanes	Collier County

Table 4-1. 2028 Existing Plus Committed (E+C) Roadway Projects

Map ID	Roadway	From	To	Improvement	Agency or Municipality
24	Oil Well Rd.	Desoto Blvd.		Intersection Improvements	Collier County
25	Pine Ridge Rd.	Napa Blvd.		Intersection Improvements	Collier County
26	Randall Blvd.	Immokalee Rd.	8th St.	Widen from two to four lanes	Collier County
27	Randall Blvd.	Immokalee Rd.		Intersection improvements	Collier County
28	SR 29	CR 846	New Market Rd.	New two-lane road	FDOT FPN 417540-5
29	SR 29	New Market Rd.	SR 82	Widen from two to four lanes	FDOT FPN 417540-6
30	SR 82	Hendry County Line	Gator Slough Ln.	Widen from two to four lanes	FDOT FPN 430848-1
31	US 41	Golden Gate Pkwy		Intersection Improvements	FDOT FPN 446451-1
32	Vanderbilt Beach Rd.	Wilson Blvd.	16th St.	New two-lane road	Collier County
33	Vanderbilt Beach Rd.	16th St	Everglades Blvd.	New two-lane road	Collier County
34	Vanderbilt Beach Rd.	Collier Blvd.	Wilson Blvd.	Widen from two to six lanes	Collier County
35	Vanderbilt Beach Rd.	US 41	East of Goodlette-Frank Rd.	Widen from four to six lanes	Collier County
36	Veterans Memorial Blvd.	Old US 41	Secoya Reserve Cir.	New four-lane road	Collier County
37	Veterans Memorial Blvd.	Old US 41	US 41	New four-lane road	Collier County

Sources: *2024 Collier County Annual Update & Inventory Report/Capital Improvement Element* (AUIR/CIE), *Collier MPO 2045 LRTP*, *CAT Ten-Year Transit Development Plan 2021-2030*, *Collier MPO Transportation Improvement Program FY2024-FY2028*, *FDOT Five Year Work Program 2025-2029*.
FPN = Financial Project Number

Figure 4-2. 2050 Existing Plus Committed (E+C) Roadway Projects Map

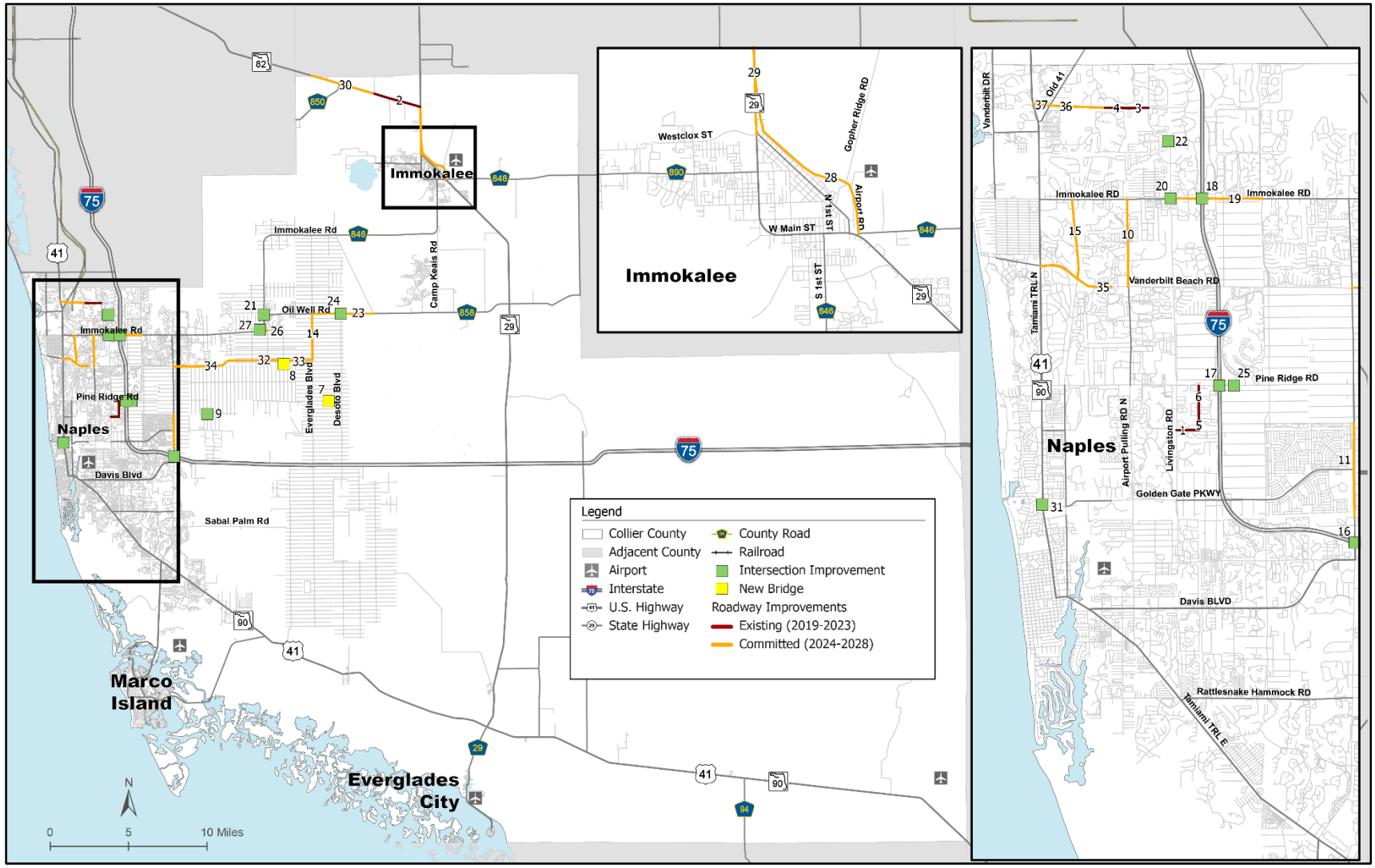
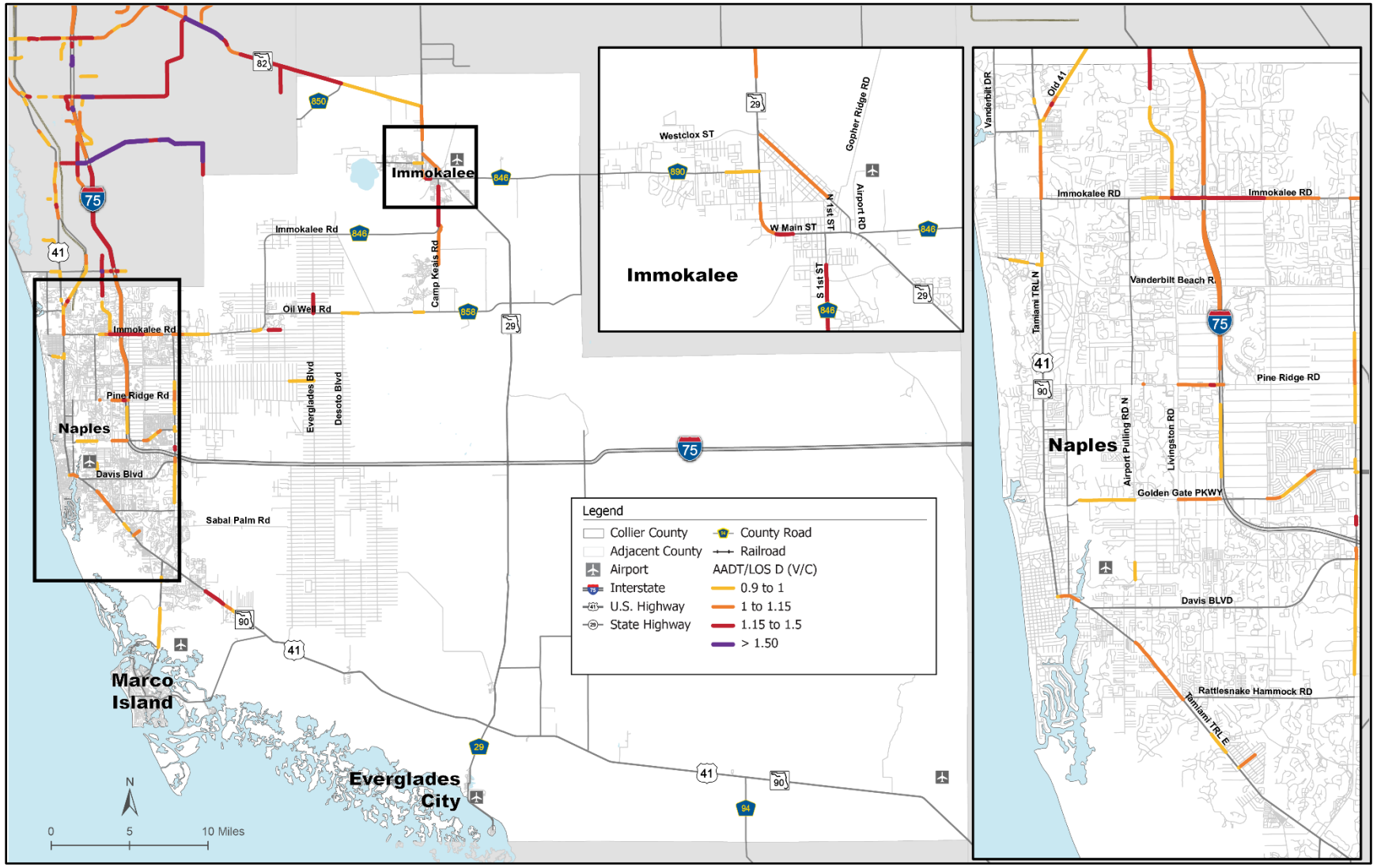


Figure 4-3. 2050 E+C Network Roadway Deficiencies Map



4.2.1.1 2050 Facilities with High Degree of Congestion (V/C = 1.15 to 1.5)

- Immokalee Road from Livingston Road to East of I-75 Interchange
- Immokalee Road from Valewood Drive to Preserve Lane
- Immokalee Road from Collier Boulevard to East of Founders Place
- Everglades Boulevard N from Oil Well Road to 43rd Avenue E
- Collier Boulevard from Magnolia Pond Drive to City Gate Boulevard N
- Randall Boulevard from 8th Street NE to West of 16th Street NE
- South 1st Street from Camp Keais Road to Eustis Avenue
- Livingston Road from Mediterra Boulevard E to Talis Park Drive
- Old US 41 from Collier Center Way to Turtle Creek Boulevard
- Pine Ridge Road from Whippoorwill Lane to I-75 Interchange

4.2.2 Other Roadway Needs Considerations

Once the initial list of roadway project needs was developed based on the E+C roadway deficiency modeling, other roadway-related needs were evaluated to develop a more comprehensive project needs list. Considerations included review of existing planning studies, freight needs, resilience needs, and congestion management strategies, which included safety issues and Transportation Systems Management and Operations (TSM&O).

4.2.2.1 Existing Planning Studies

The MPO reviewed the following existing County planning studies to identify potential projects eligible for the roadway Needs Plan. The following list reflects completed or currently underway studies since the 2045 LRTP update.

Annual Update and Inventory Report

The AUIR is an essential resource for assessing the County's infrastructure. The 2024 report provides thorough evaluation of program areas such as transportation, stormwater, water and wastewater, and parks to determine whether existing infrastructure aligns with the service levels outlined in the CCGMP. This analysis informs planning and investment decisions, ensuring infrastructure keeps pace with County growth.

Golden Gate City Master Plan

The purpose of the Golden Gate City Master Plan includes evaluating previously identified infrastructure needs and identifying additional improvements within Golden Gate City. The plan includes development of an implementation plan for improvements, as well as recognizing potential funding opportunities. Improvements evaluated in the Plan include adding sidewalks and bicycle lanes; improving landscaping, drainage, lighting, and pavement; and adding or replacing utilities such as potable water, wastewater, irrigation, and fiber optic cable. The Golden Gate Master Plan is expected to be completed in the summer of 2026.

Golden Gate Parkway Corridor Congestion Study

This study evaluates traffic congestion along Golden Gate Parkway from west of Livingston Road to east of the I-75 Interchange. The study will identify improvements to relieve congestion, improve travel time, and enhance safety for all users, with an emphasis on improvements to the Livingston Road intersection. The study is anticipated to be completed in June 2026.

Veteran's Memorial Boulevard Extension Phase II

The extension of Veteran's Memorial Boulevard from Aubrey Rogers High School to US 41 has long been recognized as a need in the County. The 2035, 2040, and 2045 LRTPs included this project as a need, and multiple studies completed to date have reaffirmed the need for this extension. The recent completion of Aubrey Rogers High School has further increased demand for these improvements. In addition to relieving traffic congestion on parallel facilities, such as Immokalee Road and Bonita Beach Road, the project will also enhance safety and access through inclusion of sidewalks and shared-use pathways. As of late 2025, the project is in the conceptual design and permitting phase.

Wilson Boulevard Extension Corridor Study

This study's goal is to determine a preferred corridor alignment to connect Golden Gate Boulevard East and Collier Boulevard. It builds off of the previous 2005 Wilson Boulevard Extension Study that identified three corridors for further evaluation and provided near- and long-term recommendations. The new study is evaluating use of County-owned property to facilitate corridor development, as well as assessing environmental impacts, land uses and potential funding/implementation. The project was on hold as of August 2025 but is expected to move forward.

Immokalee Road Corridor Congestion Study

The Immokalee Road Corridor Congestion Study evaluated intersection concepts along the corridor to enhance traffic operations and safety concerns based on current and future travel demands. The Collier BCC approved the study and the recommendations on October 12, 2021. The study recommendations included:

- Implementing an adaptive traffic signal control system
- Developing a phasing plan for the addition of combined through/right-turn lanes, and incorporate into the Capital Improvement Element of the CCGMP
- Implementing a grade-separated overpass at Immokalee Road and Livingston Road and provide additional turn lanes
- Implementing a Diverging Diamond Interchange at the Immokalee Road/I-75 Interchange in coordination with FDOT
- Implementing a Partial Displaced Left Turn also known as a Continuous Flow Intersection at Immokalee Road and Logan Boulevard
- Pursuing other recommended activities as necessary to manage congestion and improve the operational efficiency, safety, and functionality of this corridor and transportation network
- Continued engagement with impacted stakeholders through the design and construction process

Immokalee Transportation Network Plan

The *Immokalee Transportation Network Plan* was completed in January 2024 and was developed based on recommendations from the *Immokalee Area Master Plan* (adopted December 10, 2019). The *Immokalee Transportation Network Plan* identified potential connectivity improvements to the transportation network within Immokalee to improve connections between residential areas, community facilities, and commercial services. The Plan also established a set of priorities for these multimodal network improvements.

Collier Boulevard III Bridge Location Study

The Collier Boulevard Bridge Location Study evaluated various locations for a new bridge crossing of the CR 951 Canal to provide access between Collier Boulevard to 39th Street SW. The study recommendations included a new bridge location at 27th Avenue SW with a new signalized intersection. The study and recommendations were approved by the Collier BCC on July 12, 2022.

East of CR 951 Bridge Reevaluation Study

In August 2008, the County conducted the East of CR 951 Infrastructure and Services Horizon Study to evaluate missing bridge connections based on system-wide infrastructure needs. The study's stakeholders identified twelve preferred canal crossing locations and ranked the bridges based on criteria related to mobility, service efficiency, and emergency response. The new bridges would be strategically located throughout the Golden Gate Estates area to reduce trip lengths and travel demand on already congested collector roadways and to provide the greatest opportunity to reduce response time for first responders. On May 25, 2021, the Collier BCC approved five of the bridge crossings listed in **Table 4-2** for programming for the design phase. The BCC also recommended to reconsider and reevaluate the remaining five crossing locations in the future.

Table 4-2. East of CR 951 Bridge Reevaluation Study Bridges

Map ID	New Bridge Projects
Approved for design	
78[a]	47th Ave. NE (between Immokalee Rd. & Everglades Blvd.)
75[a]	North End of 13th St. NW (north of Golden Gate Blvd.)
7[b]	10th Ave. SE (between Everglades Blvd. and Desoto Blvd.)
81[a]	Wilson Blvd. S (south of Golden Gate Blvd.)
79[a]	62nd Ave. NE (between Everglades Blvd. and 40th St. NE)
Recommended for future reevaluation	
106[a]	16th St. SE (south of Golden Gate Blvd.)
80[a]	Wilson Blvd. N (south of 33rd Ave NE)
76[a]	18th Ave. NE (between Wilson Ave & 8th St. NE)
77[a]	18th Ave. NE (between 8th St. NE & 16th St. NE)
83[a]	23rd St. SW (south of Golden Gate Blvd.)

[a] Refer to Figure 4-14, 2050 Needs Plan Roadway Projects Map
[b] Refer to Figure 4-2, 2050 Existing Plus Committed (E+C) Roadway Projects Map

In addition to County planning studies, the MPO also reviewed the following FDOT studies that are within Collier County to identify potential projects eligible for the roadway Needs Plan. The following list reflects completed or currently underway studies since the 2045 LRTP update (Collier County 2025a).

SR 29 Immokalee Project Development and Environment (PD&E) Study (FPID 417540-5)

This PD&E Study evaluated the potential widening of the existing two-lane undivided segment of SR 29 to four lanes as well as the addition of an alternative corridor that bypassed downtown Immokalee. The study resulted in a Preferred Alternative that consists of widening SR 29 to four lanes from Oil Well Road to CR 846 and from New Market Road to SR 82. The Preferred Alternative also includes a new four-lane bypass roadway from CR 846 to north of Heritage Boulevard. The study's Location and Design Concept Approval was received on June 19, 2024.

SR 29 from I-75 to Oil Well Road PD&E Study (FPID 434490-1)

The objective of this PD&E Study is to evaluate improvements along SR 29 that accommodate projected travel demand, specifically increased freight and commuter traffic, improve safety conditions, and enhance emergency evacuation for the Southwest Florida region as well as address the need for improved regional connectivity. The project was included in the Collier MPO 2040 LRTP.

Old 41 (CR 887) PD&E Study (FPID 435110-1)

This Study is evaluating two segments of Old 41 as part of this project, which are from US 41/Tamiami Trail to the Lee County Line and from the Collier County Line to Bonita Beach Road. The goal of this PD&E study is to evaluate and document potential engineering and environmental effects of proposed improvements needed to relieve existing congestion and accommodate future travel demand along Old 41/CR 887. Improvements may include the potential widening of the roadway up to four lanes, as well as safety considerations for bicyclists and pedestrians, such as marked bicycle lanes, sidewalks, and/or a shared-use path. The study is anticipated to be complete by June 2026. The MPO Board approved a motion on February 14, 2025, to reevaluate the PD&E to focus on improving intersections and adding bicycle and pedestrian facilities.

4.2.2.2 Moving Florida Forward Infrastructure Initiative

In 2023 the Florida legislature passed the Moving Florida Forward Infrastructure Initiative (MFF) to focus on critical needs on state-owned roadways. The initiative funds improvements to ensure that transportation infrastructure can meet future demands, including investments in major interstates and arterial roadways.

A total of $4 billion dollars from the General Revenue Surplus has been dedicated to MFF to advance construction on these projects around the state that will address congestion, improve safety, ensure the resilience of our transportation network, and enhance Florida's supply chain and economic growth (FDOT n.d.g.).

Through MFF, five projects in Collier County have been programmed for construction along the I-75 corridor:

- I-75 Widening from Immokalee Road to Bonita Beach Road (FPID 452544-3)
- I-75 Widening from Pine Ridge Road to Immokalee Road (FPID 452544-5)
- I-75 Widening from Golden Gate Parkway to Pine Ridge Road (FPID 452544-6)
- I-75 at Immokalee Road Interchange Improvements (FPID 452544-4)

- I-75 at Pine Ridge Road) Interchange Improvements (FPID 445396-1) – in construction

The I-75 widening projects include adding one travel lane in each direction (from six to eight lanes) to increase capacity. These segments were part of the I-75 Southwest Connect South Corridor Managed Lanes Study (FPID 442519-1) that included the limits from south of Collier Boulevard (SR 951) in Collier County to north of Bayshore Road (SR 78) in Lee County, as well as the I-75 from Golden Gate Parkway to Corkscrew Road PD&E Study (FPID 452544-1). Both studies are part of the District One I-75 Southwest Connect program, which was created to identify and construct transportation solutions that address the long-term needs of the interstate corridors in Southwest Florida.

Additionally, the I-75 Southwest Connect program included the I-75 at Immokalee Road Interchange PD&E Study to improve traffic operations and enhance safety at the interchange. Through MFF, a diverging diamond interchange will be advanced for construction at this interchange.

MFF is also advancing the construction of a diverging diamond interchange at I-75 and Pine Ridge Road. Reconstruction of this interchange is underway. Improvements are expected to significantly reduce delays on Pine Ridge Road and improve safety for all users.

While not funded through MFF, the interchange at I-75 and Collier Boulevard/SR 951 (425843-2) is also under construction to reconstruct the existing diamond interchange to a modified diamond interchange. This project was also part of the I-75 Southwest Connect program, which included a PD&E study (425843-1) to improve traffic operations and enhance safety at the interchange.

4.2.2.3 Freight Needs

There are no Intermodal Logistic Centers (ILCs) in Collier County. However, two of the state's three existing ILCs are located within the District One region: Central Florida ILC in Polk County and America's Gateway ILC in Glades County. Both are designated SIS facilities and serve as major inland ports within the region (FDOT 2023j).

Rail access to the County is limited to a 1-mile section of the Seminole Gulf Railway in the far northwest corner of the County. In addition to providing traditional rail freight transportation, the rail line supplies regional trucking and logistical services, as well as warehousing and distribution from its distribution center located in North Fort Myers.

I-75 is the only limited-access facility within the County and is a major element of the Florida SIS and freight network. It serves as the primary transportation facility connecting Collier County with its immediate neighboring counties, the rest of Florida, and the National Highway System (NHS). It also serves as a major commuter corridor.

Regional Freight Corridors and Distribution Routes

A freight network is defined in FDOT *District One Freight Mobility and Trade Plan (District One FMTP)* (FDOT 2023a) as including limited-access facilities, regional freight mobility corridors, and freight distribution routes that support the state and regional economy and provided details on Collier County's freight network within District One's region.

The regional freight corridors function as connectors between limited-access facilities and regional freight activity centers. The District One FMTP provides a comprehensive assessment of its region's freight network. The Plan further informs the statewide FDOT *Freight Mobility & Trade Plan* (FDOT 2024d)

(FDOT FMTP) to support federal and state funding requests for improvements to the District's regional freight network. **Figure 4-4** presents the freight mobility corridors within District One. Collier County's regional freight facilities consist of:

- SR 29 (I-75 to Hendry County Line)
- SR 82 (SR 29 to Hendry County Line)
- US 41 (Monroe County/Miami-Dade County Line to Lee County Line)
- CR 951/Collier Boulevard (US 41 to CR 846/ Immokalee Road)
- CR 858/Oil Well Road (CR 846/Immokalee Road to SR 29)
- CR 846/Immokalee Road (US 41 to CR 858/Oil Well Road)
- Golden Gate Boulevard (US 41 to CR 951/Collier Boulevard)
- CR 896/Pine Ridge Road (US 41 to CR 951/Collier Boulevard)

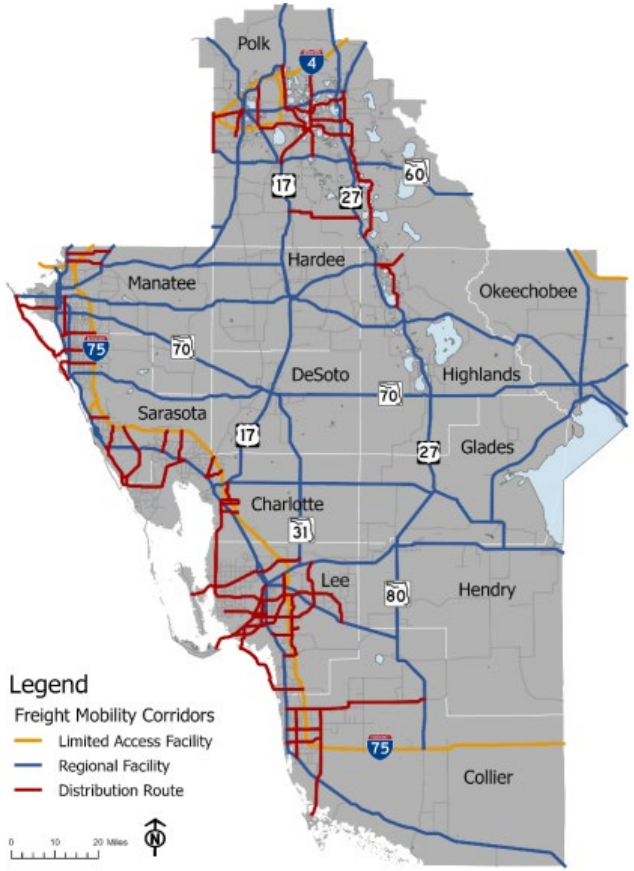


Figure 4-4. District One Freight Mobility Corridors

Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

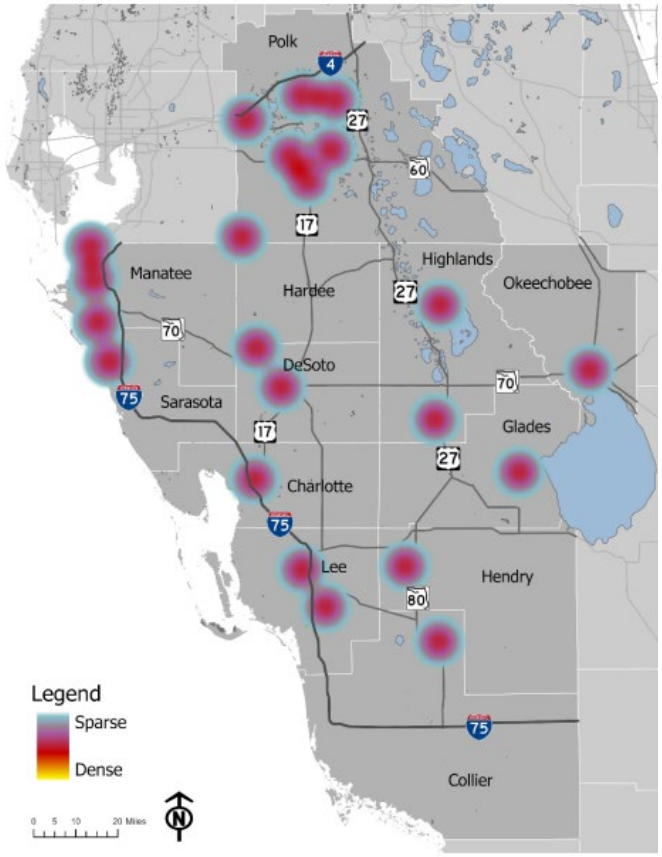
Review of 2024 traffic data at FDOT Florida Traffic Online reveals that truck traffic volumes along I-75 are greatest north of Immokalee Road where volumes exceed 9,900 trucks per day, or more than 8% of total AADT (FDOT 2024c). The portion of I-75 between Pine Ridge Road and Immokalee Road experiences truck volumes exceed 9,200 per day (or 9% of the total AADT). The data also reveal the highest daily truck traffic along SR 29 is just north of Immokalee (Westclox Street) at 2,935 trucks per day, which makes up

approximately 13% of the total AADT. The segment of US 41 with the most truck traffic is north of Pine Ridge Road, where truck volumes reach more than 1,800 truck per day (or 4.23% of total AADT).

Freight Activity Centers

Freight Activity Centers (FACs) are locations where significant freight-related activities occur, such as warehousing, distribution, manufacturing, and intermodal freight transfer. The District One FMTP also identified FACs within its region (refer to **Figure 4-5**). Note that the northeastern portion of Collier County includes one FAC located in the Immokalee area, which is likely attributed to the freight-related activities associated at the Immokalee Regional Airport. The airport is located on 1,333 acres of land adjacent to SR 29 and is a designated Florida Rural Enterprise Zone and HUB Empowerment Zone. Additionally, in and around the airport property is a designated 60-acre Foreign Trade Zone with numerous manufacturing-related businesses.

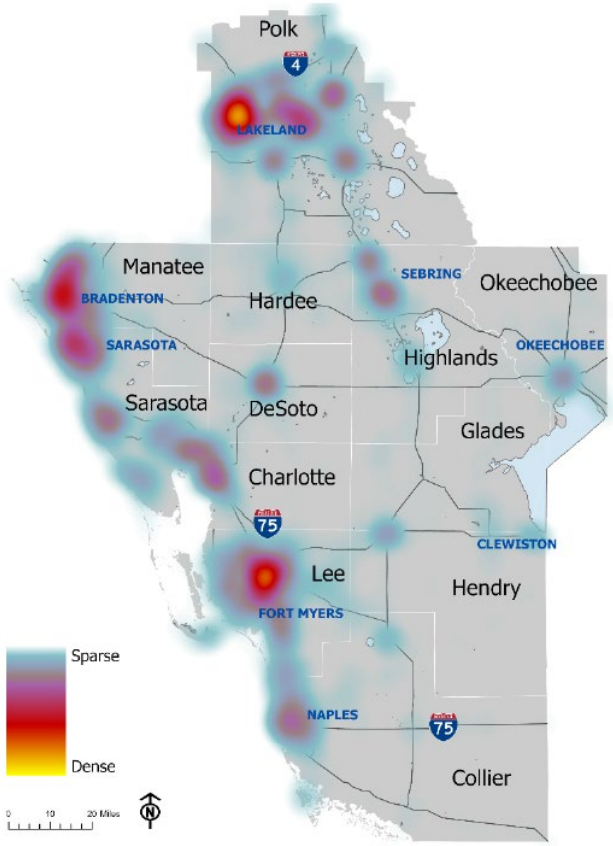
Figure 4-5. District One Freight Activity Centers



Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

When compared to the District One region, Collier County has a low density of warehouses, distribution centers, and third-party logistics providers. These facilities are primarily in the western portions of the County along the I-75 corridor, with some sparse density in the Immokalee area as well (refer to **Figure 4-6**).

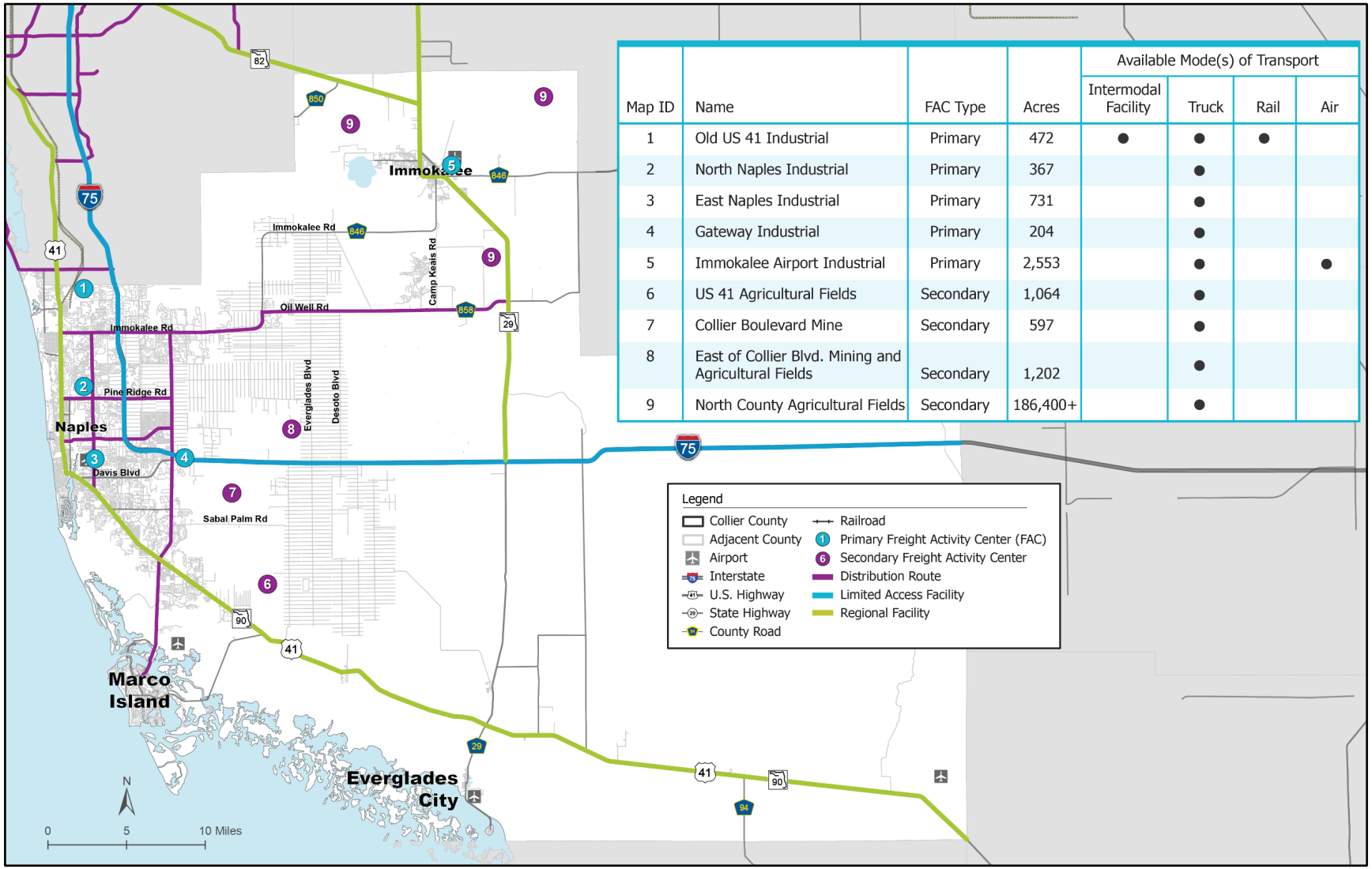
Figure 4-6. District One Warehouses, Distribution Centers, & Third Party Logistics Companies Clusters



Source: *FDOT District One Freight Mobility and Trade Plan* (FDOT 2023a)

The Collier MPO *2040 Freight Congestion Considerations Technical Memorandum* also identified Primary and Secondary FACs in the County and found that Primary FACs within the County are concentrated where industrial land uses are more prevalent and Secondary FACs are located around agricultural land uses (refer to **Figure 4-7**) (Renaissance Planning 2015).

Figure 4-7. Freight Network and Activity Centers



Map ID	Name	FAC Type	Acres	Available Mode(s) of Transport			
				Intermodal Facility	Truck	Rail	Air
1	Old US 41 Industrial	Primary	472	●	●	●	
2	North Naples Industrial	Primary	367		●		
3	East Naples Industrial	Primary	731		●		
4	Gateway Industrial	Primary	204		●		
5	Immokalee Airport Industrial	Primary	2,553		●		●
6	US 41 Agricultural Fields	Secondary	1,064		●		
7	Collier Boulevard Mine	Secondary	597		●		
8	East of Collier Blvd. Mining and Agricultural Fields	Secondary	1,202		●		
9	North County Agricultural Fields	Secondary	186,400+		●		

The District One FMTP notes that the primary freight related activities in Collier County make up more than 15 million total square feet of land uses in the County which include:

- Warehouse and Distribution Centers
- Light Manufacturing, Fruit, Vegetable, and Meat Packing Plants
- Airports, Bus Terminals, and Marine Terminals
- Wholesale Outlets, Produce Houses, and Manufacturing Outlets

The District One FMTP also notes that the top import commodity for Collier County is furniture or fixtures, while instruments, photo, and optical equipment are Collier County's top export commodity. Therefore, Collier County contributes 2.74% of Florida's total import tonnage and 12.32% of total export tonnage.

State-wide Freight Planning

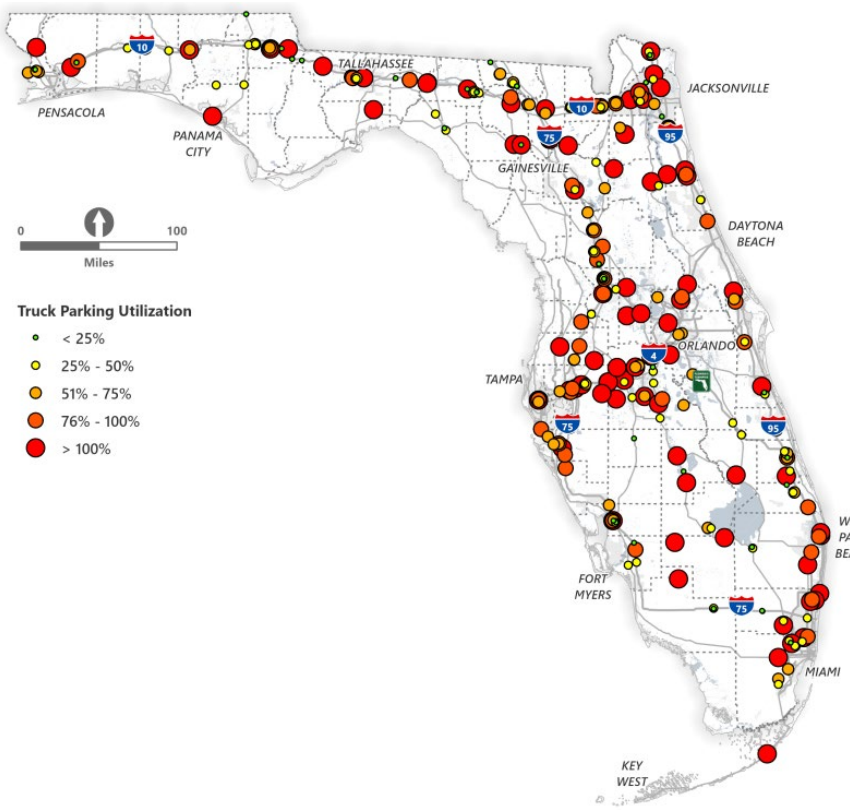
The statewide FDOT FMTP is a comprehensive plan that identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The Plan highlights freight-related needs and issues that were derived from an analysis of Florida's freight performance and input from stakeholders. The top three issues identified in the Plan were congestion/bottlenecks, truck parking, and empty backhaul.

An increasing volume of vehicle traffic, comprising both freight trucks and passenger traffic, contributes to heightened congestion. While the FDOT FTMP did not pinpoint any major truck bottlenecks within Collier County, the adjacent counties of Lee, Broward, and Miami-Dade report such challenges. FDOT's proposed improvements along SR 29 from Oil Well Road to SR 82 (FPID 417540) include an alternative route for regional truck traffic to not only enhance the livability of downtown Immokalee and improve access for local traffic, but to improve the circulation of freight in the area.

In Florida, the limited availability of truck parking spaces has caused overcrowding and overflow at existing truck parking locations. In particular, the FDOT FTMP shows that the truck parking in the Immokalee area is operating at over 100% utilization (refer to **Figure 4-8**).

Truck empty backhaul occurs when a truck returns empty from its destination to its point of origin. On average, 41.9% of Class 9 trucks left the state empty on I-95, I-10, and I-75 in 2022. According to the District One FMTP, District One plans to analyze Florida industries to determine the level of contribution to empty backhaul.

Figure 4-8. Statewide Truck Parking Supply Locations



Source: *FDOT Freight Mobility & Trade Plan* (FDOT 2024d)

4.2.2.4 Safety Needs

The Collier MPO *Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (SAP)* (Collier MPO 2025c) analyzes traffic crash data to identify hazardous streets and intersections in the County. It defines a high-injury network (HIN), highlighting areas that would benefit most from safety countermeasures. The plan categorizes priority locations into two tiers: Tier I, which includes the top 15% of high-risk locations, and Tier II, covering the next 15%. These tiers apply to intersections, urban roadway segments, and rural roadway segments and apply to all modes of travel. **Tables 4-3, 4-4,** and **4-5** list the top ten Tier I intersections, urban roadway segments, and rural roadway segments, respectively. **Figure 4-9** also presents this information graphically.

Table 4-3. Top 10 HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Oil Well Road & FL-29	Royal Fakapalm	7	1
Golden Gate Parkway & Collier Blvd.	Golden Gate	3	2
Neapolitan Way & Tamiami Trail	City of Naples	4	3
Airport Pulling Road & Pine Ridge Crossing	Central Naples	4	4
FL-82 & Corkscrew Rd.	Corkscrew	4	5
Tamiami Trail & Goodlette-Frank Rd.	City of Naples	4	6
Tamiami Trail & Airport Pulling Rd.	East Naples	4	7
Golden Gate Parkway & Goodlette-Frank Rd.	City of Naples	4	8

Table 4-3. Top 10 HIN Tier I Intersections

Location	Planning Community	KSI	Rank
Davis Boulevard & Airport Pulling Rd.	East Naples	4	9
Davis Boulevard & Collier Blvd.	Royal Fakapalm	3	10

The evaluation of safety risk for intersections and street segments in Collier County is based on three equally weighted criteria:

- Severe Crash Risk Score: prioritizes locations with a high number killed or serious injury crashes (KSI) from 2019-2023
- Facility Risk Score: assesses the physical characteristics of roadways to determine crash likelihood
- Relative Risk Score: compares severe crash occurrences within similar roadway types to identify underperforming areas.

Together, these criteria guide the development of the HIN, ensuring targeted safety improvements in the most critical locations.

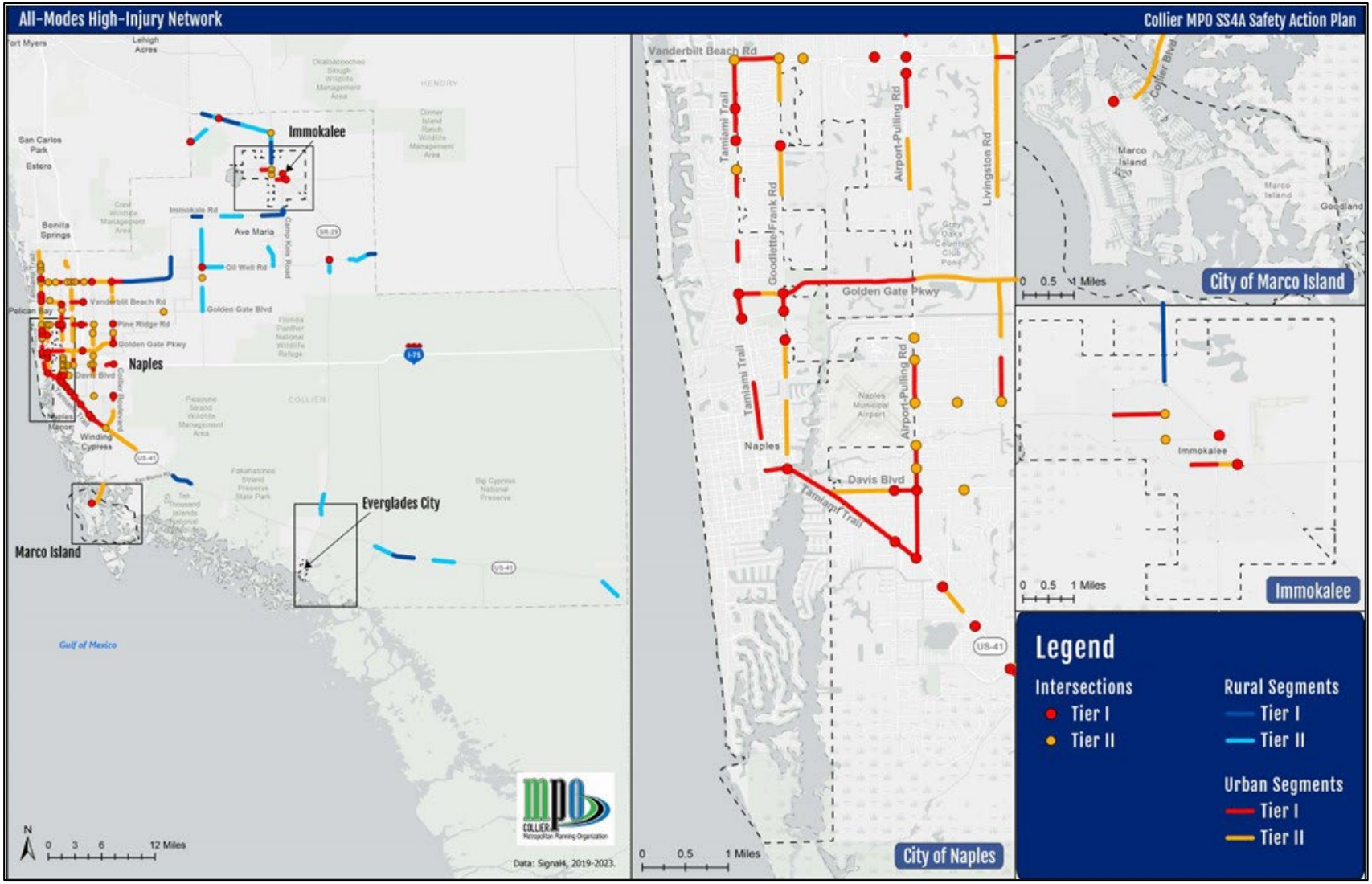
Table 4-4. Top 10 HIN Tier I Urban Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	KSI	Rank
Pine Ridge Rd.	I-75 West Ramp	I-75 East Ramp	Urban Estates	0.13	3	1
Tamiami Trl.	Bayshore Dr.	Airport Pulling Rd.	East Naples	0.25	5	2
Airport Pulling Rd.	Cougar Dr.	Naples Blvd.	North Naples	0.18	3	3
W Main St.	S 9th St.	Immokalee Rd.	Immokalee	0.45	7	4
Airport Pulling Rd.	Estey Ave.	North Rd.	East Naples	0.21	3	5
Tamiami Trl.	4th Ave N	7th Ave N	City of Naples	0.28	4	6
Collier Blvd.	Golden Gate Pkwy.	Green Blvd.	Golden Gate	0.99	13	7
Tamiami Trl.	Barefoot Williams Rd.	Lely Resort Blvd.	South Naples	0.63	7	8
Pine Ridge Rd.	I-75 East Ramp	Napa Blvd.	Urban Estates	0.19	2	9
5th Ave S	9th St. S	Goodlette-Frank Rd.	City of Naples	0.20	2	10

Table 4-5. Top 10 HIN Tier I Rural Roadway Segments

Segment Name	Segment Start	Segment End	Planning Community	Miles	KSI	Rank
Oil Well Rd.	¾ Mile West of County Line Rd.	County Line Rd.	Corkscrew	0.68	3	1
N 15th St.	New Market Rd.	Johnson Rd.	Corkscrew	1.97	8	2
Immokalee Rd.	Orange Tree Blvd.	Oil Well Rd.	Rural Estates	0.36	1	3
Immokalee Rd.	Majestic Trails Blvd.	Wilson Blvd. N	Rural Estates	1.84	4	4
Immokalee Rd	Oil Well Rd.	41st Ave NE	Rural Estates	1.02	3	5
Immokalee Rd.	Randall Blvd.	Orange Tree Blvd.	Rural Estates	0.60	1	6
Immokalee Rd.	¼ Mile East of Redhawk Ln.	Everglades Blvd. N	Rural Estates	0.80	2	7
FL-82	Hendry County Line	S Church Rd.	Corkscrew	0.82	2	8
Immokalee Rd.	Montserrat Ln.	Majestic Trails Blvd.	Rural Estates	2.00	2	9
Immokalee Rd.	½ Mile East of 25675 Immokalee Rd.	Camp Keais Rd.	Corkscrew	2.34	4	10

Figure 4-9. All Modes High-Injury Network



Source: Collier MPO SAP (Collier MPO 2025c)

4.2.2.5 Congestion Management Needs

Congestion management describes the activities used to help reduce the negative impacts of traffic congestion and improve roadway performance in urban areas. Transportation planning agencies, such as the Collier MPO, follow a detailed Congestion Management Process when making decisions about the best ways to address traffic congestion in specific areas, and eventually how improvement strategies should be prioritized for available funding.

As discussed in Chapter 1, the Collier MPO Congestion Management Committee is responsible for creating and amending the CMP and for prioritizing candidate congestion management projects to be funded with federal and state funding. As presented in **Figure 4-10**, the CMP is an eight-step process that an urban area follows to improve the performance of its transportation system by reducing the negative impacts of traffic congestion.

The CMP Update (Collier MPO 2022a) was approved by the MPO Board in April 2022. The CMP includes Congested Corridor Factsheets (Collier MPO 2022b), which contain detailed information on ten of the most congested corridors in Collier County and recommend multimodal strategies for alleviating congestion. **Figure 4-11** presents congestion hot spot locations in the County. **Table 4-6** provides more information about these congestion hot spot locations.

To address commuting congestion between Collier and Lee Counties, the Collier MPO Board approved (in February 2025) the development of a Joint Lee/Collier Regional CMP Element for incorporation into both the Collier MPO and Lee County MPO LRTPs. The Regional CMP Element will address regional roadways within the Bonita Springs-Estero Urban Area that is part of the Lee County Metropolitan Planning Area including Alico Road on the north and extending south to include Immokalee Road in Collier County. The Regional Roadway Network (refer to **Figure 4-12**) was approved by both MPO Boards in 2017. The updated Collier MPO CMP and Joint Regional Element and updated Regional Roadway Network map will be incorporated by reference into the 2050 LRTP at a future date to better inform roadway needs.

Figure 4-10. Congestion Management Process Eight-Step Framework

Figure 4-11. Collier County Congested Corridors Map

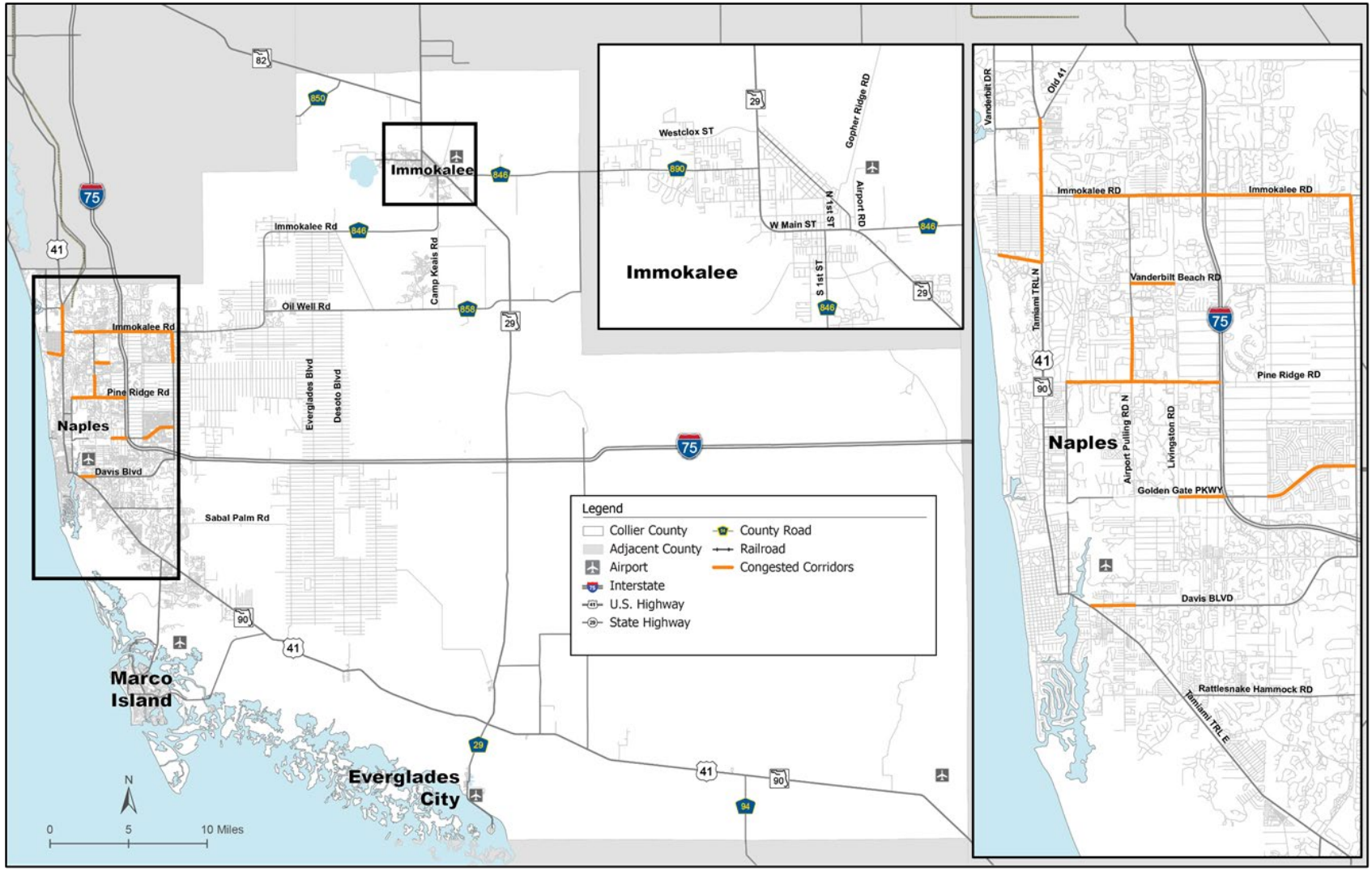
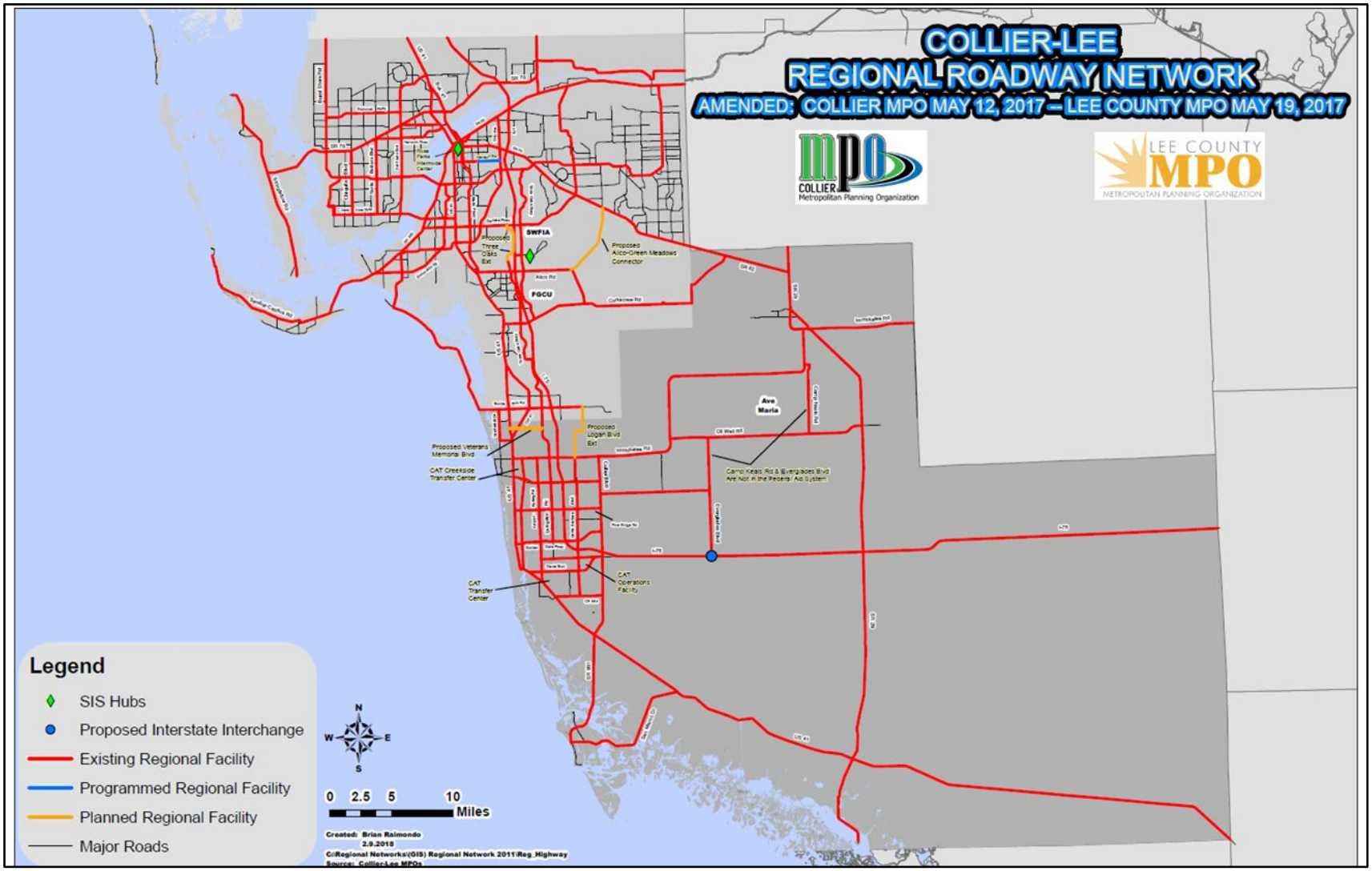


Table 4-6. Collier County Congested Corridors List

Road	From	To	Corridor Challenges	Average Daily Duration of Bottleneck Conditions
Airport-Pulling Rd.	Pine Ridge Rd.	Orange Blossom Dr.	• Freight & small truck traffic • School traffic • Signal coordination	14 minutes
Collier Blvd.	Vanderbilt Beach Rd.	Immokalee Rd.	• Surrounding roadway network • Access to I-75	1 minute
Davis Blvd.	US 41	Airport-Pulling Rd.	• Traffic on US 41 • Freight & small truck traffic	9 minutes
Golden Gate Pkwy.	Livingston Rd.	I-75	• Commuter traffic • Freight & small truck traffic	11 minutes
Golden Gate Pkwy.	Santa Barbara Blvd.	Collier Blvd.	• School traffic • Trips from surrounding neighborhoods • Local and regional traffic	8 minutes
Immokalee Rd.	Goodlette-Frank Rd.	Collier Blvd.	• I-75 interchange • High-intensity land uses	32 minutes
US 41	Vanderbilt Beach Rd.	Old US 41	• Regional traffic • High activity areas & visitor destinations	4 minutes
Pine Ridge Rd.	Goodlette-Frank Rd.	I-75	• I-75 interchange • Mix of trip purposes	22 minutes
Vanderbilt Beach Rd.	Airport-Pulling Rd.	Livingston Rd.	• Commuter traffic • Potential bicycle & pedestrian conflicts	3 minutes
Vanderbilt Beach Rd.	Vanderbilt Dr.	US 41	• Seasonality • Beach trips	2 minutes

Source: Collier MPO CMP *Congested Corridor Factsheets* (Collier MPO 2022b)

Figure 4-12. Lee County/Collier Regional Roadway Network



4.2.2.6 Transportation System Management and Operations Strategies

TSM&O include Transportation System Management (TSM) approaches and ITS technologies that are noted in the Collier MPO CMP as effective strategies to mitigate congestion. TSM strategies are a low-cost but effective way to reduce congestion particularly for:

- Intersection and signal improvements
- Special events management strategies
- Incident management

These multimodal strategies are designed to maximize the efficiency, safety, and use of existing and planned transportation infrastructure. ITS projects are effective in maximizing a transportation system's efficiency. Based on the Collier MPO CMP 2022 Update, strategies related to ITS projects in Collier County include:

- Expanded traffic signal timing & coordination
- Traffic signal equipment modernization
- Traveler information devices
- Communications networks & roadway surveillance

Candidate ITS projects within Collier County include:

- Those which are consistent with FDOT's current ITS Regional Architecture
- Updates to existing equipment and software deployed in the region
- Improved incident management
- Enhancements to City of Naples, Collier County Traffic Operations/Management Centers (TOCs), including studies and implementing their recommendations
- Improved use of social media and public information technologies

Within Collier MPO's jurisdiction, both the City of Naples and Collier County manage TOCs in close coordination with each other and with FDOT to remain in full compliance with the FDOT Statewide ITS architecture.

The CMP identified roadway facilities as candidates for ITS and active roadway management strategies. **Figure 4-13** summarizes the projects and associated recommendations along with projects adopted in the FY 2026-2030 TIP (refer to **Table 6-1** in Chapter 6 [*pending*]).

While these projects are part of the roadway needs, the LRTP-level modeling (D1RPM) is not sensitive enough to determine whether congestion is relieved by implementing these strategies. Evaluation and prioritization of these projects is conducted by the MPO CMC using Strategy Evaluation Criteria that are used to screen project submittals for consistency with CMP goals, strategies, and congestion corridors identified by the CMP (refer to **Figure 4-12**).

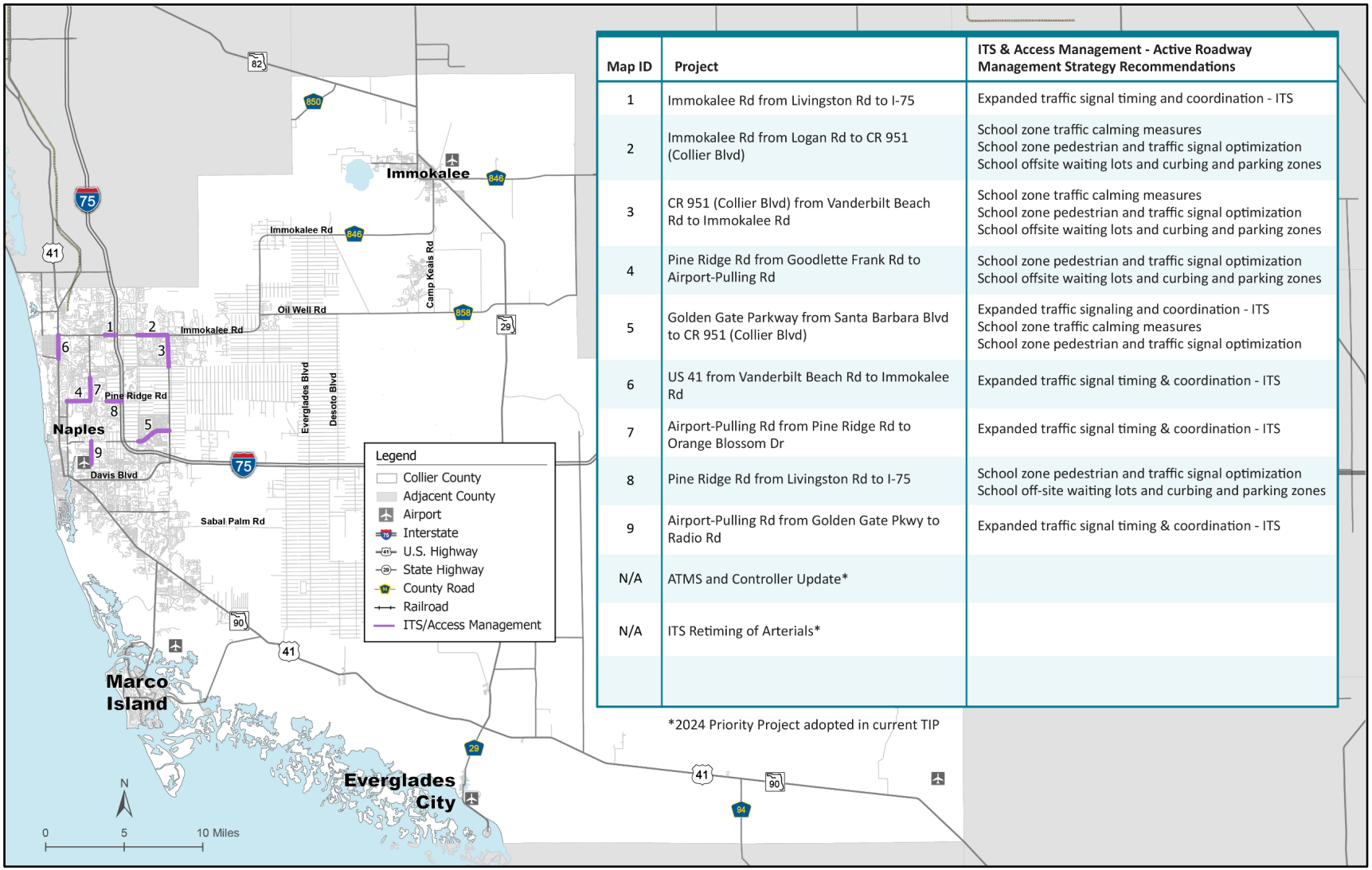
In addition, the *2045 Florida Transportation Plan Policy Element* (FDOT 2020) notes that the traditional definition of transportation infrastructure must be broadened to include communications backbone or technologies that allow the transportation system to function. Building on existing ITS and TSM&O infrastructure, FDOT will plan and invest in the following technologies to improve the state's transportation information technology infrastructure, or "infostructure."

- Deploy surface transportation infrastructure to support automated, connected, electric, and shared vehicles and other emerging technologies
- Support statewide broadband connectivity, particularly to rural and underserved areas, to supplement access to services and expand use of transportation technologies
- Adapt and accommodate emerging air and space technologies
- Adapt and accommodate emerging logistics technologies
- Support smart region/city initiatives to leverage transportation technology and data
- Identify, respond to, and mitigate cybersecurity and data security threats to transportation systems

The 2045 Florida Transportation Plan Implementation Element (FDOT 2022) provides a strategy that focuses on information and communications technologies that enable advanced technology applications across all modes and systems. Traditionally, transportation systems have been planned by mode with an emphasis on moving vehicles safely and efficiently. With a growing range of mobility options enabled by technology and data, FDOT is now emphasizing a shift to enhancing mobility for people and freight. This shift will require updates to existing decision-making processes, guidelines, and manuals; new approaches to performance measures with more emphasis on connectivity, convenience, and accessibility; and improvements to data and business processes to allow for better flow of information and payment across systems.

Both the CMP and the bicycle/pedestrian planning process strongly consider crash data as an important component of the project identification and selection process. As improvements are made to these facilities, special attention is placed on identifying solutions that enhance safety for motorists, pedestrians, and bicyclists. Traffic crashes are highly correlated with intersection locations, and consideration of operational and ITS improvements to major and minor intersections will address many of the high crash locations. Input from the LRTP into those continuing processes provides valuable guidance in the identification of safety-related improvements.

Figure 4-13. ITS & Access Management Roadway Projects



Map ID	Project	ITS & Access Management - Active Roadway Management Strategy Recommendations
1	Immokalee Rd from Livingston Rd to I-75	Expanded traffic signal timing and coordination - ITS
2	Immokalee Rd from Logan Rd to CR 951 (Collier Blvd)	School zone traffic calming measures School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
3	CR 951 (Collier Blvd) from Vanderbilt Beach Rd to Immokalee Rd	School zone traffic calming measures School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
4	Pine Ridge Rd from Goodlette Frank Rd to Airport-Pulling Rd	School zone pedestrian and traffic signal optimization School offsite waiting lots and curbing and parking zones
5	Golden Gate Parkway from Santa Barbara Blvd to CR 951 (Collier Blvd)	Expanded traffic signaling and coordination - ITS School zone traffic calming measures School zone pedestrian and traffic signal optimization
6	US 41 from Vanderbilt Beach Rd to Immokalee Rd	Expanded traffic signal timing & coordination - ITS
7	Airport-Pulling Rd from Pine Ridge Rd to Orange Blossom Dr	Expanded traffic signal timing & coordination - ITS
8	Pine Ridge Rd from Livingston Rd to I-75	School zone pedestrian and traffic signal optimization School off-site waiting lots and curbing and parking zones
9	Airport-Pulling Rd from Golden Gate Pkwy to Radio Rd	Expanded traffic signal timing & coordination - ITS
N/A	ATMS and Controller Update*	
N/A	ITS Retiming of Arterials*	

*2024 Priority Project adopted in current TIP

Source: Collier MPO *Congestion Management Process* (Collier MPO 2022a) and *Transportation Improvement Program FY 2026-2030* (Collier MPO 2025d)

Connected and Automated Vehicles Deployment

Connected and Automated Vehicles (CAV) continue to be emerging technologies. The FDOT CAV Program has gained significant momentum since 2017. FDOT's *CAV Business Plan* (FDOT 2019) identified seven focus areas including policies, funding, education, outreach, partnership, and advancing research (**Figure 4-14**) to carry the CAV Program from initialization through full-scale implementation and operations. Florida's CAV Initiative was developed from the *CAV Business Plan* and now applies lessons learned from past or ongoing CAV projects to future projects. The CAV Program deploys projects statewide including the Collier Countywide Connected Traveler Information System (CTIS). Collier County leveraged existing funded projects (to maximize connected vehicle data) to provide real-time travel information. Real-time information allows travelers to make more informed decisions and to realize a vision of maximum mobility and safety in trips in and around Collier County.

The project deployed a CTIS that uses connected vehicle data on US 41, SR 951, and SR 84 within the County. Further, the CTIS project deployed the following advanced transportation and congestion management technologies:

- Advanced mobile traveler information system
- Advanced transportation management technologies
- Transportation system performance data collection, analysis, and dissemination systems
- Advanced safety systems including vehicle-to-infrastructure communications

Figure 4-14. CAV Program Focus Areas

4.2.2.7 Resilience Needs

In 2020, FDOT adopted a policy that defines resilience as the ability to adapt to changing conditions and prepare for, withstand, and recover from disruption. Collier County is particularly susceptible to sea level rise (SLR), flooding, and storm surge and therefore must consider resilience projects that may help mitigate these impacts.

Federal Regulation 23 CFR 450.306(b)(9) requires MPOs, in cooperation with the state and public transportation operators, to "improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation" in the long-range transportation planning process. The FDOT *Resilience Quick Guide* provides guidance on planning for resilience and

considers objectives and strategies in other planning areas, as presented on **Figure 4-15**.

Figure 4-15. Resiliency Planning Considerations

Source: FDOT Resilience Quick Guide (FDOT 2023f)

Resilience Planning and Studies

The following plans and studies were reviewed as part of the assessment of resilience needs.

- **Assessing the Role of Natural and Nature-Based Features in Enhancing Coastal Resilience of Urban and Natural Ecosystems in the 21st Century (ACUNE+)**. Collier County, City of Naples, City of Marco Island, and City of Everglades City teamed with Florida Gulf Coast University and the University of Florida to sponsor a new initiative aiming to explore how watershed flow, precipitation, and urban stormwater affect coastal flooding. The study also assesses potential wetland restoration efforts based on their ability to mitigate future storm-related flooding and wave damage to residential areas (ACUNE n.d.). A future LRTP update will include the results of the study to better inform roadway needs.
- **U.S. Army Corps of Engineers Collier County Coastal Storm Risk Management Feasibility Study.** This study began in October 2018. As of January 2025, the study has been placed on hold. A future LRTP update will include the results of the study to better inform roadway needs.
- **Climate Adaptation Plan (CAP).** The City of Naples and Collier County are developing the CAP to prepare for potential impacts on public health, infrastructure, and ecosystems in the community. The City conducted a Climate Vulnerability Assessment (Collier County 2025b) to understand key public assets and infrastructure that are at risk to impacts posed by SLR, coastal storms, extreme heat, and precipitation. Findings from the final CAP will be incorporated by reference into the LRTP at a future date to better inform the needs.

- **FDOT Resilience Action Plan (RAP) (FDOT 2023i):** The RAP identified a list of roadways that are vulnerable to current and future flooding. The RAP defines prioritization criteria to guide decisions on the state highway system network. The prioritization is based on the number of hazards affecting a location including 100-year floodplain, Category 3 hurricane storm surge, and projected 2 feet of SLR. High Tier geographic areas are affected by all three hazards, while Medium Tier areas are affected by two of the three hazards. This assessment is used to inform the FDOT *Five-Year Work Program*, the *Strategic Intermodal System Second Five-Year Plan*, and the *Strategic Intermodal System Cost Feasible Plan*.

Based on the assessment of these plans, resilience needs within Collier County are summarized in **Table 4-7**. These roadway segments were identified based on various sources including the RAP Project List, RAP Data Viewer High Tier Segments, the FDOT Environmental Screening Tool for Intermediate Sea Level Rise, and various plans and studies. It is important to note that these needs are unfunded.

Table 4-7. Resilience Needs in Collier County (Unfunded)

Road Name/ Description	From	To	Source
US 41 (SR 90) near Lely Canal	Lely Canal	Lely Canal	RAP Data Viewer - High Tier Segment
US 41 (SR 90) near Henderson Creek	Henderson Creek	Henderson Creek	RAP Data Viewer - High Tier Segment
US 41 (SR 90) various segments	SR 92	SR 29	RAP Data Viewer - High Tier Segment
5th Ave S (US 41)	9th St. S	Goodlette-Frank Rd.	Environmental Screening Tool (Intermediate Level)
Tamiami Trail (US 41)	Shores Ave.	Wiggins Pass Rd.	Environmental Screening Tool (Intermediate Level)
Vanderbilt Dr.	111th Ave.	Wiggins Pass Rd.	Environmental Screening Tool (Intermediate Level)
Collier Blvd. (951)	N Barfield Drive	US 41	Environmental Screening Tool (Intermediate Level)
SR 29	US 41	CR 837	RAP Appendix A Project List

4.2.3 Ranking the Roadway Needs

Once a comprehensive list of the roadway project needs was developed, they were scored using the defined goals, objectives, and evaluation criteria described in Chapter 3 and the *Goals, Objectives, and Evaluation Framework for the Collier MPO 2050 Long Range Transportation Plan Technical Memorandum* (prepared under separate cover). The resulting score for each project was used to assist in ranking the needs projects from highest to lowest. **Appendix D** provides the complete Evaluation Matrix, which presents how each project was scored across the evaluation criteria and how they ranked.

4.2.4 2050 Roadway Needs Results

Table 4-8 and **Figure 4-16** identify the 2050 roadway needs projects in tabular and graphical format, respectively.

Roadway needs projects total more than $4.5 billion in estimated present-day cost.

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
1	49	Benfield Road	City Gate Boulevard North	Hacienda Lakes Parkway	New two-lane roadway (four-lane footprint)
2	56	Benfield Road	Hacienda Lakes Parkway	US 41 (SR 90) (Tamiami Trail East)	New two-lane roadway (four-lane footprint)
3	90	Big Cypress Parkway	16th Street	Golden Gate Boulevard	New two-lane roadway (six-lane footprint)
4	83	Big Cypress Parkway	Golden Gate Boulevard	Vanderbilt Beach Road Ext.	New two-lane roadway
5	85	Big Cypress Parkway	Vanderbilt Beach Road Ext.	Oil Well Road	New two-lane roadway
6	79	Big Cypress Parkway	Oil Well Road	Immokalee Road	New two-lane roadway
7	75	Camp Keais Road	Oil Well Road	Pope John Paul II Boulevard	Widen from two lanes to four lanes
8	65	Camp Keais Road	Pope John Paul II Boulevard	Immokalee Road	Widen from two lanes to four lanes
9	91	Camp Keais Road Extension	Camp Keais Road	SR 29	New two-lane roadway (four-lane footprint)
10	80	City Gate Boulevard Extension	Landfill Boulevard	Wilson Boulevard Extension	New four-lane roadway
11	11	Collier Boulevard (SR 951)	Pine Ridge Road	Golden Gate Boulevard	Capacity Improvement or Parallel Facility
12	8	Collier Boulevard (SR 951)	South of Manatee Road	North of Tower Road	Widen from four lanes to six lanes
13	76	Collier Boulevard Extension	Collier Boulevard (CR 951) Northern Terminus	Lee/Collier County Line/ Logan Boulevard	New two-lane roadway

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
14	86	Corkscrew Road	SR 82	Lee County Line	Widen from two lanes to four lanes
15	6	Davis Boulevard (SR 84)	Airport Pulling Road	Santa Barbara Boulevard	Widen from four lanes to six lanes
16	51	Everglades Boulevard	I-75 (SR-93)	Golden Gate Boulevard	Widen from two lanes to four lanes
17	44	Everglades Boulevard	Golden Gate Boulevard	Vanderbilt Bch Road Extension	Widen from two lanes to four lanes
18	26	Everglades Boulevard	Oil Well Road	Immokalee Road	Widen from two lanes to four lanes
19	77	Golden Gate Boulevard	Everglades Boulevard	Desoto Boulevard	Widen from two lanes to four lanes
20	84	Golden Gate Boulevard Extension	Desoto Boulevard	Big Cypress Parkway	New four-lane roadway
21	73	Golden Gate Parkway	Livingston Road		Overpass (GGP over Livingston)
22	29	Golden Gate Parkway	Livingston Road	I-75 SB Ramps	Capacity Improvement or Parallel Facility
23	9	Golden Gate Parkway	Santa Barbara Boulevard	Sunshine Boulevard	Widen from four lanes to six lanes
24	14	Green Boulevard	Santa Barbara/ Logan Boulevard	Sunshine Boulevard	Widen from two lanes to four lanes (Future Study Area)
25	70	Green Boulevard Extension	CR 951	23rd Street SW	New four-lane roadway (Future Study Area)
26	82	Green Boulevard Extension	23rd Street SW	Wilson Boulevard Extension	New two-lane roadway (Future Study Area)
27	78	Green Boulevard Extension	Wilson Boulevard Extension	Everglades Boulevard	New two-lane roadway (Future Study Area)
28	81	Green Boulevard Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway (Future Study Area)

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
29	27	I-75 (SR 93)	Vicinity of Everglades Boulevard		New Partial Interchange, EB Off-Ramp and WB On-Ramp
30	47	I-75 (SR 93)	Vanderbilt Beach Road		New Partial interchange, NB On-Ramp and SB Off-Ramp
31	45	I-75 (SR-93)	Collier Boulevard (CR 951)	SR 29	Widen from four lanes to six lanes
33	2	Immokalee Road	Strand Boulevard	Northbrooke Road	Capacity Improvement or Parallel Facility
34	21	Immokalee Road	Logan Boulevard	Rose Boulevard	Capacity Improvement or Parallel Facility
35	42	Immokalee Road	Collier Boulevard	Bellaire Bay Drive	Capacity Improvement or Parallel Facility
36	72	Immokalee Road	Bellaire Bay Drive	Wildwood Boulevard	Capacity Improvement or Parallel Facility
37	4	Immokalee Road (CR 846)	Camp Keais Road	Carver Street	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes milling and resurfacing of existing pavement)
38	12	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Widen from two lanes to four lanes with sidewalks, bike lanes, and curb & gutter (includes M&R of existing pavement)
39	74	Immokalee Road	Collier Boulevard (CR 951)		Overpass (Immokalee Rd. over Collier Blvd.)
41	89	Keane Avenue	Inez Road	Wilson Boulevard Extension	New two-lane roadway
42	43	Little League Road Extension	SR-82	Westclox Street	New two-lane roadway (four-lane footprint)

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
43	92	Little League Road Extension	Lake Trafford Road	Immokalee Road	New two-lane roadway (four-lane footprint)
45	69	Livingston Road	Entrada Avenue	Learning Lane	Capacity Improvement or Parallel Facility
46	87	Livingston Road	Veterans Memorial Boulevard	Terry Street (Lee County Line)	Widen from four lanes to six lanes
47	19	Logan Boulevard	Green Boulevard	Pine Ridge Road	Widen from four lanes to six lanes
48	28	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Widen from two lanes to four lanes
49	35	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Widen from two lanes to four lanes
50	53	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Widen from two lanes to six lanes
51	58	Oil Well Road/CR 858	Camp Keais Road	SR 29	Widen from two lanes to four lanes (six-lane footprint)
52	31	Old US 41	US 41 (SR 45)	Lee/Collier County Line	Widen from two lanes to four lanes
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Widen from two lanes to four lanes
56	38	Pine Ridge Road	Logan Boulevard	Collier Boulevard	Widen from four lanes to six lanes
57	40	Randall Boulevard	Immokalee Road		Major Intersection Improvement
58	39	Randall Boulevard	8th Street NE	Everglades Boulevard	Widen from two lanes to six lanes
59	57	Randall Boulevard	Everglades Boulevard	Big Cypress Parkway	Widen existing portion from two lanes to four lanes and extend four-lane roadway
61	18	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Widen from four lanes to six lanes
62	3	SR 29 / North Main Street	North 9th St	Immokalee Drive	Widen from two lanes to four lanes

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
63	20	US 41 (SR 90) (Tamiami Trail)	Immokalee Road	Imperial Golf Course Boulevard	Capacity Improvement or Parallel Facility
64	7	US 41 (SR 90) (Tamiami Trail)	10th Street South	Goodlette-Frank Road	Capacity Improvement or Parallel Facility
65	5	US 41 (SR 90) (Tamiami Trail)	Goodlette-Frank Road	Riverpoint Drive	Capacity Improvement or Parallel Facility
66	1	US 41 (SR 90) (Tamiami Trail)	Airport Pulling Rd	Rattlesnake Hammock Road	Capacity Improvement or Parallel Facility
67	16	US 41 (SR 90) (Tamiami Trail East)	Greenway Road	6 L Farm Road	Widen from two lanes to four lanes
68	22	US 41 (SR 90) (Tamiami Trail East)	Collier Boulevard (SR 951)		Overpass (US 41 over Collier Blvd.)
69	54	US 41 (SR 90) (Tamiami Trail East)	Immokalee Road		Overpass (US 41 over Immokalee Rd.)
70	88	Vanderbilt Beach Road Extension	Everglades Boulevard	Big Cypress Parkway	New two-lane roadway in a four-lane footprint
71	52	Vanderbilt Drive	111th Avenue N/Bluebill Avenue	Woods Edge Parkway	Widen from two lanes to four lanes
72	48	Westclox Street Extension	Little League Road	West of Carson Road	New two-lane roadway
73	66	Wilson Boulevard Extension	City Gate Boulevard Extension	Golden Gate Boulevard	New four-lane roadway
74	71	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Widen from two lanes to four lanes
75	63	Bridge at 13th Street NW	North End at Vanderbilt Beach Road Extension		New Bridge over Canal

Table 4-8. 2050 LRTP Roadway Needs

Map ID	Needs Ranking	Project	From	To	Description
76	59	Bridge at 18th Avenue NE	Between Wilson Boulevard and 8th Street NE		New Bridge over Canal
77	67	Bridge at 18th Avenue NE	Between 8th Street NE and 16th Street NE		New Bridge over Canal
78	64	Bridge at 47th Avenue NE	West of Everglades Boulevard		New Bridge over Canal
79	62	Bridge at 62nd Avenue NE	West of 40th Street NE		New Bridge over Canal
80	60	Bridge at Wilson Boulevard	South of 33rd Avenue NE		New Bridge over Canal
81	50	Bridge at Wilson Boulevard, South End			New Bridge over Canal
83	61	Bridge @ 23rd Street SW	South of Golden Gate Boulevard		New Bridge over Canal
84	10	Golden Gate Parkway (Intersection)	Goodlette-Frank Road		Major Intersection Improvement
85	46	Pine Ridge Road (Intersection)	Airport Pulling Road		Minor intersection improvements
86	36	Immokalee Road (Intersection)	Logan Boulevard		Major Intersection Innovation/Improvements
87	55	Vanderbilt Beach Road (Intersection)	Livingston Road		Minor intersection improvements
89	41	Collier Boulevard (Intersection)	Pine Ridge Road		Major Intersection Improvement
90	24	Pine Ridge Road (Intersection)	Goodlette-Frank Road		Minor intersection improvements

Table 4-8. 2050 LRTP Roadway Needs

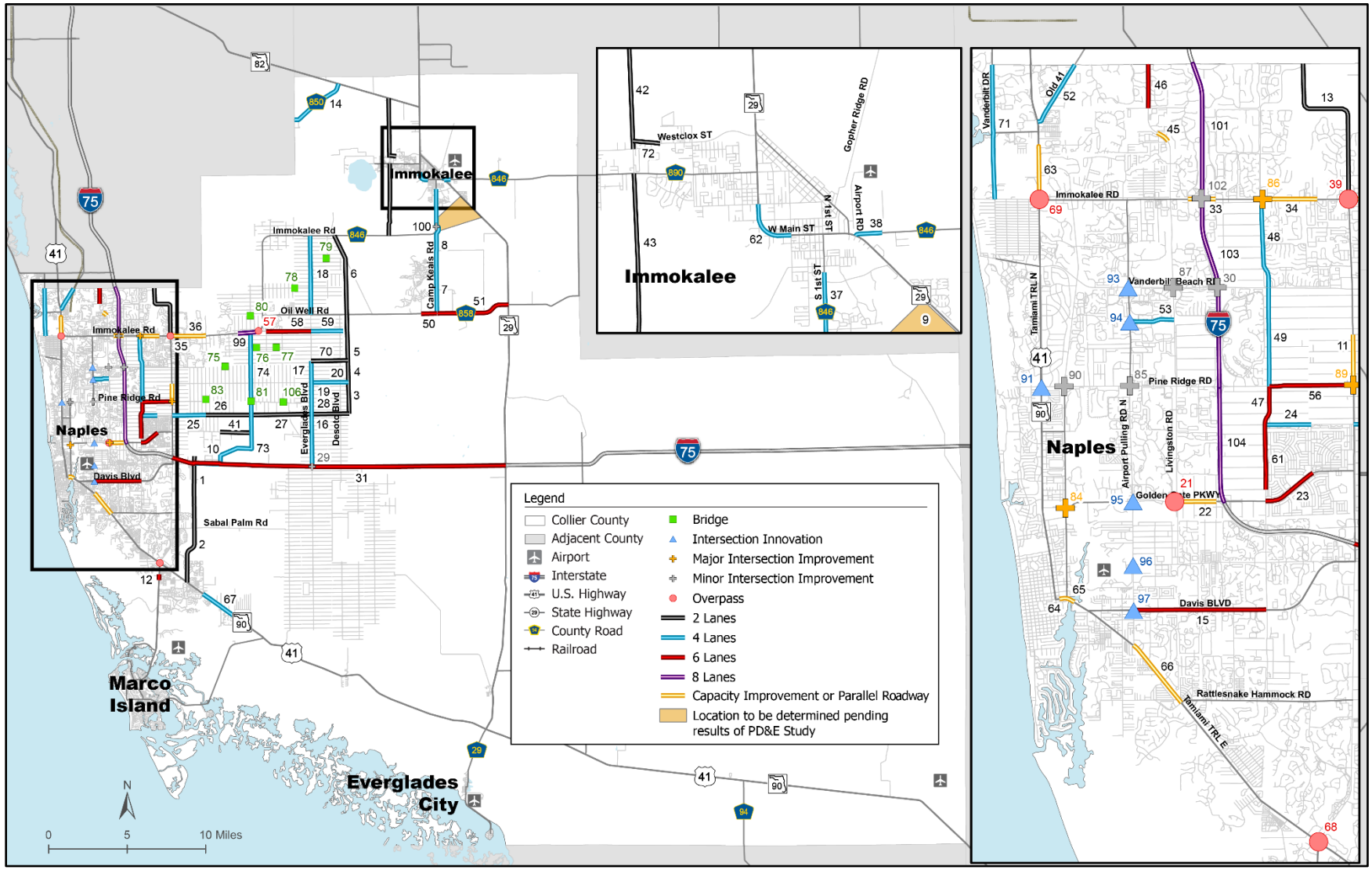
Map ID	Needs Ranking	Project	From	To	Description
91	30	US 41 (SR 90) (Tamiami Trail E) (Intersection)	Pine Ridge Road		Intersection Innovation/Improvements
93	37	Vanderbilt Beach Road (Intersection)	Airport Pulling Road		Intersection Innovation/Improvements
94	23	Airport Pulling Road (Intersection)	Orange Blossom Drive		Intersection Innovation/Improvements
95	17	Airport Pulling Road (Intersection)	Golden Gate Parkway		Intersection Innovation/Improvements
96	25	Airport Pulling Road (Intersection)	Radio Road		Intersection Innovation/Improvements
97	15	Airport Pulling Road (Intersection)	Davis Boulevard		Intersection Innovation/Improvements
99	32	Immokalee Road	Randall Boulevard	west of Wilson Boulevard	Widen from six lanes to eight lanes
100	13	Immokalee Road	Camp Keais Road		Roundabout/Intersection Improvement
101	-	I-75	Immokalee Road	Bonita Beach Road	Widen from six lanes to eight lanes
102	-	I-75	Immokalee Road		Modify interchange
103	-	I-75	Pine Ridge Road	Immokalee Road	Widen from six lanes to eight lanes
104	-	I-75	Golden Gate Boulevard	Pine Ridge Road	Widen from six lanes to eight lanes
106	68	Bridge at 16th Street SE	South of Golden Gate Boulevard		New Bridge over Canal

EB = eastbound

DDI = diverging diamond interchange

NB = northbound

Figure 4-16. 2050 Needs Plan Roadway Projects Map



4.3 Bicycle and Pedestrian Needs

Bicycle and pedestrian facilities are an integral part of the County's transportation network. They facilitate access to public transportation and provide alternative mobility choices. In October 2025 (*pending*), the Collier MPO approved and updated a *Bicycle/Pedestrian Master Plan* endorsed by the BPAC that addresses pedestrian and bicycle needs (Collier MPO 2025b).

The 2025 BPMP continues policies established in the previous 2019 BPMP for including bicycle and pedestrian facilities along all collector and arterial roads, updates the applicability of the MPO's Design Guidelines to reference FDOT's Design Manual, updates FDOT's Complete Streets Policy to reference FDOT's Context Classification System, cross-references the MPO's Comprehensive SAP, and describes the MPO's process for identifying priorities for funding improvements. The policies continue the commitment that MPO staff report performance measures and targets to the MPO Board on an annual basis.

4.3.1 Vision, Goals, and Strategies

The BPMP's Vision, Goals, Objectives, and Strategies were refined with input from the MPO's BPAC, public outreach, Collier MPO staff, and the consultant, and were vetted by the MPO TAC, CAC, and Board. The overall Vision is:

"To create a safe and connected network of active transportation facilities in Collier County that promotes and encourages the use of bicycle and pedestrian pathways which support business and recreation for community access and well-being."

The BPMP goals became the basis for the development of strategies, policies, and project prioritization criteria. These goals and strategies include:

- **Safety**. Enhance safety for cyclists, pedestrians, and micromobility users by promoting education and enforcement as the primary strategies, followed by engineering solutions.
- **Connectivity**. Ensure accessibility and ease of use for all modes of transportation by developing a seamless network that connects key points of interest.
- **Economy**. Contribute to economic growth and community vitality by developing bicycle-pedestrian facilities to support local businesses, attract tourists, and provide affordable transportation options.
- **Education.** Empower users with the knowledge to navigate the network confidently and effectively by promoting awareness, responsible use, and understanding of bicycle and pedestrian facilities through educational programs, outreach efforts, and community engagement.
- **Health**. Support public health initiatives by designing pathways that encourage active transportation.
- **Efficiency.** Alleviate roadway congestion by promoting walking and biking as preferred modes of transportation by supporting the design, implementation and ongoing maintenance of bicycle and pedestrian facilities that encourage shifts in travel behavior and reduce dependence on motor vehicles.
- **Interactive Map.** Provide a valuable resource for navigation and planning by creating and maintaining a

continuously updated, interactive map that is accessible for cyclists and pedestrians to download and share.

4.3.2 Identification of Network Needs

The BPMP employed a systematic approach to identify deficiencies and opportunities along the County's collector and arterial roads to develop a comprehensive understanding of the infrastructure gaps and needs within Collier County's bicycle and pedestrian network:

1. **Plans Review** – A thorough review of local, regional, and state plans, policies, and studies was conducted. Locally adopted plans and formal studies are incorporated by reference into the BPMP to ensure projects identified from those efforts are eligible for MPO funding.
2. **Inventories** – An inventory of existing, programmed and planned bicycle and pedestrian improvements along collector and arterial roads was completed to establish baseline conditions. The same inventory was conducted for the regional SUN Trail network. Upon completion of the inventory, the MPO collaborated with Naples Pathways Coalition to produce a joint map published in March 2025.
3. **Public Input** - The Collier MPO posted an interactive map and surveys on its website and social media to attract community and agency participation. Participants could review and comment on existing conditions and deficiencies. The results of that engagement and findings were summarized on the MPO's project website along with the inventory maps and tables.
4. **SS4A Safety Action Plan – Bike-Ped Serious Injury and Fatality Crashes and High Injury Network** – The Crash Analysis and Safety Focus section of the BPMP builds on data and insights from the Comprehensive Safety Action Plan, which is supported by the federal SS4A grant. This analysis examines the severity and distribution of crashes involving vulnerable road users, such as pedestrians and cyclists, which represent a disproportionate percentage of severe traffic incidents in Collier County. By focusing on high-risk corridors, crash trends, and contributing factors, the analysis identified which bicycle-pedestrian facilities should be prioritized for improvement. The results of the crash data analysis conducted for the MPO's SAP serve as supporting documentation for prioritizing bicycle-pedestrian facilities.
5. **Gap and Needs Analysis** - Using GIS data, the needs analysis included overlaying the collected data, public input, and draft policies to identify missing links and segment deficiencies in the bicycle and pedestrian network. Throughout the process, regular updates on the needs and priorities were provided to the BPAC and presented to the TAC and CAC in August and September 2025. Further refinement of the prioritization criteria, network gaps, facility needs, and priority projects continued throughout the development of the Plan.

   Potential facility improvements identified through gap analysis were grouped into three categories.

   The first grouping of identified facilities involves **collector and arterial roadways**, major corridors that connect multiple communities and support higher traffic volumes. This includes regionally identified facilities that serve as key connectors within the broader transportation network.

   The second grouping includes **residential streets** that were identified as potential opportunities for bicycle and

pedestrian improvements because of their proximity to schools, parks, and areas with higher reliance on public transportation. These locations provide opportunities to improve access to community destinations and enhance connectivity for pedestrians and bicyclists where implementation may be more feasible. In addition to the identified facilities for local roads in unincorporated Collier County, the local road needs assessment conducted as part of the 2019 Bicycle and Pedestrian Master Plan remains eligible for consideration.

The third grouping includes segments located near or within a 0.75-mile radius of **transit-dependent areas**. These gaps were identified by mapping the influence areas around transit-dependent populations and evaluating the proximity of those areas to existing public bus stops. Segments were considered gaps if they lacked any existing bicycle or pedestrian facilities, or if the only facility present was a minimal paved shoulder.

The gaps and needs analysis considered programmed, planned, and existing facilities. This analysis identified substantial miles of roadway lacking any type of bicycle or pedestrian facility as shown in the tables in the BPMP of the three groupings of potential facilities. It also shows that there are 195 arterial road centerline miles where sidewalks are the only facility available for cyclists to use, representing less than ideal conditions.

While the public requested improved facilities on approximately 90 roadway miles, many requested improvements are already in the planning or programmed stage (refer to **Appendix E BPMP Needs**). The FY26-30 TIP includes the construction of 54 miles of sidewalks on local residential roads. Another 20 miles of sidewalks are planned but not programmed yet.

New roadway construction and widening projects in Collier County now routinely include a combination of bicycle and pedestrian facilities. Nearly 50 miles of combined bicycle and pedestrian facilities are programmed for construction as part of various road improvements. Approximately 80 miles of new shared use paths could ultimately be constructed within the MPO's SUN Trail network. The Needs Analysis in the BPMP provides a comprehensive analysis of the bicycle and pedestrian needs in Collier County.

4.3.3 Prioritized Bicycle and Pedestrian Facilities

Once bicycle-pedestrian needs were identified, the BPMP's goals and objectives served as the prioritization criteria to develop a list of prioritized bicycle and pedestrian facilities.

Collier MPO's member governments include the cities of Naples, Marco Island, and Everglades City, each with its own bicycle-pedestrian master plan outlining prioritized projects to guide future development and infrastructure improvements. The following sections provide an overview of these bicycle-pedestrian plans and their priorities.

4.3.3.1 City of Naples

The City of Naples *2022 Bicycle and Pedestrian Master Plan Update* (City of Naples 2022) focuses on enhancing traffic safety and accessibility for bikers and pedestrians. This planning process aims to ensure the city's network of parks and open spaces remains interconnected and safe for all users while effectively addressing the mobility and recreational needs of residents and visitors. The Master Plan identifies the following priorities:

- **Closing Network Gaps**: Installing sidewalks, bike lanes, and shared-use paths in priority areas like Downtown Naples, Gulf Shore Boulevard N, and Crayton Road to create a continuous network.
- **Addressing Crash Hotspots**: Improving safety at high-incident locations such as U.S. 41 near 5th Avenue S and Goodlette-Frank Road and at Crayton Road intersections with high-visibility crosswalks, raised crosswalks, and pedestrian beacons.
- **Enhancing Multi-Use Trails**: Upgrading trails like the Gordon River Greenway and connections to Naples Pier with better lighting, pavement, and access.
- **Bicycle Safety**: Enhancing bike lanes with green boxes, adding bike detection, and incorporating bike lanes where feasible.
- **Traffic Calming**: Implementing speed humps, raised intersections, and roundabouts to improve neighborhood safety.
- **Connectivity to Schools and Parks**: Improving pedestrian and bicycle access to key locations like Fleischmann Park, Lowdermilk Park, and Naples High School.
- **Intersection Upgrades**: Improve safety and communications, visibility, and Americans with Disabilities Act (ADA) compliance at deficient intersections.

Future updates to the Master Plan approved by Naples City Council will automatically become eligible for funding under BPMP and the LRTP.

4.3.3.2 City of Marco Island

The City of Marco Island *Bike Path Master Plan* (City of Marco Island 2025) is focused on enhancing its multimodal infrastructure to support a safe, connected, and sustainable network. As presented on **Figure 4-17**, priority projects have been identified to expand bike lanes, shared-use paths, and other key transportation routes. These projects aim to improve connectivity across the island, close existing network gaps, and promote a more accessible environment for pedestrians and cyclists. The City of Marco Island gained official Trail Town status in October 2025, reinforcing its commitment to providing multimodal options.

The following priority projects from the Master Plan are funded.

- **Bald Eagle Drive:** Funded for construction in FY 2027, this project will provide new bike lanes, enhancing connectivity between North Collier Boulevard and San Marco Road.
- **Seagrape Drive, Swallow Avenue, and Castaways Street:** These corridors are funded for bike lane installations and are scheduled for construction by FY 2025. These improvements will enhance safety and close existing network gaps in southern Marco Island.
- **Sandhill Street (Leland Way to Winterberry Drive):** A shared-use path is programmed and funded for FY 2025, improving multimodal connectivity in the central portion of the island.

The following priority was identified in the Master Plan as an unfunded need:

- **Elkam Circle Loop:** This priority segment, connected to North Collier Boulevard and North Barfield Drive, remains unprogrammed but is recognized as an important extension of the island's multimodal network.

Future updates to the Plan approved by the Marco Island City Council will automatically become eligible for funding under the BPMP and LRTP.

Figure 4-17. Marco Island Bike Path Master Plan Priority Projects

Source*: Marco Island Bike Path Master Plan* (City of Marco Island 2025)

4.3.3.3 Everglades City

Everglades City has made significant strides in enhancing its transportation infrastructure for pedestrians and cyclists, starting with the adoption of its first *Bike/ Pedestrian Master Plan* in 2020 (City of Everglades City 2020). A major milestone in the City's efforts came in 2019 when Everglades City was officially recognized as a Florida Trail Town, which further strengthened its commitment to improving non-motorized transportation options. Future updates to the *Bike/Pedestrian Master Plan* approved by the City of Everglades City Council automatically become eligible for funding under the BPMP and the LRTP.

Recently completed projects include:

- **437096-1 Copeland Avenue South, Everglades City BPMP Phase 2:** The sidewalk on the east side of the roadway has been completed with final funding for construction in FY 2025. This sidewalk provides a connection from the Circle south to the Chokoloskee Bridge.
- **County Road 29 Lane Re-purpose:** The re-surfacing and striping to create buffered bike lanes on Collier Avenue and Copeland Avenue South was provided through the Collier County Roadway Maintenance Department activities. The bike lanes now provide a continuous connection from the northern entry bridge to the Chokoloskee Causeway paved shoulders.

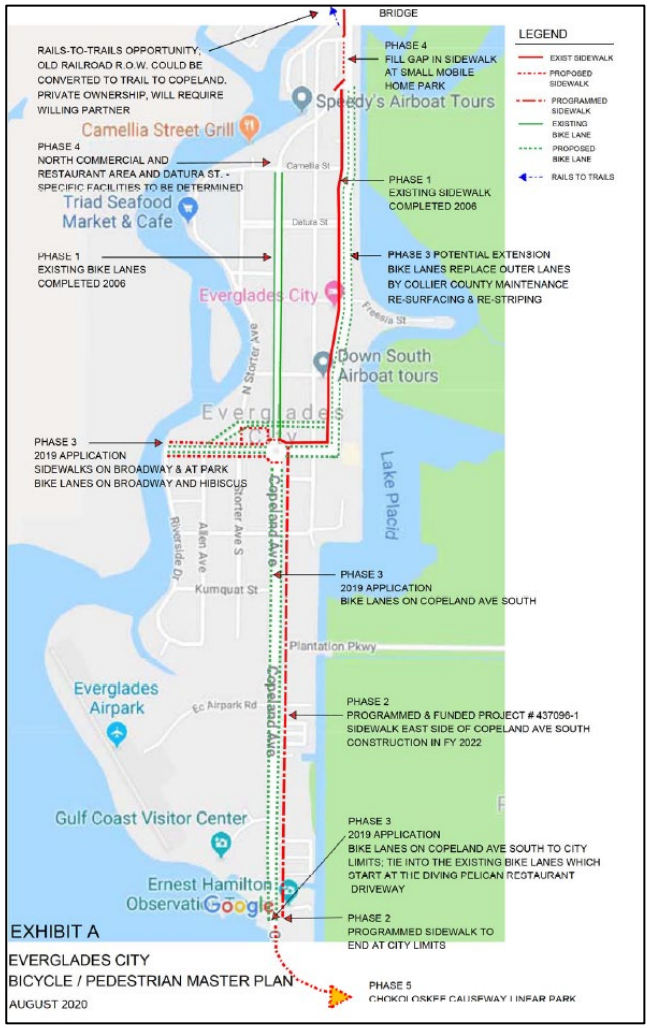
Priority projects for Everglades City include:

- Planned and Programmed Improvements
  - **448265-1 Broadway Avenue and Hibiscus Avenue, Everglades City BPMP Phase 3**: Funded for design in FY 2026 and construction in FY 2028, the proposed bike lanes and sidewalks will connect to existing facilities and extend access to the central historic district, including City Hall, McLeod Park, the Museum, and the Bank Building.
  - **452052-1 Datura Street, Camellia Street, Collier Avenue (CR29), and School Drive East, Everglades City BPMP Phase 4:** Funded for design in FY 2028, the proposed bike lanes and sidewalks will provide safer routes and promote walking and biking to the Everglades City School and to businesses in the north part of town.
- Connecting to Regional Networks
  - Developing connections to regional bicycle and pedestrian facilities, such as linking local routes to the SUN Trail Network, including the Gulf Coast Trail, the Collier to Polk Trail and the Florida Wildlife Corridor, to enhance the area as a Trail Town destination.

These efforts reflect Everglades City's ongoing dedication to building a more sustainable and accessible bicycle/ pedestrian network that serves both the local population and seasonal residents as well as thousands of tourists who come to visit Everglades National Park and other ecotourism outlets. Through the implementation of its Bicycle-Pedestrian Master Plan (refer to **Figure 4-18)** and the recognition as a Florida Trail Town, Everglades City has laid the groundwork for future

improvements that will enhance both local mobility and regional connectivity.

Figure 4-18. Everglades City BPMP Priority Projects



Source: *Everglades City BPMP* (City of Everglades City 2020)

4.3.3.4 Unincorporated Collier County

Needs identified in the BPMP, Community Redevelopment Agency (CRA) Master Plans, Walkability Studies, other community master plans, and the Regional SUN Trail Network are eligible for funding under the BPMP and incorporated by reference into the 2050 LRTP. Eligible projects in unincorporated Collier County focus on closing the remaining gaps in the network, prioritizing key travel corridors, underserved communities, and locations with safety concerns.

4.3.3.5 SUN Trail Alignments and Spine Pathway Corridors

The SUN Trail program is a statewide initiative managed by the Florida Department of Environmental Protection Office of Greenways and Trails and FDOT aimed at developing a network of paved, shared-use paths for bicyclists and pedestrians across Florida. This program seeks to promote safe, non-motorized transportation options while enhancing recreational opportunities. The initiative connects communities, facilitates regional travel, and supports the growth of sustainable transportation networks. The SUN Trail program funds trails that are part of the Florida Greenways and Trails System Priority Trails.

The Gulf Coast Trail and the Collier to Polk Trail comprise Collier County's regional bicycle and pedestrian infrastructure. These two SUN Trail alignments coincide with the Paradise Coast Trail vision outlined by the Naples Pathways Coalition

and connect Collier County to neighboring counties. **Figure 4-19** presents the planning status of major segments of these trails.

The regional trail network is undergoing more detailed planning through a combination of SUN Trail funding, MPO funding, and County and/or FDOT roadway plans.

Two PD&E Studies are underway for segments of the SUN Trail network in Collier County:

- The FPL Easement adjacent to Livingston Road
- Collier to Polk Trail (a district-wide study)

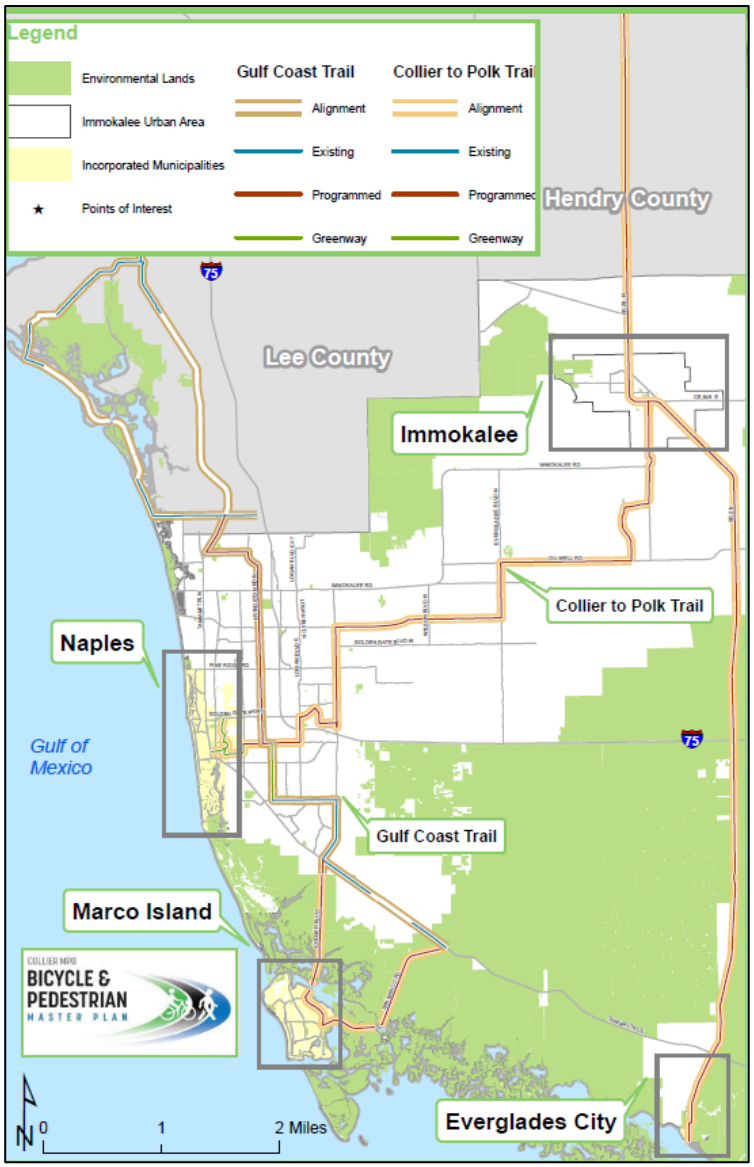
The outcome of the PD&E studies for the Collier to Polk Trail and the FPL easement on Livingston Road will provide guidance for prioritizing future phases of segments on Collier County's SUN Trail network.

In addition, the BPMP supports acquisition of ROW to construct the proposed Bonita-Estero Railroad Trail.

4.4 Transit Needs

This section summarizes the needs and improvements identified in the Collier County *Ten-Year Transit Development Plan 2026-2035* (Collier MPO 2025a), which is incorporated by reference into this LRTP and was developed by CAT in coordination with the Collier MPO. The TDP is a 10-year horizon plan to support the development of an effective multimodal transportation system within a specific jurisdiction. TDPs are required to be a transit provider's planning, development, and operational guidance document – fostering a crucial link between a transit system and the livability in the communities that it serves. Transit agencies are required to do major updates to their TDPs every 5 years

Figure 4-19. SUN Trail Alignments Planning Status



Source: *Collier MPO BPMP* (Collier MPO 2025b)

and provide annual progress reports in the interim years as a prerequisite to receive State Block Grant funds. Transit needs information identified in the TDP was used to assess transit needs for the County and its municipalities through 2050.

4.4.1 Goals and Objectives

CAT established seven goals to help fulfill their vision and mission for the County and its municipalities. These goals guide the transit needs and improvement development process.

- Goal 1: Operate reliable, convenient, and cost-effective mobility services that safely and efficiently meet the mobility needs of Collier County's workers, residents and visitors.
- Goal 2: Increase the resilience of Collier County, protecting our infrastructure and natural resources, by providing attractive and convenient mobility alternatives that will reduce adverse environmental impacts within our communities.
- Goal 3: Build meaningful partnerships that increase awareness and education of and about mobility options and increase the viability of mobility services to promote livability and enhance economic and social well-being.
- Goal 4: Coordinate the development and provision of mobility services with local, regional, state planning efforts and through public and private partnerships.
- Goal 5: Use technologies and innovations in service delivery to improve productivity, efficiency, reliability, and cost-effectiveness of mobility services and operations.
- Goal 6: Monitor and improve mobility service quality and service standards.
- Goal 7: Maximize the use of all funding sources available, including through partnerships with businesses, employers, and other institutions, to increase and improve access to mobility services and mobility for workers, residents, and visitors.

4.4.2 Development of Transit Needs

The identification of transit needs was guided by a review of existing plans and studies, baseline conditions, existing transit performance, public input, regional coordination, and the development of a transit demand analysis, which includes market assessments and transit modeling to identify gaps in the system.

4.4.2.1 Existing Plans and Studies

The initial process for developing the list of transit needs included a review of local, regional, state, and federal planning documents.

Southwest Florida Passenger Rail Feasibility Study

In addition to documents noted in the TDP, the Passenger Rail Priorities Program was reviewed for its 2025 Project Priority List. This list notes the Southwest Florida Passenger Rail Feasibility Study (Project ID LEEC – 24 -01), which is supported by all four southwest Florida Coastal MPOs including Collier, Lee, Charlotte County – Punta Gorda, and Sarasota/Manatee. The study will investigate the feasibility of running an intercity or high-speed rail along I-75 connecting all four metropolitan areas with the existing and planned passenger rail network in Tampa. The results and recommendations from the study will

help guide FDOT, the four MPOs, and local governments to coordinate, collaborate, plan, and fund the next phases (MPOAC Freight and Rail Committee n.d.).

4.4.2.2 Public Outreach

Public outreach occurred throughout the development of the TDP. Community members, elected officials, and other stakeholders were invited to engage with the TDP planning team through online and onboard public surveys, stakeholder interviews, targeted listening group sessions for the employment and social services sectors, public transit advisory committee meetings, public workshops, and a 30-day public comment period.

4.4.2.3 Existing Transit Evaluation

The existing transit evaluation process consisted of three elements: identifying existing transit service in the County and its municipalities, comparing CAT transit performance against similarly sized peer transit agencies, and developing a trend analysis that summarizes the results from the peer review analysis.

Existing Transit Service

CAT operates a fleet of 34 buses that provide service on 16 fixed-route bus lines to the public 7 days per week. Daily service typically begins between 5:30 a.m. and 6:00 a.m. and ends later in the evening between 7:30 p.m. and 8:00 p.m. CAT also provides door-to-door paratransit service through CAT Connect for people with a qualifying disability that are otherwise not able to access the fixed-route buses.

CAT operates out of the County-owned Radio Road Transit facility. This facility offers connections for pedestrians, bicyclists, drop-off passengers, and nearby park-and-ride passengers at its Intermodal Transfer Station. A new transfer station was recently constructed in Immokalee and includes bus bays and passenger facilities. Additionally, CAT operates the seasonal Paradise Beach Trolley on Fridays, Saturdays, and Sundays from February to April, providing free shuttle service to Collier County beaches.

Peer and Trend Analysis

The peer comparison and trend analysis examine the CAT transit system's performance and compare services to peer agencies. The peer comparison and trend analysis provided a starting point for understanding CAT's transit system operating environment over time when compared to other similar sized transit systems. Key trends between 2021 and 2022 included:

- Performance Measures
  - Passenger trips, passenger miles, and vehicle revenue hours, vehicles operating at max service, and operating expense all declined in 2021 but increased in 2022.
  - Vehicles available at max service increased in 2021 and decreased in 2022.

  - Vehicle revenue miles decreased.
  - Fare revenue increased.
  - CAT was just below the peer average for passenger miles and vehicle revenue miles in 2022, and fairly below the average for the remaining performance measures above.
- Effectiveness Measures
  - Passenger trips per capita, passenger miles per capita, and passenger trips per revenue hour declined in 2021 but increased in 2022.
  - Vehicle revenue miles per capita decreased.
  - Passenger trips per vehicle revenue mile stayed steady.
  - CAT is at the peer average for passenger trips per revenue hour, just below the average for the passenger miles per capita and vehicle revenue miles per capita, and below average for the remaining effectiveness measures above.
- Efficiency measures
  - Operating expense per passenger trip and operating expense per passenger mile both decreased.
  - Operating expense per capita, operating expense per vehicle revenue mile, operating expense per vehicle revenue hour, and vehicle revenue miles per vehicle declined in 2021 but increased in 2022.
  - Farebox recovery ratio and average fare increased in 2021 and decreased in 2022.
  - CAT is above the peer average for vehicle revenue miles per vehicle, at average for average fare, and below average for the remaining efficiency measures above.

4.4.2.4 Transit Demand Analysis

The transit demand analysis for the MPO boundary area included an evaluation of two main rider markets: the discretionary market and traditional market. This analysis was conducted to help determine whether the existing transit routes effectively serve areas with characteristics supportive of transit and to identify areas for future transit investment.

Discretionary Market Assessment

The discretionary market refers to people who may choose to ride transit but who have other mobility options. Previous studies have shown that most CAT riders are not discretionary riders. The analysis was based primarily on population and employment density to categorize areas in the County that have enough population or employment density to support fixed-route transit services. While much of the area falls under the "Minimum" transit-investment category, there are employment-based areas that have "High" or "Very High" transit-investment potential east of Naples Airport, in Immokalee, around Pine Ridge Road, and along the Tamiami Trail (US 41). Household unit-based areas with "High" transit-investment potential include City of Naples, Marco Island, north/south of Pine Ridge Road, along US 41, Immokalee Road west of Logan Boulevard, and in Immokalee.

Traditional Market Assessment

The traditional market assessment refers to people that are more likely to use transit because they have limited mobility

options and depend on public transit for most transportation. Demographic factors including population density, older adults, youth, and households below the federal poverty level, which were used to create transit propensity scores for each census block group. Areas with "High" or "Very High" propensity scores include west of Naples airport, east of Collier Boulevard, near US 41, and near Lee County.

4.4.2.5 Ridership Projections

Transit demand and mobility needs were evaluated for the CAT fixed-route system using the Transit Boardings Estimation and Simulation Tool (T-BEST). The model assumes that technology, transit routes, and existing roadway connectivity are the same as today. The model relied on socioeconomic forecasts from the 2045 D1RPM for population and employment growth rates. **Table 4-9** provides the ridership forecast by route in the years 2026 and 2035. The model projected a nearly 12% increase in transit ridership for all routes by 2035. Routes 121, 21, and 27 are forecast to experience the highest average percentage growth. Routes 11, 19, and 24 are expected to have the highest absolute growth during the next 10 years. The TDP suggests the highest ridership increases are possible by expanding service in areas with high population density and growth.

4.4.2.6 Gap Overview

The gap analysis compares existing service coverage to transit market analysis results. The goal was to identify gaps in public transit where travel demand is high but where transit service is less than predicted demand, and where transit stops may have barriers.

The gap analysis from the TDP noted that the areas that have potential for being underserved are located west and east of US 41 south of Bonita Beach Road. Other major areas that are underserved include North Naples, Immokalee, Collier Boulevard between Rattlesnake Hammock Road and Radio Road, and areas east of Goodlette-Frank Road.

Table 4-9. Transit Ridership and Growth Rates with No Improvements, 2026–2035[a]

Route	2026 Average Annual Ridership	2035 Average Annual Ridership	2026–2035 Absolute Change	2026–2035 Average Growth Rate
11	133,083	149,106	16,023	12.05%
12	71,636	78,108	6,472	9.03%
13	53,944	60,451	6,507	12.06%
14	45,155	50,810	5,655	12.52%
15	87,628	95,448	7,820	8.92%
16	50,935	55,304	4,369	8.58%
17	28,256	31,430	3,174	11.23%
19	112,352	126,605	14,253	12.69%
20	23,402	25,700	2,298	9.82%
21	13,261	15,289	2,028	15.29%
22	35,986	40,281	4,295	11.94%
23	27,832	31,491	3,659	13.15%
24	97,743	109,635	11,892	12.17%
25	22,957	25,820	2,863	12.47%
27	39,467	45,354	5,887	14.92%
29	25,696	29,195	3,499	13.62%
121	26,731	32,181	5,450	20.39%
Totals	**896,064**	**1,002,208**	**106,144**	**11.85%**

Source: Collier County TDP (Collier MPO 2025a)
[a] Based on T-BEST model

Transit Needs Results

The evaluation baseline conditions, existing transit performance, public input, regional coordination, and transit demand and gap analysis helped identify a set of transit needs for the County and its municipalities.

A quantitative and qualitative methodology was developed to evaluate transit needs and prioritize them based on weighing the benefits of each service improvement against the others.

Three categories were identified for determining the criteria for evaluation: public outreach, transit markets, and productivity and efficiency. **Table 4-10** presents the criteria, measure of effectiveness, and weighting used to rank the needs.

Transit needs include extending operating hours for current bus routes, realigning routes to create more efficient service, increasing how often buses provide service, and providing new service to underserved areas. Operation and maintenance of existing transit routes also continues to be a need.

Table 4-11 lists new transit needs identified in the TDP through 2050. **Figure 4-20** presents these needs in map form. The needs listed are organized by type of improvement: route network and new service, frequency improvements, span improvements, and capital infrastructure. The needs identified are intended to address specific mobility, parking, congestion concerns as well as pilot and test the application of new technologies and emerging mobility concepts. Capital infrastructure needs include continued rehabilitation of public

transportation facilities (such as bus shelters) and replacement of bus and service vehicles. However, new capital needs include studies for future services, modernization of the system through improvements in technology, and addition of a series of park-and-ride lots that would improve access to transit.

Additionally, the TDP noted program recommendations that include policy considerations and other improvements for CAT's transit service including:

- Potential service along I-75 and potential transfer hubs along Immokalee Road may require further study
- A Mobility On Demand (MOD) demand and operations requirements pilot study
- Conducting a transit fare study approximately every 5 years to assess CAT's fare structures and whether modification is needed .
- Carrying out comprehensive operations analysis studies in between major TDP updates
- Integrating advanced bus shelter technology, including solar lighting, real-time displays, charging ports, and interactive kiosks
- Exploring opportunities to implement artificial intelligence for improved rider experience, such as predictive scheduling to reduce wait times, detailed recommendations for multimodal trip planning, reduce trip booking times, demand forecasting, fuel efficiency, and predictive maintenance.
- Implementing end-to-end trip planning software allowing riders to plan trips using all types of CAT services and

Table 4-10. Transit Needs Evaluation Measures

Category	Criteria	Measure of Effectiveness	Relative Weighting	Overall Category Weight
Public Outreach	Public Input	Level of interest in specific alternatives (Very High, High, Moderate, Low)	40%	40%
Transit Markets	Traditional Market	Percent serving poverty	15%	30%
	Proximity to Employment Market	Percent of countywide employment market served	15%	
Productivity and Efficiency	Productivity	Trips per hour (T-BEST-generated trips and revenue hours of service)	15%	30%
	Cost Efficiency	Cost per trip (including new trips)	15%	
Total			**100%**	**100%**

Source: Collier County *Ten-Year Transit Development Plan* (Collier MPO 2025a)

connect to third-party applications for “first and last mile” including park-and-ride, ride share, microtransit, and micromobility

- Integrating Internet of Things to provide real-time data for improved decision-making and service delivery, enabling better route planning, accurate responsiveness, and predictive maintenance scheduling
- Consider recommendations from the recently completed park-and-ride study and implement new lots and improvements as opportunities arise
- Continued exploration, piloting and assessment of alternative fuel technologies to promote efficiency and diversify CAT’s fleet

In addition to program recommendations, the TDP identifies additional recommendations through 2050.

These recommendations are listed as follows:

- Expand regional transit services between Collier and Lee Counties
- Broader implementation of (Mobility-On-Demand) MOD services
- Brand buses on the beach and those associated with proposed MOD services
- Establish a coordinating committee with the region’s local planning departments to review transportation needs and ensure funding and strategies are in place for implementation
- Establish transit service policies to adopt in Collier County’s land development regulations
- Modify the Land Development Code and Development Review processes to include recommendations from the 2020 Transit Impact Analysis by coordinating with Collier County and local municipalities
- Continue coordination with LeeTran to explore a seamless fare system between LeeTran and CAT

Table 4-11. Transit Needs Summary

Route Location	Rank	Improvement Description
Route Network and New Service		
New Bayshore Shuttle	1	The Bayshore CRA has requested that CAT help mitigate parking needs by operating two shuttles within the Bayshore CRA. The route would require one vehicle but would likely need two vehicles to provide 15-minute headways from Weeks Avenue to the Naples Botanical Garden from 11:00 a.m. to 9:00 p.m.
New Route 31 (Golden Gate Pkwy.) (Split Route 25 E-W)	1	Split and keep east-west alignment the same while changing the north-south alignment.
New Route 33 (Immokalee Rd.) (Split Route 27 E-W)	2	Extend the east-west alignment east to provide service along Immokalee Road from Walmart on Tamiami Trail to the Publix at the intersection of Immokalee Road and Randall Boulevard.
Route 32 (Collier Blvd.) (Split Route 27 N-S)	2	Extend the north-south alignment this alignment would provide service along Collier Boulevard from Immokalee Road to Tamiami Trail with a deviation to the Golden Gate Community Center on Golden Gate Parkway.
Realign Route 14 operate at 60 min. headway	3	Realign Routes 13 and 14 from a one-way pair to two bidirectional routes, with Route 14 operating along Goodlette-Frank Rd.
Realign Route 23 headway 60 to 40 minutes	3	Realign Route 23 to provide direct connections to the westernmost residential cluster on Lake Trafford Road, the County Health Department, several packing houses along New Harvest Road, and the easternmost residential cluster on Farm Workers Way. Reduce headway from 60 to 40 minutes.
Route 30 (Goodlette Frank Rd.) (Split Route 25 N-S)	3	Split and extend the north-south alignment this alignment would provide service along Goodlette-Frank Road from Immokalee Road to the Coastland Center Mall.
Express Premium Route to Lee County	4	Would operate as an express commuter service beginning at the Government Center and ending at the Florida Gulf Coast Town Center. Route would require one vehicle to provide 90-minute headway service from 6 a.m. to 8 p.m.
Realign Route 13 shorten to 40 min. headway	4	Reduce headway time to 40 minutes.
Frequency Improvements		
Route 15	1	Reduce headway time from 90 to 45 minutes.
Route 121	1	Add one morning and one evening trip during peak periods.
Route 11	1	Reduce headway time from 30 to 20 minutes.

Table 4-11. Transit Needs Summary

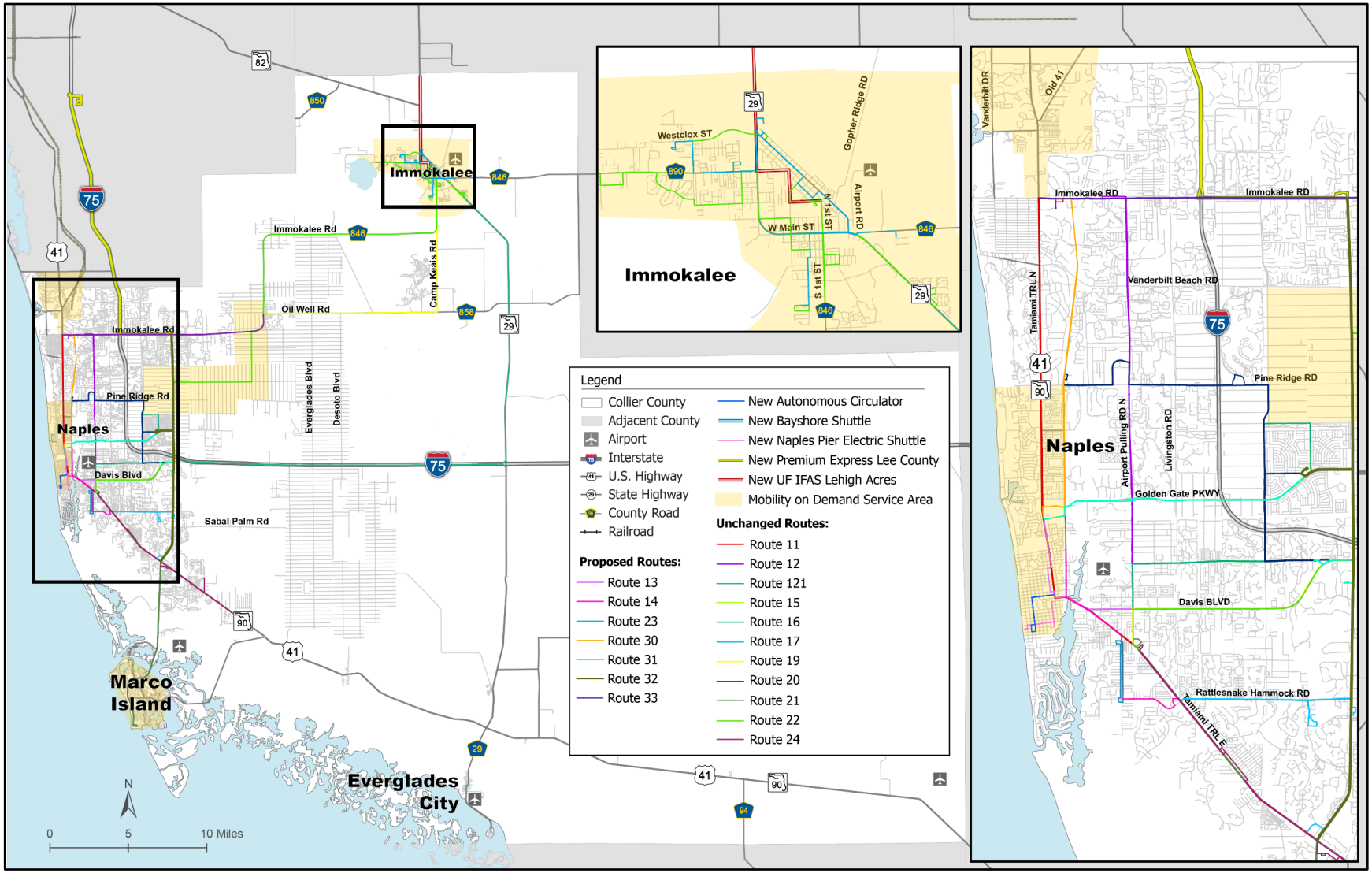
Route Location	Rank	Improvement Description
Route 12	1	Reduce headway time from 90 to 45 minutes.
Route 13	1	Reduce headway time from 60 to 30 minutes.
Route 17	2	Reduce headway time from 90 to 45 minutes.
Route 16	3	Reduce headway time from 90 to 45 minutes.
Route 14	3	Reduce headway time from 60 to 30 minutes.
Proposed Span Improvements		
Route 11	1	Extend service to 10:00 p.m.
Route 14	1	Extend service to 10:00 p.m.
Route 19	2	Extend service to 10:00 p.m.
Route 24	2	Extend service to 10:00 p.m.
Route 15	3	Extend service to 10:00 p.m.
Route 17	4	Extend service to 10:00 p.m.
Capital Infrastructure Needs Identified but Not Ranked		
Mobility-On-Demand	--	Uses on-demand information, real-time data, and predictive analytics that provides travelers the best transportation choice for their needs. Service can be requested via a mobile app, website, or by calling CAT. Helps solve the 'first/last mile' problem associated with limited access to transit. Five MOD Zones identified: Immokalee, Golden Gate Estates, North Naples, Naples Zone, and Marco Island. Further study is recommended.
New Autonomous Circulator – Downtown Naples	--	This circulator would address the parking shortage in downtown and would begin on S. 4th Ave. from S. 9th St. to S. 3rd St. and go south along S. 3rd St. to S. 13th Ave.
New Naples Pier Electric Shuttle	--	This shuttle would make stops at the Naples Pier, Crayton Cove, as well as shops and restaurants within the area south of S 6th Avenue.
Immokalee/Lehigh Acres Regional Route	--	Would connect CAT's Immokalee Transfer Station to LeeTran's Lehigh Acres Park-and-Ride Transfer Facility, with a stop at University of Florida/IFAS satellite campus on State Road 29.

Table 4-11. Transit Needs Summary

Route Location	Rank	Improvement Description
Regionwide Technology	--	CAT has recently completed technology upgrades including Automated Vehicle Location replacement, Automated Passenger Counters, onboard annunciators, and onboard information media. A farebox replacement project is currently underway.
Park-and-Ride Lots	--	Improve transit access through the development of park-and-ride lots.
Bus Stop Infrastructure	--	Continue to improve and add additional benches, shelters, bicycle storage facilities, and other infrastructure at bus stops to enhance the rider experience and potentially attract new riders.
Improve Americans with Disabilities Act Accessibility	--	Improve bus stop safety and ADA accessibility throughout the entire system for all riders.
Replace and Add New Vehicles	--	Continue to replace existing fleet and add new vehicles to provide new service.

Source: Collier County *Ten-Year Transit Development Plan* (Collier MPO 2025a)

Figure 4-20. Transit Network Service Needs



4.5 Air Transportation Needs

Collier County includes General Aviation airports that are non-SIS facilities. These airports tend to have less air and ground congestion, lower taxi times, proximity to local market areas, and less demanding ground support needs. There are four publicly owned General Aviation airports within the Collier MPO Jurisdiction:

- Naples Municipal Airport (Airport ID APF)
- Immokalee Regional Airport (Airport ID IMM)
- Marco Island Executive Airport (Airport ID MKY)
- Everglades Airpark (Airport ID X01)

The Collier County Airport Authority, which is a branch of the local government overseen by the Collier County BCC, over-sees the development and management of the airports in Immokalee, Marco Island, and Everglades City. The City of Naples Airport Authority is charged with the operation, development, and improvements of the Naples Airport. The closest international airport (SIS Facility) to the Collier County area is the Southwest Florida International Airport (RSW), which is located to the north in Fort Myers in Lee County.

4.5.1 Naples Airport

Naples Airport is located in the City of Naples and is bounded by Corporate Flight Drive to the north, North Road to the south, Airport Pulling Road to the east, and the Gordon River to the west. The airport includes three runways with a maximum runway length of 6,600 feet. Primary public access to the airport is at the intersection of Radio Road and Airport Pulling Road. In FY 2022, there were 122,281 takeoffs and landings. The airport typically houses 360 aircraft, which significantly increases during the seasonal months (Naples Airport Authority n.d.). There is no regularly scheduled passenger service at this airport. However, it maintains a Title 14 CFR, Part 139 Airport Operating Certificate to accommodate both scheduled and unscheduled operations. According to the *Naples Airport Master Plan* (ESA 2020), in 2017 the airport operated at 56% capacity and is forecasted to operate at 84% capacity by 2038. The *Naples Airport Master Plan* includes capital improvements through 2039, and there are no plans to expand the airport. The roadway project needs include intersection improvements at Airport Pulling Road and Radio Road to accommodate future airport operations.

4.5.2 Immokalee Regional Airport

The Immokalee Regional Airport is on 1,333 acres and bordered by Immokalee Road to the south and Airway Road to the west. The airport includes two runways with a maximum runway length of 5,000 feet. CR 846/
Immokalee Road and Airpark Boulevard provides public access to the airport. This airport has been designated for a 60-acre Foreign Trade Zone, which includes portions of the Florida Tradeport Industrial Park. The industrial park covers 400 acres and is accessed by Airpark Boulevard. The airport also includes the Immokalee Regional Raceway (International Hot Rod Association Drag Strip) and is used for aerial firefighting and crop dusting operations.

The *Immokalee Regional Airport, Airport Layout Plan Update* (Collier County Airport Authority 2017) notes that the airport operations are expected to grow through 2037 requiring some airfield improvements. The roadway project needs include widening Immokalee Road from SR 29 to Airpark Boulevard to accommodate future airport operations.

4.5.3 Marco Island Executive Airport

The Marco Island Executive airport is located 12 miles south of downtown Naples. The airport covers 140 acres and contains one asphalt runway that measures approximately 5,000 feet. The airport can accommodate smaller general aviation aircraft as well as business jets.

4.5.4 Everglades Airpark

The Everglades Airpark is located on 29 acres and is immediately southwest of the Big Cypress National Preserve and is surrounded on three sides by the waters of the Everglades National Park. The Fakahatchee Strand State Preserve and Collier Seminole Park are to the north.

The airpark primarily supports recreational flying, environmental patrol, and flight training. It includes one 2,400-foot-long runway and is considered Collier County's Eco-tourism Airport.

Advanced Air Mobility

Advanced Air Mobility (AAM) is an emerging air-based transportation mode that uses electric vertical take-off and landing aircraft to carry passengers and cargo to provide essential services in urban and rural settings. The Federal Aviation Administration will oversee AAM aircraft certification and their integration into the National Airspace System. The *FDOT Plan of Action for AAM: Leading the Highway in the Sky's Development* (FDOT 2025) notes that with advancements in energy power systems, aerospace and manufacturing technologies, and artificial intelligence, AAM is positioned to revolutionize how people and goods travel.

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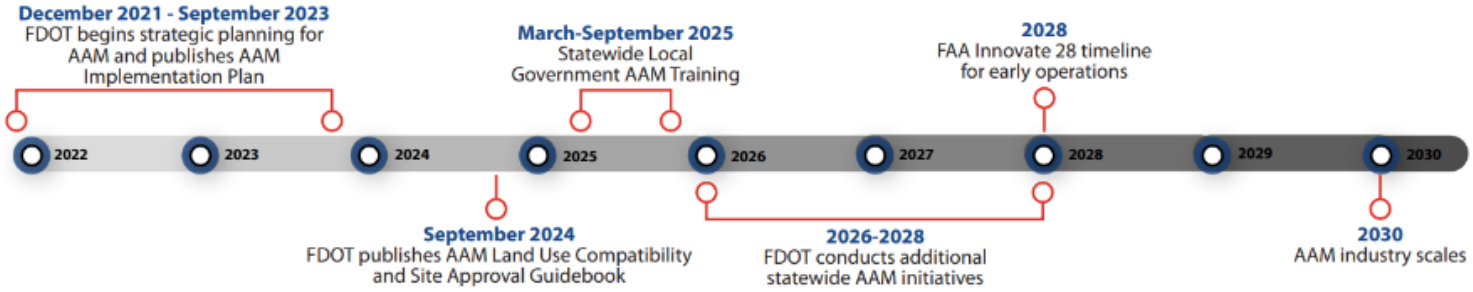
Figure 4-21. Advanced Air Mobility Timeline



into the state's regulatory framework, advancing the industry across the state, and directed FDOT to facilitate additional state investments.

With plans to accelerate statewide AAM initiatives, local governments and agencies are encouraged to plan for land use considerations and site approval processes for proposed AAM takeoff and landing facilities. In September 2024, FDOT issued the *AAM Land Use Compatibility & Site Approval Guidebook* (FDOT 2024). This guidebook provides local governments with a background on AAM, the land use considerations for vertiport development, proactive planning steps to prepare for AAM, and a step-by-step process for vertiport site approval at the local, federal, and state level.