



# Agenda CAC

## Citizens Advisory Committee

### IN-PERSON MEETING

Transportation Management Services Department

SOUTH CONFERENCE ROOM

2885 South Horseshoe Dr.

Naples, FL, 34104

**October 26, 2026, 2:00 p.m.**

**1. Call to Order**

**2. Roll Call**

**3. Approval of the Agenda**

**4. Approval of the Meeting Minutes**

- A. September 28, 2026 Meeting Minutes

**5. Open to Public for Comments Items Not on the Agenda**

**6. Agency Updates**

- A. FDOT
- B. MPO Executive Director

**7. Committee Action**

- A. Review and Endorse the 2027 Collier MPO Meeting Calendar (Dusty Hansen)
- B. Review and Comment on the Draft 2026 Congestion Management Process (Ian Debnam-Benesch)

- C. Endorse Proposed Updated CAC Bylaws

**PLEASE NOTE:**

The meetings of the advisory committees of the Collier Metropolitan Planning Organization (MPO) are open to the public and citizen input is encouraged. Any person wishing to speak on any scheduled item may do so upon recognition of the Chairperson. Any person desiring to have an item placed on the agenda should contact the MPO at least 14 days prior to the meeting date. Any person who decides to appeal a decision of the advisory committee will need a record of the proceedings pertaining thereto and therefore may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting should contact the Collier MPO 72 hours prior to the meeting by calling (239) 252-5814. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and Related Statutes. Any person or beneficiary who believes that within the MPO's planning process they have been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Collier MPO Title VI Coordinator, Mr. Sean Kingston (239) 252-5859 or by email at: [Sean.Kingston@collier.gov](mailto:Sean.Kingston@collier.gov), or in writing to the Collier MPO, attention: Mr. Kingston, at 2885 South Horseshoe Dr., Naples, FL 34104.

(Carmen Monroy)

**8. Reports & Presentations (May Require Committee Action)**

- A. Presentation on Collier County's 2026 Annual Update and Inventory Report (AUIR) (Lorraine Lantz)

**9. Member Comments**

**10. Distribution Items**

- A. FDOT Announcement of Public Hearing (10/27/26 in-person; 10/28/26 virtual) and Comment Period for I-75 From North of Golden Gate Pkwy to South of Allico Rd Improvements Project (Dusty Hansen)

**11. Next Meeting Date**

November 23, 2026

**12. Adjournment**

**CITIZENS ADVISORY COMMITTEE of the  
COLLIER METROPOLITAN PLANNING ORGANIZATION  
MEETING MINUTES  
September 28, 2026, 2:00 p.m.**

**1. Call to Order**

**Chair Homiak** called the meeting to order at 2:00 p.m.

**2. Roll Call**

**Ms. Hansen** called the roll and confirmed a quorum was present.

**CAC Members Present**

Karen Homiak, *Chair*

Fred Sasser, *Vice Chair*

Neal Gelfand

Josh Rincon

Harry Henkel

Michelle Arnold

Misty Phillips

Howard Greenfield

Bruce Hamels

**CAC Members Absent**

Becky Irwin

Scott Ogden

**MPO Staff**

Carmen Monroy, Executive Director

Dusty Hansen, Senior Planner

Sean Kingston, Principal Planner

**Others Present**

Patrick Post, Public (arrived during item 6.A.)

Lorraine Lantz, Collier County Transportation Planning

Jacob Stauffer, Collier Area Transit (arrived during item 6.A.)

Geysa Sosa, FDOT (virtual)

Alex Paradiz, FDOT (virtual)

Morena Maldonado, FDOT (virtual)

3. **Approval of the Agenda**

*Ms. Arnold moved to approve the agenda. Mr. Gelfand seconded. Passed unanimously.*

4. **Approval of the Meeting Minutes**

*Mr. Henkel moved to approve the August 24, 2026 meeting minutes. Ms. Arnold seconded. Passed unanimously.*

5. **Public Comments for Items not on the Agenda**

None.

6. **Agency Updates**

**A. FDOT**

None.

**B. MPO**

**Ms. Monroy** announced:

- A presentation will be given on the study to consolidate the Collier, Lee, and Charlotte-Punta Gorda MPOs at the next MPO Board meeting. Marco Island recently passed a resolution against the consolidation.
- Collier MPO staff participated in a road safety audit by USDOT and US Fish and Wildlife Service for US 41 through the Ten Thousand Islands National Wildlife Refuge. A draft has been prepared and is under review.
- A presentation will be given by FDOT on the I-75 expansion project at the next MPO Board meeting. Many comments have been received and documented for the public record.
- Collier MPO is now a member of an emergency planning committee by the Southwest Florida Regional Planning Council.
- Collier MPO has new legal counsel, Courtney DaSilva.

7. **Committee Action**

**A. Endorse the 2027 Collier MPO Meeting Calendar**

**Mr. Kingston** introduced the item, reporting that the Technical Advisory Committee asked MPO staff to review the calendar for City Council meeting conflicts and that the calendar will be

brought for Committee endorsement at a future meeting. The Committee had no objections to the calendar as presented.

#### **B. Endorse the Proposed Updated Citizens Advisory Committee Bylaws**

**Ms. Monroy** introduced the item, noting that she recently received some revisions to the Updated Bylaws from the MPO's new legal counsel. Ms. Monroy will review the proposed changes and present the proposed final version to the Committee for endorsement at a later meeting.

### **8. Reports & Presentations (May Require Committee Action)**

#### **A. Presentation on FDOT's I-75/Alligator Alley Master Plan**

**Ms. Sosa and Mr. Paradiz** gave a virtual presentation of the long-term vision for the I-75 Alligator Alley Master Plan project, which spans from the District 4 Toll Plaza in Broward County to the District 1 Toll Plaza in Collier County..

### **9. Member Comments**

**Mr. Sasser** requested an update on potential improvements on Golden Gate Parkway and on the Collier Blvd and I-75 interchange project. **Ms. Lantz** responded that the Collier BCC approved the Golden Gate Parkway Corridor Congestion study, which includes various recommendations. The study is available on the County's website. The improvements at the I-75 and Collier Blvd interchange are under construction.

**Ms. Arnold** requested an update on the I-75 and Pine Ridge Road interchange improvements. **Ms. Lantz** confirmed that construction is underway and nearing completion.

**Mr. Henkel** noted that work on the bridge that connects the mainland to Everglades City, south of Tamiami Trail and SR 29, is underway and wondered what agency is responsible for the work.

**Mr. Hamels** stated that a Hyper Club, a private motorsport community, was proposed for the former Ford Testing Facility in Collier County, which could include approximately 120 homes on over 500 acres. The site is very close to wildlife and preserve area.

### **10. Distribution Items**

#### **A. Florida's Safe Routes to School Program Application for 2026-2027**

**Ms. Monroy** introduced the item.

**B. FDOT's I-75 from North of Golden Gate Parkway to South of Alico Road Public Meeting Presentation**

**Ms. Monroy** introduced the item.

**11. Next Meeting Date**

*October 26, 2026, 2:00 p.m. – Transportation Management Services Bldg., South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.*

**12. Adjournment**

**Chair Homiak** adjourned the meeting at 2:55 p.m.

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7A**

**Review and Endorse the 2027 Collier MPO Meeting Calendar**

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**OBJECTIVE:** For the Committee to endorse the proposed 2027 Collier MPO Meeting Calendar.

**CONSIDERATIONS:** This item was scheduled for endorsement at the last Committee meeting but was deferred pending calendar revisions. MPO staff was requested to evaluate the current Congestion Management Committee (CMC) meeting day rotation to ensure that CMC meetings do not occur on regularly scheduled City Council or Board of County Commissioners (BCC) meeting dates.

CMC meetings are currently scheduled for the third Wednesday of every other month and fall on City of Naples Council meeting dates. MPO staff are seeking CMC approval of a change of meeting day beginning in 2027 to the third Thursday of every other month, at CMC's October 21<sup>st</sup> meeting.

Other major changes to the 2027 Meeting Calendar (**Attachment 1**) include holding Bicycle and Pedestrian Advisory Committee meetings quarterly instead of monthly and changing the location of Citizens Advisory Committee meetings from the MPO's office to the Collier County Government Center.

**STAFF RECOMMENDATION:** That the Committee review and endorse the Collier MPO 2027 Meeting Calendar.

Presented by:               Dusty Hansen, Senior Planner

**ATTACHMENTS:**

1. Proposed 2027 Collier MPO Meeting Calendar



## 2027 Meeting Schedule

Collier Metropolitan Planning Organization (MPO)  
2885 S. Horseshoe Drive, Naples, FL 34104  
(239) 252-5814 | [www.CollierMPO.org](http://www.CollierMPO.org)

**RED-STRIKETHROUGH = CANCELLED MEETING**

**DATES IN GREEN = ADDED MEETING**

***Draft for Committee Endorsement/Board Approval***

7A Attachment 1, TAC/CAC 10/26/26

### Metropolitan Planning Organization (MPO) – Monthly at 9:30 a.m.

MPO Board Meetings are held on the second Friday of the month at the Board of County Commissioners Chambers, Admin. Bldg. F, 3299 Tamiami Trail East, Naples, FL, 34112, unless otherwise noted.

|                   |                    |                 |                   |
|-------------------|--------------------|-----------------|-------------------|
| February 12, 2027 | March 12, 2027     | April 9, 2027   | May 14, 2027      |
| June 11, 2027     | September 10, 2027 | October 8, 2027 | November 12, 2027 |
| December 10, 2027 |                    |                 |                   |

### Technical Advisory Committee (TAC) – Monthly at 9:30 a.m.

TAC Meetings are held on the fourth Monday of the month at the County Transportation Management Services Bldg., South Conference Room, 2885 South Horseshoe Drive, Naples, FL, 34104, unless otherwise noted.

|                    |                   |                    |                  |
|--------------------|-------------------|--------------------|------------------|
| January 25, 2027   | February 22, 2027 | March 22, 2027     | April 26, 2027   |
| May 24, 2027       | August 23, 2027   | September 27, 2027 | October 25, 2027 |
| *November 29, 2027 |                   |                    |                  |

\*Off-cycle meeting date due to holiday

### Citizens Advisory Committee (CAC) – Monthly at 2:00 p.m.

CAC Meetings are held on the fourth Monday of the month at the Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112, unless otherwise noted.

|                    |                   |                    |                  |
|--------------------|-------------------|--------------------|------------------|
| January 25, 2027   | February 22, 2027 | March 22, 2027     | April 26, 2027   |
| May 24, 2027       | August 23, 2027   | September 27, 2027 | October 25, 2027 |
| *November 29, 2027 |                   |                    |                  |

\*Off-cycle meeting date due to holiday

### Bicycle/Pedestrian Advisory Committee (BPAC) – Quarterly at 9:00 a.m.

BPAC Meetings are held quarterly on the third Tuesday of the month at the Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112, unless otherwise noted.

|                  |                 |              |                  |
|------------------|-----------------|--------------|------------------|
| January 19, 2027 | March 23, 2027* | May 18, 2027 | October 19, 2027 |
|------------------|-----------------|--------------|------------------|

\*Joint meeting with the Lee County MPO's Bicycle Pedestrian Coordinating Committee (BPCC) at 10:00 a.m. at the Collier County Government Services Center at Heritage Bay Meeting Room, 15450 Collier Boulevard, Naples, FL 34120

### Congestion Management Committee (CMC) – Bi-Monthly at 2:00 p.m.

CMC Meetings are held on the third Thursday of every other month at the Collier County Transportation Management Services Bldg., South Conference Room, 2885 South Horseshoe Drive, Naples, FL, 34104, unless otherwise noted.

|                    |                   |              |               |
|--------------------|-------------------|--------------|---------------|
| January 21, 2027   | March 18, 2027    | May 20, 2027 | July 15, 2027 |
| September 16, 2027 | November 18, 2027 |              |               |

### Local Coordinating Board (LCB) for the Transportation Disadvantaged – Quarterly at 1:30 p.m.

LCB Meetings are held quarterly on the first Wednesday of the corresponding month at the Collier County Government Center, Admin. Bldg. F, IT Training Room, 5th Floor, 3299 Tamiami Trail East, Naples, 34112, unless otherwise noted.

|               |             |                   |                  |
|---------------|-------------|-------------------|------------------|
| March 3, 2027 | May 5, 2027 | September 1, 2027 | December 1, 2027 |
|---------------|-------------|-------------------|------------------|

**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7B**

**Review and Comment on the Draft Congestion Management Process Report**

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**OBJECTIVE:** To obtain the Committee’s feedback on the Draft Collier MPO Congestion Management Process (CMP) report.

**CONSIDERATIONS:** Collier MPO’s CMP update, including a comprehensive regional element with Lee County MPO, got underway late last year.

At the August meeting, the Committee reviewed and commented on the Top 10 Congestion Hot Spot Corridors, the draft Joint Collier/Lee County MPO Regional Roadway Network Map, and the Origin & Destination Analysis Summary. Since that time, the Draft CMP report has been prepared by Benesch (**Attachment 1**).

The following portions of the Draft CMP report are still being prepared and will be presented to the Committee at the next meeting: (i) Executive Summary; and (ii) Joint Regional CMP Element (Appendix A). (Note that key components of the Joint Regional Element, the Joint CMP Roadway Map and regional corridor origin & destination information, were presented to the Committee at the August meeting. These documents can be accessed via the CMP virtual meeting room at the following link: [Collier MPO CMP Virtual Meeting Room](#).)

Collier and Lee County MPOs’ CMP consultant, Benesch, will provide a presentation on the additional CMP components that have been developed and CMP completion status (**Attachment 2**).

The anticipated timeline for completion of the CMP is as follows:

|           |                                                                                                          |
|-----------|----------------------------------------------------------------------------------------------------------|
| October:  | Review of Draft CMP report by the Congestion Management, Technical, and Citizens Advisory Committees     |
| November: | Review of Draft CMP report by the MPO Board; Endorsement of the CMP and Joint Regional Map by Committees |
| December: | MPO Board approval of the CMP and the Joint Regional Map                                                 |

**STAFF RECOMMENDATION:** That the Committee review and provide any comments on the current Draft CMP report to MPO staff by October 30, 2026.

|               |                                      |
|---------------|--------------------------------------|
| Prepared by:  | Dusty Hansen, Senior Planner         |
| Presented by: | Ian Debnam, Alfred Benesch & Company |

**ATTACHMENTS:**

1. Draft CMP report
2. Benesch’s Presentation on the Draft CMP report

Collier Metropolitan Planning Organization

# 2026 Congestion Management Process

DRAFT October 2026

7B Attachment 1  
TAC/CAC 10/26/26





## 2026 Congestion Management Process

DRAFT October 2026

### Collier MPO Mission

Provide transportation planning leadership through a collaborative effort to maintain a safe, efficient, integrated, and multi-modal transportation system.

### Collier MPO Vision

The MPO strives to provide a fully integrated and multi-modal transportation system that safely and efficiently moves people and goods while promoting economic development and protecting natural and man-made regional assets.

#### **Prepared for:**

Collier Metropolitan Planning Organization  
2885 South Horseshoe Drive  
Naples, FL 34104

[www.colliermopo.org](http://www.colliermopo.org)

Dusty Hansen, Project Manager, Senior Planner  
Carmen Monroy, Executive Director

#### **Prepared by:**

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Wally Blain, Senior Project Manager  
Ian Debnam, Project Manager

*The preparation of this document has been financed in part through grants from the Federal Highway Administration, U.S. Department of Transportation under the Metropolitan Planning Program, Section 104(g) of Title 23, U.S. Code. The contents of this document do not necessarily reflect the official views of the policy of the U.S. Department of Transportation.*

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## Executive Summary

# 1 Introduction

The Congestion Management Process (CMP) is a data-driven, detailed, and systematic process conducted by the Collier Metropolitan Planning Organization (MPO) to provide for the safe and effective management and operation of new and existing transportation facilities by using travel demand reduction and operational management strategies. The MPO is required by the federal government to implement a CMP as part of its routine planning efforts.

Having a functional CMP that results in low-cost improvements or strategies benefits the regional transportation system by providing a defined approach for the MPO to address congestion concerns linked to transportation, livability, and land use. Projects identified through the CMP are coordinated with the MPO's Long Range Transportation Plan (LRTP) in terms of identifying future revenue commitments and establishing planning consistency.

## 1.1 Federal Guidance

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under its successor, the Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998. The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was passed into law in August 2005, and the requirements were further expanded under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012.

One of the significant changes included in the federal surface transportation program, SAFETEA-LU, was the updated requirement for a “congestion management process” in urban areas with a population greater than 200,000 people, as opposed to a “congestion management system.” According to the Federal Highway Administration (FHWA), the change in name was intended to be a substantive change in perspective and practice to address congestion management through a process which is focused on effective management and operations of the transportation system, an enhanced linkage to the planning process based on cooperatively developed travel demand reduction and operational management strategies, and capacity increases.

The Fixing America's Surface Transportation (FAST) Act was passed on December 4, 2015. The FAST Act and FHWA guidance emphasize the importance of identifying performance measures and targets to monitor network performance by evaluating the effect of implemented strategies. The CMP creates a structured process for incorporating congestion issues into the metropolitan planning process – addressing congestion by developing congestion management objectives, developing performance measures to support the objectives, collecting data, analyzing problems, identifying solutions, and evaluating the effectiveness of implemented strategies.

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and strengthens the performance-driven approach to addressing congestion. Opportunities are included in this legislation, which aims to preserve air quality and manage congestion, adopt technologies, expand the strategies and funding opportunities available to MPOs for addressing congestion. The requirements of IIJA have been

extended under Continuing Resolution through December 11, 2026. Congressional actions are underway to pass the next federal transportation authorization. Any changes in subsequent legislation resulting from this process may impact CMP requirements and expectations in the future.

## CMP Framework

FHWA's *Congestion Management Process: A Guidebook* defines a CMP as:

*“A systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move congestion management strategies into the funding and implementation stages.”*

The CMP provides a structured process for integrating congestion considerations into the metropolitan transportation planning process by establishing congestion management objectives, identifying appropriate performance measures, collecting and analyzing data, identifying problem locations, developing response strategies, and evaluating the effectiveness of implemented actions.

The FHWA Guidebook identifies eight key actions that comprise the Congestion Management Process (**Figure 1-1**). These actions collectively guide the development, implementation, and monitoring of congestion management strategies within a metropolitan area.

**Figure 1-1** illustrates the CMP framework and the eight actions that form the basis of this process. Each of these actions is

addressed through the chapters of this report, documenting how congestion management concepts are incorporated into network definition, performance measurement, system evaluation, identification of problem areas, strategy development, and ongoing monitoring.

Figure 1-1: Congestion Management Process 8 Step Framework



## Benefits of a CMP

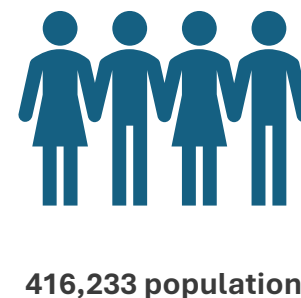
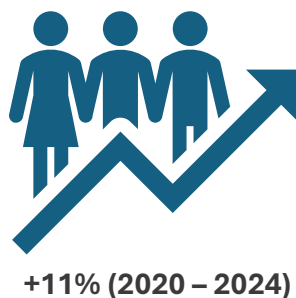
A CMP allows an MPO to respond to congestion or other operational issues by using a systematic, measurable approach. The Federal Highway Administration (FHWA) identifies the following benefits of a successful CMP:

- A structure to analyze congestion issues
- Increased collaboration and coordination
- Effective resource allocation
- Providing an objective-driven and performance-based approach
- Links to subsequent project development and environmental review activities
- Improved safety

Additionally, a CMP helps an MPO identify improvement projects that provide the most benefit to the multimodal transportation network and then allocate funds to these projects accordingly. Collectively, these projects benefit the region by helping to manage congestion, improve safety, and enhance quality of life.

## 1.2 CMP Planning Area

The Collier MPO planning area covers the 2,025 square miles of Collier County, including the City of Naples, Marco Island, and Everglades City. The population of Collier County increased by approximately 17% from 2010 to 2020, and by another 11% from 2020 to 2024. Based on the 2024 Census results, 416,233 people reside in Collier County. This estimate is expected to grow to 518,400 by 2050 per the Bureau of Economic and Business Research (BEBR). Following the 2020 Census, The Collier MPO was designated as the planning agency for the Bonita Springs-Estero Urbanized Area. Covering portions of Southwest Florida as far north as Allico Road in Lee County down to Marco Island, the Lee County MPO and Collier MPO have jointly developed a Regional CMP Element. This joint effort evaluates the relationship and nature of cross-county trips and congestion within the larger urbanized area as well as updates the Joint Regional Roadway Network. The Joint Regional CMP Element is included in **Appendix A**.



## Roadway Network

The Collier MPO CMP roadway network, shown in **Map 1-1** includes roadways that play an important role in moving traffic through Collier County. FHWA classifies roads according to the role they play in the transportation system.

- **Arterials** move people and vehicles between communities and major destinations, often over longer distances. Examples include Interstate 75 and Immokalee Road.
- **Collectors** connect local streets and neighborhoods to the larger arterial network. Examples include Golden Gate Boulevard and Logan Boulevard.
- **Local roads** provide direct access to homes, businesses, and other properties and generally carry shorter trips.

The CMP roadway network focuses on the arterial and collector roadways, which make up the network used to move traffic through and between communities. In Collier County, this represents more than 500 miles of roadways.

The Collier MPO CMP network also includes future roadways that are anticipated to be constructed by 2030. Known as the existing-plus-committed (E+C) network, this includes all the existing functionally classified roadways and those funded for construction in the MPO's Transportation Improvement Program (TIP). Due to the timing of the CMP update, the recently completed Vanderbilt Beach Extension from Collier Blvd to 16<sup>th</sup> Street Northeast is shown as a future roadway.

## Bicycle & Pedestrian Network

The CMP network also includes the bicycle, sidewalk, and shared use path facilities shown in **Map 1-2**, which were identified in the MPO's most recent *Bicycle/Pedestrian Master*

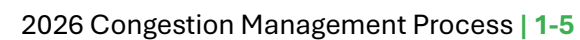
*Plan* (BPMP) of October 2025. In addition to providing transportation options and recreational opportunities, implementation of non-motorized facilities can also help address roadway congestion by reducing travel demand on the CMP roadway network by providing alternative travel modes (other than vehicle occupancy). The components of the non-motorized transportation system listed below, as well as gaps in the network, are important considerations when assessing congestion and developing CMP strategies:

- **Shared Use Paths:** a facility separated from motorized vehicular traffic and only open to non-motorized traffic.
- **Connector Sidewalks:** a sidewalk that provides cyclists with the option of a connection that is separate from vehicular traffic, identified only where there are gaps in the cycling network.
- **Bike Lanes:** a portion of a roadway which has been designated by striping, signing, and pavement markings for the use of bicyclists.

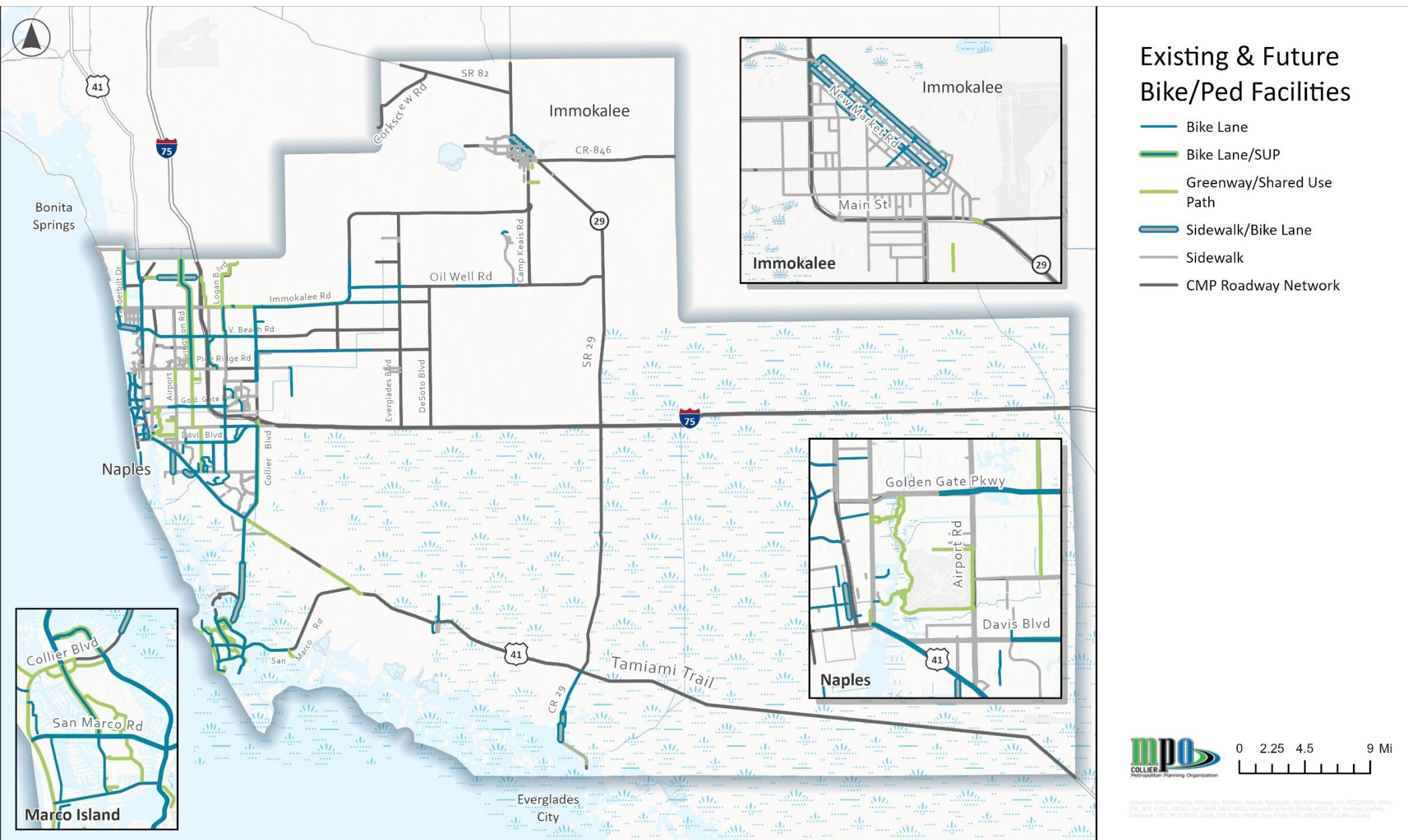
## Transit Network

The transit routes operated by Collier Area Transit (CAT) provide a vital component of the CMP when considering transportation options and the ability to reduce dependence on single or low occupancy vehicles in congested locations. Existing transit routes (see **Map 1-3**) included in the 2026-2035 Transit Development Plan (TDP) complete the MPO's multimodal CMP Network. Potential improvements to this transit network must be consistent with the most recent CAT TDP and the transit element of the MPO's most recent LRTP.

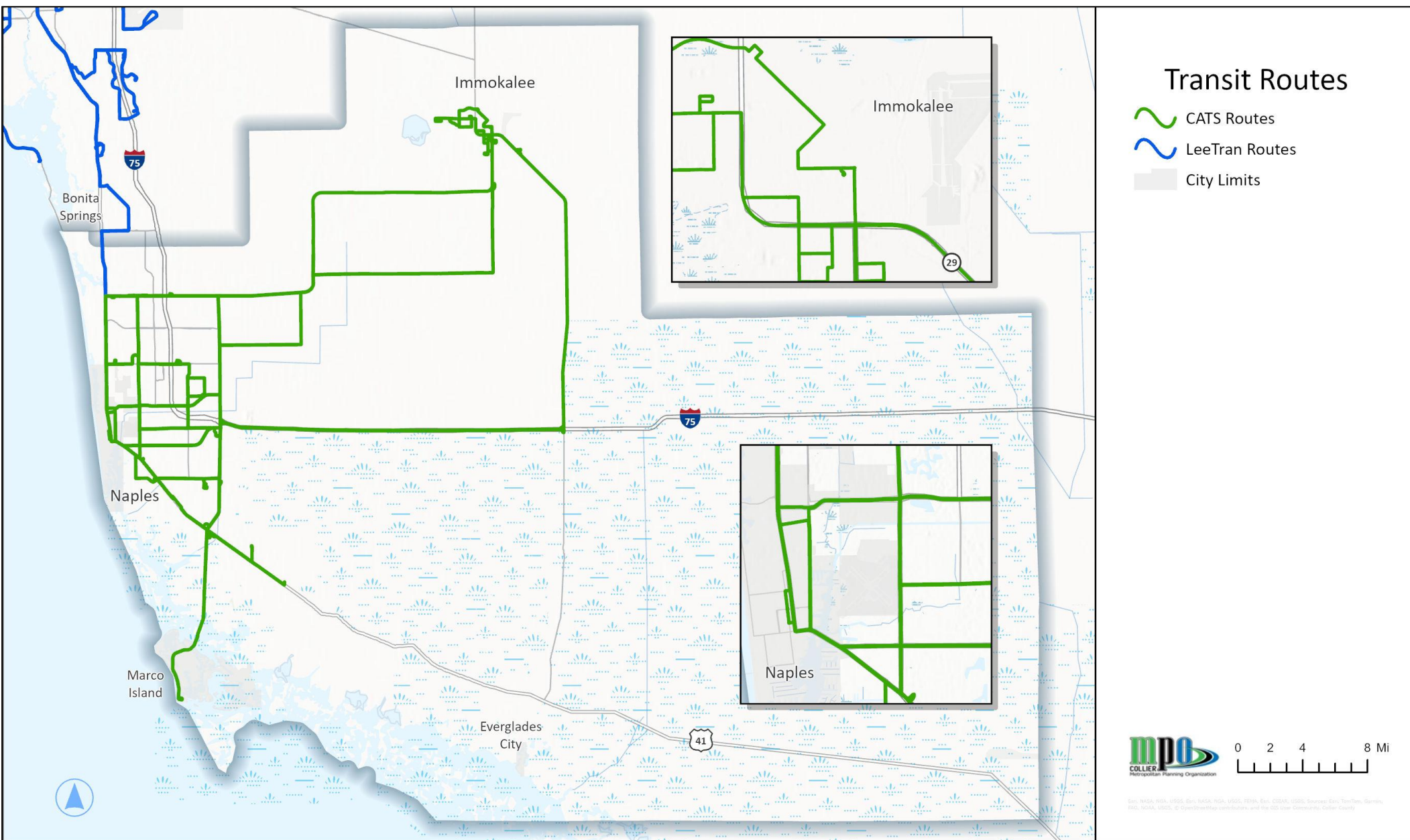




Map 1-2: Bicycle/Pedestrian Network



Map 1-3: Collier Area Transit Services



## 1.3 Causes of Congestion

A foundational element of congestion management is recognizing the underlying factors that contribute to congestion. In general, causes of congestion are categorized into recurring and non-recurring conditions.

**Recurring congestion:** when the number of vehicles attempting to use a roadway exceeds the capacity of that roadway during peak travel periods (e.g., commute hours). This type of congestion is predictable because travel routes follow a specific pattern with regards to time of day and route selection.

**Non-recurring congestion:** when unexpected or non-regular disruptions to the normal flow of traffic occur on a roadway (e.g., traffic incidents, weather, road construction and maintenance, special events). This type of congestion is more difficult to measure and predict.

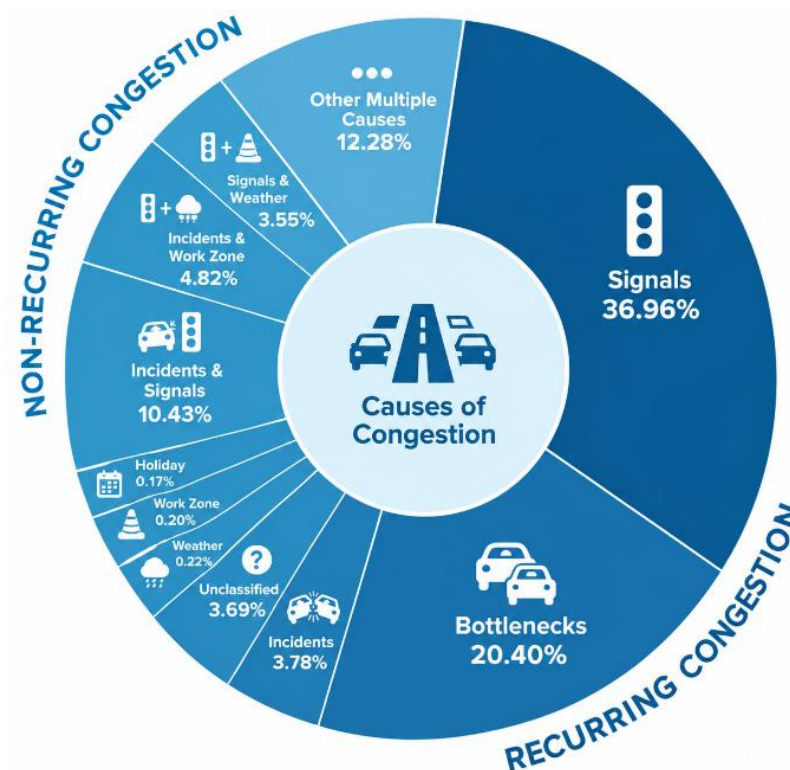
The causes of congestion in Collier County, presented in **Figure 1-2**, were derived from the Regional Integrated Transportation Information System (RITIS)<sup>1</sup> application for selected roadway facilities within the CMP study network; I-75, US 41, SR 29, SR 951, and portions of Airport Pulling Road and Golden Gate Parkway – and reflect average weekday conditions from 2025.

The RITIS Causes of Congestion Tool uses probe-based traffic data and associated event information to estimate the contribution of different causes to observed congestion, including recurring bottlenecks, incidents, signal timing, weather, work zones, holidays, multiple causes, and

unclassified causes. The resulting percentages represent the relative contribution of these causes within the roadway facilities included in the RITIS application. The percentages represent the distribution of identified congestion causes within the RITIS analysis network.

In the RITIS Congestion Tool, identifying when and where congestion occurs is first determined before assigning the cause. Once the length and occurrence of the congestion is determined, the source can then be identified.

Figure 1-2: Causes of Congestion



<sup>1</sup> <https://www.ritis.org/tools>

In Collier County, the two biggest contributors to congestion are attributed to general bottleneck conditions and traffic signals.

Bottlenecks can have various and related causes and have been cited as being a location that experiences reduced speeds and delays due to a recurring operational influence or a nonrecurring event.<sup>2</sup> In other words, these can be thought of as the recurring peak-hour conditions - when traffic volumes are the highest - which clear as traffic volumes decline. Common examples can include traffic control devices, such as traffic signals and stop signs, Interchange ramps, and weaving areas where traffic must merge across one or more lanes. Bottleneck conditions can result from one or more causes.

The category of signals does not imply that they are malfunctioning or need to be updated. Rather, these are the identified source of congestion. As a traffic control device, traffic signals require traffic stop in one direction in order to provide for the safe movement of oncoming or opposing traffic.

Once the causes of congestion and congestion locations are understood, appropriate strategy recommendations can be identified and incorporated in the MPO's planning efforts for prioritizing, funding, and moving projects forward for implementation.

## 1.4 Purpose of This Report

To carry out the Federal Requirements related to congestion management, the Collier MPO regularly updates their CMP documentation, to define the objectives-driven, performance-based approach used by the MPO for integrating the selection and prioritization of congestion-reducing strategies with the Transportation Improvement Program (TIP) and the LRTP.

The outputs of this CMP, such as identified hot spot congested corridors/locations and recommended mitigation strategies, are evaluated and then prioritized for implementation through coordination with the MPO's local agency partners and the Congestion Management Committee (CMC). The projects that are identified for implementation through the CMC are then moved into project development and programmed into the TIP for funding and implementation. Once completed, the implemented projects are monitored to evaluate strategy effectiveness. In Collier County, CMP projects are typically funded using federal transportation funds identified in the LRTP along with other available local revenues, thus allowing the MPO to review current needs and fund strategies for implementation which best address congestion.

The 2026 CMP Update is designed to follow the eight actions of the CMP Framework, previously discussed. **Table 1-1** has been included as a quick reference to identify the report locations where each of the eight actions have been addressed.

A brief summary of how the CMP is organized follows.

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<sup>2</sup> FHWA Recurring Traffic Bottlenecks: A Primer Focus on Low-Cost Operational Improvements (Fourth Edition)  
<https://ops.fhwa.dot.gov/publications/fhwahop18013/chap2.htm>

Table 1-1: CMP Requirements Checklist

| CMP Action | Report Location                                                                          |
|------------|------------------------------------------------------------------------------------------|
| 1          | Chapter 2: CMP Objectives and Performance Measures                                       |
| 2          | Section 1.2: CMP Planning Area                                                           |
| 3          | Section 2.1 Systemwide Performance Measures                                              |
| 4          | Section 2.1: Systemwide Performance Measures<br>Section 2.2: Roadway Segment Performance |
| 5          | Chapter 3: Congestion Analysis and Needs                                                 |
| 6          | Chapter 4: Identify and Assess Strategies                                                |
| 7          | Chapter 5: Implementation Process                                                        |
| 8          | Chapter 6: Evaluation and Effectiveness Monitoring                                       |

- **Chapter 1: Introduction** provides an overview of the federal and state requirements governing the development of the CMP and describes the eight actions of the CMP. A snapshot of the process and requirements, and an introduction to the causes of congestion is also included. The introduction also includes a description of the CMP Network.

- **Chapter 2: CMP Objectives and Performance Measures** describes the Goal and Objectives of the 2026 CMP, consistent with MPO's regional vision and goals of the 2050 LRTP. A series of systemwide performance measures were developed to summarize congested related conditions. Existing Conditions are reported along with future estimates for the year 2030 based on the existing plus committed conditions. Summarization and reporting of system conditions also includes reporting of congestion on the CMP Network.
- **Chapter 3: Congestion Analysis and Needs** describes the data sources used to determine congested locations and the methodology used for analyzing and identified the congestion hot spot locations as areas of need.
- **Chapter 4: Identify and Assess Strategies** categorizes the range of congestion reducing strategies based on the causes of congestion and describes how potential strategies are identified for future implementation. Development of potential strategies through coordination with the MPO's local agency partners and public outreach are also included.
- **Chapter 5: Implementation Process** defines the MPO's approach and coordination with the CMC for implementing and funding strategy recommendations from the CMP. Additional planning efforts are also identified for advancing congestion management efforts in preparation for future LRTP updates as part of the MPO's continuing planning efforts.
- **Chapter 6: Evaluation and Effectiveness Monitoring** assesses previously implemented strategies, and a review of system performance trends completes the CMP process by providing feedback for future implementation decisions.

## 2 CMP Objectives and Performance Measures

This section establishes the regional goal and objectives guiding the CMP. The objectives of the CMP define the desired outcomes for improving mobility and managing congestion within the MPO's planning area. They also provide the framework for selecting performance measures used to assess congestion conditions and for developing potential strategies to address the causes of congestion.

### Collier MPO CMP Goal

*Improve Collier County's transportation system performance and reliability by mitigating congestion, improving safety, and enhancing mobility.*

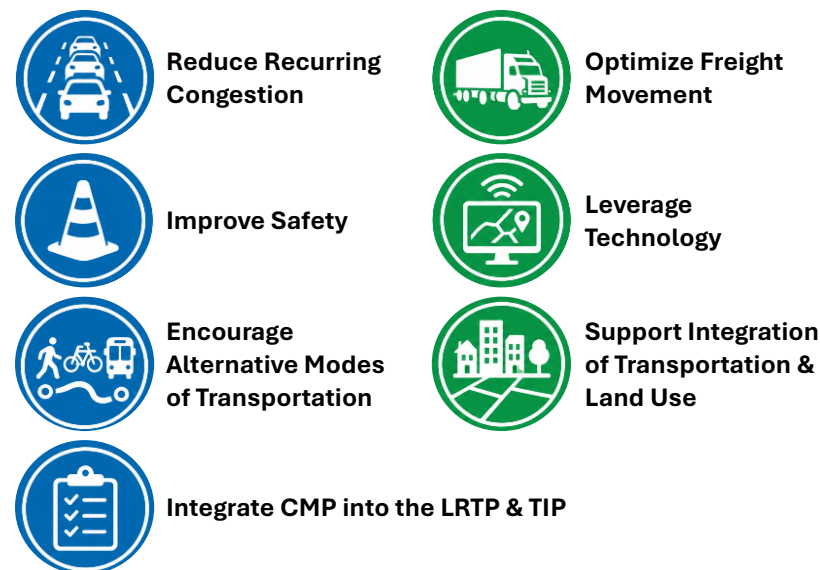
### 2.1 CMP Objectives

Seven objectives were developed to support the overall goal of the CMP as summarized in **Figure 2-1** and fully described below.

**Objective 1:** Reduce recurring congestion on the Collier MPO CMP Network and the Collier-Lee Regional Roadway CMP Network.

Identifying locations where traffic congestion regularly occurs on the Collier MPO Network and the Regional CMP Network guides the development of mitigation strategies that reduce delays and make travel times more predictable.

Figure 2-1: CMP Objectives



**Objective 2:** Optimize the movement of freight and goods.

Reducing delay on truck routes results in efficient freight movement that supports businesses and helps reduce conflicts between freight traffic and other road users.

**Objective 3:** Improve the safety of transportation facilities.

Safety concerns can disrupt traffic flow and create delays. Reducing crashes and improving transportation safety can help prevent incident-related congestion and support a more reliable transportation system.

**Objective 4:** Leverage technology and innovation to reduce congestion and improve safety, when feasible.

Technology can be used to improve traffic operations and proactively support early identification of congestion-related problems. Tools such as traffic signal coordination and adaptive

traffic signals can adjust to real-time traffic conditions to intersection delays and improve safety.

**Objective 5:** Encourage alternative modes of transportation (other than single-occupancy vehicles) to reduce vehicle miles traveled (VMT) and travel demand.

Providing a multimodal transportation system can reduce the number of vehicle trips and overall roadway travel demand, particularly during peak periods.

**Objective 6:** Support the integration of transportation and land use, and the development and maintenance of an integrated multimodal network (including a pedestrian/bicycle/electric mobility device network and connections to transit stops).

Coordinating where and when development occurs with the transportation network is an important consideration for reducing the distance and frequency of automobile trips. Locating housing near jobs and retail businesses reduces the distance of trips. In some cases, these trips can be made by walking or biking when distances are short enough. Clustering land-uses can also reduce the number of individual trips that are made. Locating business and housing near transit stops also has the benefit of providing an accessible option to travel without driving.

**Objective 7:** Integrate the CMP, including the Joint Regional Element with Lee MPO, and its proposed improvements into the Long Range Transportation Plan.

Incorporating the strategies and overall approach of the CMP into the Long Range Transportation Plan Update ensures that multimodal strategies are considered alongside other regional transportation priorities and future investments.

## 2.2 Performance Measures

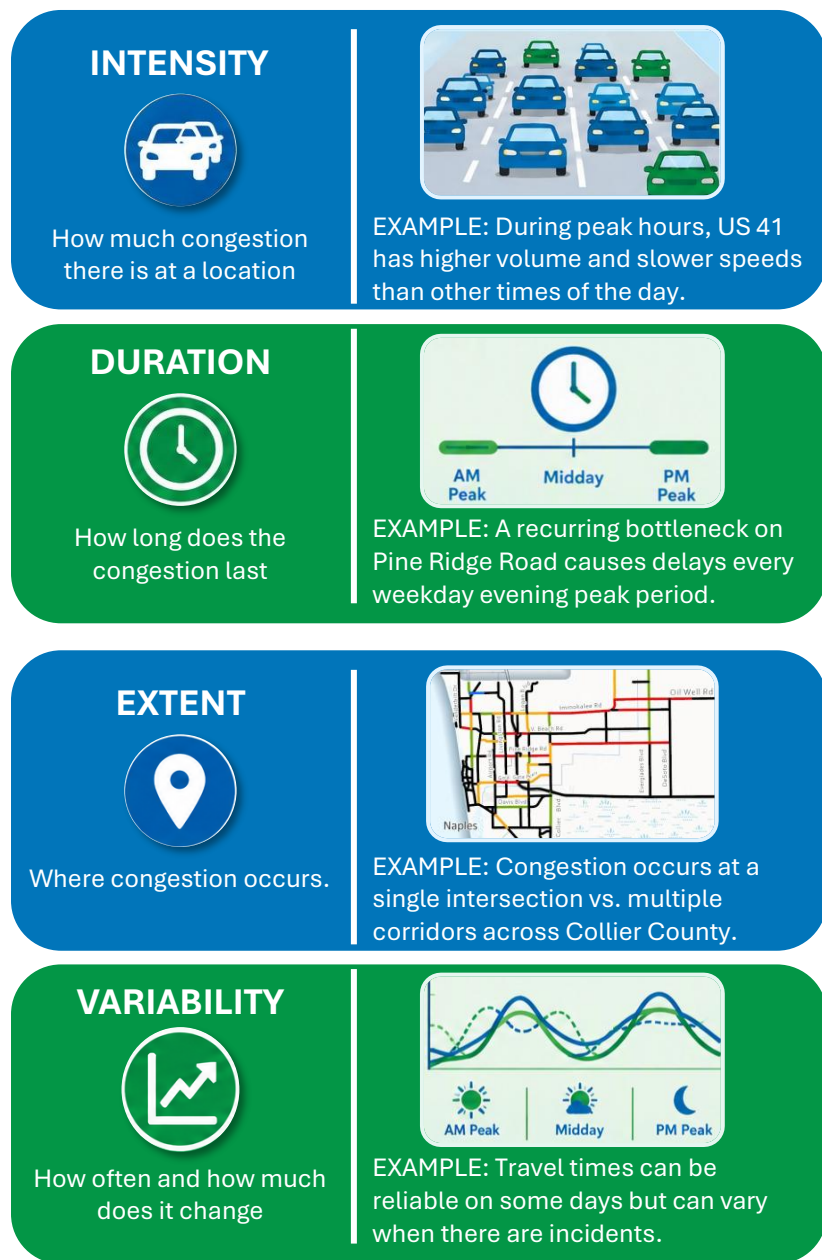
Performance measures provide the basis for evaluating the transportation system and identifying areas of congestion. Measuring performance within the CMP is a primary method for understanding and reporting current system conditions

As discussed previously, congestion can be the result of multiple causes and can occur at recurring times and locations, or randomly. Congestion can often be thought of as simply too many cars on the roadway at the same time. Four dimensions of congestion have been identified by the Federal Highway Administration for measuring congestion. **Figure 2-2** provides an overview of these four dimensions (Intensity, Duration, Extent, and Variability) along with an example of what that might look like in Collier County.

Traditional methods of measuring congestion include the use of volume/capacity (V/C) ratios or level of service (LOS) data, which are useful in describing the intensity of congestion. Travel time reliability data is generally used to measure the variability of congestion experienced by motorists. Measuring intensity and variability are useful for summarizing systemwide performance. The duration and extent of congestion are more applicable when measuring data at refined levels, such as corridors or intersection locations.

Based on the availability of data and the emphasis for developing a safe and effective multimodal transportation system consistent with the CMP objectives, the metrics shown in **Table 2-1** were identified to measure key systemwide performance aspects related to managing congestion. These measures include outcomes and conditions for travelers as well as reporting on the multimodal infrastructure conditions.

Figure 2-2: Four Dimensions of Congestion



Managing and maintaining performance data is sourced from multiple existing sources. For consistency in evaluating past and future performance, these sources are referenced in **Table 2-1**.

- Traffic volume and level of service information are maintained by the MPO's agency partners for roadways under the jurisdiction of each. The Collier County Annual Update and Inventory Report (AUIR) and the FDOT Traffic Online Web Application are the primary source of information for reporting traffic volume data.
- Additional roadway system level data is gathered from the FDOT Source Book. In support of performance-based planning, FDOT annually develops and reports transportation mobility and infrastructure conditions.
- Signal Four Analytics is a statewide crash mapping and analysis system that uses crash records maintained by the Florida Department of Highway Safety and Motor Vehicles.
- The Regional Integrated Transportation Information System (RITIS) provides historic datasets containing metrics related to roadway performance, travel speeds, and travel reliability.
- Transit agency data is reported through a single source called the National Transit Database (NTD). This standardized reporting method ensures that repeated and consistent information is collected for reporting by all transit agencies, including Collier Area Transit.
- Data related to residence locations and employment are collected from the US Census Bureau American Community Survey (ACS) and Longitudinal Employer-Household Dynamics data products.

Table 2-1: Performance Measures for the Congestion Management Process

| CMP OBJECTIVE                                                  | PERFORMANCE MEASURE                                                                                                     | DATA SOURCE *                  |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <b>1. Reduce Recurring Congestion</b>                          | Percent of Roadway Miles by Volume-to-Capacity (V/C) Ratio                                                              | State/County/City LOS          |
|                                                                | Percent of Vehicle Miles Traveled (VMT) by Volume-to-Capacity (V/C) Ratio                                               | State/County/City LOS          |
|                                                                | Level of Travel Time Reliability on Interstate and Non-Interstate National Highway System (NHS) Network                 | FDOT Source Book               |
|                                                                | Percent of Roadways with an Average Daily Travel Time Index Greater Than 1.0                                            | RITIS                          |
|                                                                | Total Annual Vehicle Hours of Delay                                                                                     | FDOT Source Book & RITIS       |
| <b>2. Optimize Freight Movement</b>                            | VMT on Designated Truck Routes with a V/C Ratio Greater Than 1.0                                                        | State/County/City LOS          |
|                                                                | Level of Truck Travel Time Reliability                                                                                  | FDOT Source Book               |
|                                                                | Number of Crashes Involving Heavy Vehicles/Trucks                                                                       | FDOT Signal Four               |
| <b>3. Improve Safety</b>                                       | Number of Crash-Related Fatalities & Serious Injuries                                                                   | FDOT Source Book & Signal Four |
|                                                                | Number of Crash-Related Fatalities & Serious Injuries per 100M VMT                                                      | FDOT Source Book & Signal Four |
|                                                                | Number of Non-Motorized Fatalities & Serious Injuries                                                                   | FDOT Source Book & Signal Four |
| <b>4. Leverage Technology</b>                                  | Number of Intersections Connected to the County ATMS                                                                    | Collier County                 |
|                                                                | Number of Programmed Intersection Projects to Install Signal Technology or Update Signal Timing Over the Next 5 Years   | MPO TIP                        |
|                                                                | Number of Intersections with New Signal Technology or Signal Timing Adjustments Made Over the Past 5 Years              | MPO TIP & Collier County AUIR  |
| <b>5. Encourage Alternative Modes of Transportation</b>        | Number of People Registered in the FDOT Commute Connector Database That Have an Origin or Destination in Collier County | FDOT                           |
|                                                                | Average Bus Route Service Frequency and Number of Routes                                                                | Collier County                 |
|                                                                | Transit Passenger Trips per Revenue Hour                                                                                | Collier County & NTD           |
|                                                                | Transit On-Time Performance                                                                                             | Collier County & NTD           |
| <b>6. Support Integration of Transportation &amp; Land Use</b> | Centerline Miles of Existing & Programmed Non-Motorized Facilities                                                      | MPO BPMP & TIP                 |
|                                                                | Percentage of Funding Allocated to Multimodal Projects                                                                  | MPO TIP                        |
|                                                                | Share of Regional Jobs Within a 1/4-Mile of Transit Stops                                                               | Census LEHD                    |
|                                                                | Share of Regional Households Within a 1/4-Mile of Transit Stops                                                         | Census ACS                     |
| <b>7. Incorporate CMP Into the LRTP &amp; TIP</b>              | Number of Planned Projects with a Congestion-Reduction Component or Purpose.                                            | MPO LRTP                       |
|                                                                | Number of Programmed Projects with a Congestion-Reduction Component or Purpose.                                         | MPO TIP                        |

## Systemwide Performance Measures

The results of the system performance assessment are data-based methods used to measure and monitor the effectiveness of the transportation system. System monitoring is an all-inclusive term meant to encompass the various activities used to collect data relevant to performance of the multimodal transportation network.

Current and projected conditions for the performance metrics are organized into groups based on the CMP objectives each is associated with. These measures are used to report conditions affecting congestion in Collier County over time. Existing conditions are reported for each of these measures based on the currently available data and reporting captured in the sources previously listed. In most cases, existing data is from 2024 or 2025 based on reporting cycles. For the recurring congestion measures the projected E+C conditions are listed as 2030 consistent with the CMP Network discussed previously.

The E+C conditions reflect projected growth in future traffic volumes as well as anticipated roadway widening and construction projects.

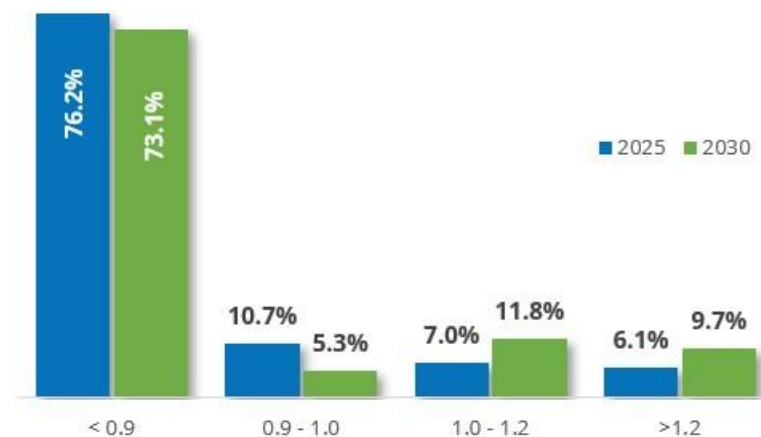
### Reduce Recurring Congestion

- Percent of Roadway Miles by Volume-to-Capacity (V/C) Ratio
- Percent of Vehicle Miles Traveled (VMT) by V/C Ratio

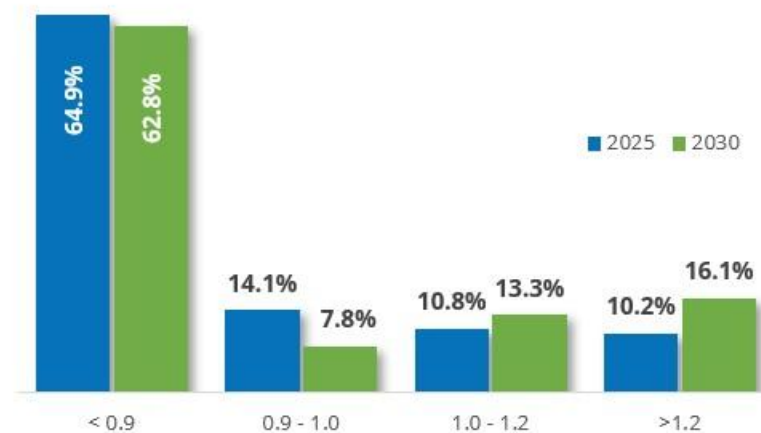
The V/C measure considers both travel demand and supply of the transportation system by establishing a ratio to identify locations with insufficient capacity, which results in congestion. A V/C ratio greater than 1.0 is a location where the measured vehicle volume is greater than the amount of traffic the roadway facility can carry. Highly congested

locations are defined as those with a V/C ratio of 1.20 or greater.

Percent of Roadway Miles by V/C Ratio



Percent of Vehicle Miles Traveled by V/C Ratio



Source: FDOT, Collier County, City of Naples, and City of Marco Island, 2025

- Level of Travel Time Reliability on Interstate and Non-Interstate NHS Network
- Percent of Roadways with an Average Daily Travel Time Index Greater Than 1.0
- Total Annual Vehicle Hours of Delay

| Measure                                                                     | 2025   |
|-----------------------------------------------------------------------------|--------|
| Percentage of Person Miles Traveled on Interstates that are Reliable        | 90.9 % |
| Percentage of Person Miles Traveled on Non-Interstate NHS that are Reliable | 96.4%  |

Source: FDOT Source Book, 2025

| Measure                                                                      | 2025  |
|------------------------------------------------------------------------------|-------|
| Percent of Roadways with an Average Daily Travel Time Index Greater Than 1.0 | 13.2% |

Source: RITIS, 2026

| Measure                                 | 2025 |
|-----------------------------------------|------|
| Total Annual NHS Vehicle Hours of Delay | 1.1M |

Source: FDOT Source Book, 2025

## Optimize Freight Movement

- VMT on Designated Truck Routes with a V/C Ratio Greater Than 1.0
- Level of Truck Travel Time Reliability
- Number of Crashes Involving Heavy Vehicles/Trucks

| Measure                                                          | 2025      | 2030      |
|------------------------------------------------------------------|-----------|-----------|
| VMT on Designated Truck Routes with a V/C Ratio Greater Than 1.0 | 1,826,441 | 1,916,992 |

Source: FDOT, Collier County, City of Naples, and City of Marco Island, 2025

| Measure                                     | 2025 |
|---------------------------------------------|------|
| Truck Travel Time Reliability Index (TTTRI) | 1.45 |

Source: FDOT Source Book, 2025

| Measure                                            | 5-Year Annual Average (2020 – 2024) |
|----------------------------------------------------|-------------------------------------|
| Number of Crashes Involving Heavy Vehicles/ Trucks | 823                                 |

Source: FDOT Source Book, 2025

## Improve Safety

- Number of Crash-Related Fatalities & Serious Injuries
- Number of Crash-Related Fatalities & Serious Injuries per 100M VMT
- Number of Non-Motorized Fatalities & Serious Injuries

| Measure                                                            | 5-Year Annual Average (2020- 2024) |
|--------------------------------------------------------------------|------------------------------------|
| Number of Crash-Related Fatalities & Serious Injuries              | 257.6                              |
| Number of Crash-Related Fatalities & Serious Injuries per 100M VMT | 6.29                               |
| Number of Non-Motorized Fatalities & Serious Injuries              | 43.6                               |

Source: FDOT Source Book, 2025

## Leverage Technology

- Number of Intersections Connected to the County Advanced Traffic Management System (ATMS)
- Number of Programmed Projects to Install Signal Technology or Update Signal Timing Over the Next 5 Years
- Number of Intersections with New Signal Technology or Signal Timing Adjustments Made Over the Past 5 Years

| Measure                                                                                                                                        | Result |
|------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Number of Intersections Connected to the County Advanced Traffic Management System (ATMS)                                                      | 232    |
| Number of Programmed Intersection Projects to Install Signal Technology or Update Signal Timing Over the Next 5 Years (Fiscal Years 2027-2031) | 66     |
| Number of Intersections with New Signal Technology or Signal Timing Adjustments Made Over the Past 5 Years (FY2022-2026)                       | 234    |

Source: Collier County Traffic Operations & Transportation Engineering, 2026  
Collier MPO FY2027-2031 TIP

## Encourage Alternative Modes of Transportation

- Number of People Registered in the FDOT Commute Connector Database That Have an Origin or Destination in Collier County
- Average Bus Route Service Frequency and Number of Routes
- Transit Passenger Trips per Revenue Hour
- Transit On-Time Performance

| Measure                                                                                                                 | Result |
|-------------------------------------------------------------------------------------------------------------------------|--------|
| Number of People Registered in the FDOT Commute Connector Database That Have an Origin or Destination in Collier County | 1,233  |

Source: FDOT District 1, 2026

| Measure                                                  | Number of Routes | Average Frequency * |
|----------------------------------------------------------|------------------|---------------------|
| Average bus route service frequency and number of routes | 18               | 88 minutes          |

Source: Collier Area Transit, 2026

\*Routes 121, 29, 28, 21 and Lee Tran Route 600 omitted from frequency calculation

| Measure                                        | 2025  |
|------------------------------------------------|-------|
| Total Transit Passenger Trips per Revenue Hour | 6.0   |
| Transit On- Time Performance                   | 73.8% |

Source: National Transit Database, 2026 and Collier Area Transit, 2025

## Support Integration of Transportation and Land Use

- Centerline Miles of Existing & Programmed Non-Motorized Facilities
- Percentage of Funding Allocated to Multimodal Projects
- Share of Regional Jobs Within a 1/4-Mile of Transit Stops
- Share of Regional Households Within a 1/4-Mile of Transit Stops

| Centerline Miles of Existing Non-Motorized Facilities                       | Result |
|-----------------------------------------------------------------------------|--------|
| Bike Lane                                                                   | 228    |
| Bike Lane and Shared Use Path                                               | 10     |
| Sidewalk                                                                    | 195    |
| Greenway                                                                    | 8      |
| Low Speed/ Low Volume                                                       | 15     |
| Paved Shoulder                                                              | 210    |
| Paved Shoulder and Shared Use Path                                          | 2      |
| Sharrow                                                                     | 12     |
| Sidewalk and Bike Lanes                                                     | 11     |
| Sidewalk and Paved Shoulder                                                 | 2      |
| Shared Use Path                                                             | 63     |
| Centerline Miles of Existing Non-Motorized Facilities Programmed Facilities | Result |
| Bike Lane and Sidewalk                                                      | 27     |
| Bike Lane, Sidewalk, and Shared Use Path                                    | 12     |
| Bike Lane and Shared Use Path                                               | 4      |
| Sidewalks                                                                   | 26     |
| Sidewalk and Paved Shoulder                                                 | 28     |
| Shared Use Path                                                             | 4      |

Source: Collier MPO Bicycle & Pedestrian Master Plan, 2025

| Measure                                                | Result |
|--------------------------------------------------------|--------|
| Percentage of Funding Allocated to Multimodal Projects | 25%    |

Source: Collier MPO FY 2027-2031 TIP

| Measure                                                     | Result |
|-------------------------------------------------------------|--------|
| Share of Regional Jobs Within ¼ Mile of Transit Stops       | 43.1%  |
| Share of Regional Households Within ¼ Mile of Transit Stops | 25.7%  |

Source: FDOT District 1 Regional Planning Model and Collier Area Transit, 2026

## Incorporate CMP Into the LRTP and TIP

- Number of Planned Projects with a Congestion-Reduction Component or Purpose in the LRTP
- Number of Programmed Projects with a Congestion-Reduction Component or Purpose in the TIP

| Measure                                                                                                      | Result |
|--------------------------------------------------------------------------------------------------------------|--------|
| Number of Planned Projects with a Congestion-Reduction Component or Purpose in the LRTP (Cost Feasible Plan) | 21     |

Source: Collier MPO 2050 LRTP-Cost Feasible Plan

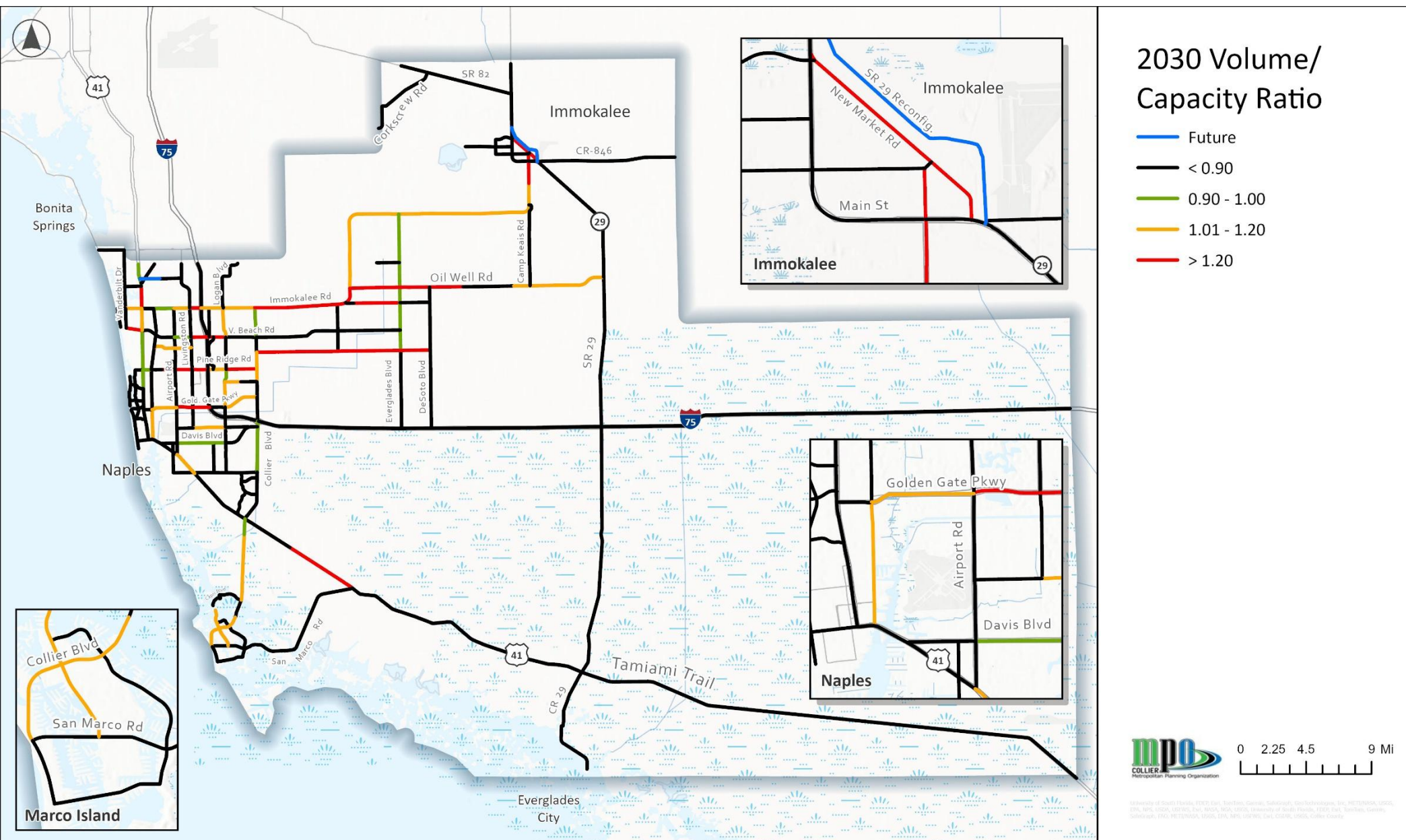
| Measure                                                                                   | Result |
|-------------------------------------------------------------------------------------------|--------|
| Number of Programmed Projects with a Congestion-Reduction Component or Purpose in the TIP | 21     |

Source: Collier MPO FY 2027-2031 TIP

## Roadway Segment Performance

In addition to the systemwide assessment of baseline conditions, CMP network performance was also evaluated at the roadway segment level to identify location-specific capacity and congestion conditions. This was accomplished by comparing the most recent Annual Average Daily Traffic (AADT) counts against the FDOT generalized service volume capacity for the roadway type to generate the V/C ratio for each segment. The V/C ratio of the CMP network is shown in **Map 2-1** Additional data and details for each segment of the CMP Network is provided in **Appendix B**. Appendix B includes reporting information for the 2025 existing conditions as well as the 2030 E+C conditions.

Map 2-1: 2030 Collier Existing Plus Committed (E+C) Roadway Network Volume-to-Capacity Ratio



### 3 Congestion Analysis and Needs

Congestion is traditionally understood to be the level at which transportation system performance is no longer acceptable due to traffic delays. The MPO's approach to congestion management is consistent with the multimodal nature of congestion and its causes by undertaking a variety of multimodal planning activities.

Recently completed examples, such as the 2025 Bicycle and Pedestrian Master Plan, the Safe Streets and Roads for All Comprehensive Safety Action Plan, and recent transit planning efforts completed in partnership with Collier Area Transit, address the needs of individual modes while contributing to a connected and safe multimodal transportation system.

These planning activities provide an important complement to the CMP's analysis of congestion and reporting of transportation system performance. Together, these efforts provide a broader understanding of the multimodal transportation needs that affect how people travel throughout the transportation system. This includes identifying gaps and deficiencies in the transportation network that may not be reflected in traditional measures of roadway congestion.

The MPO also coordinates with FDOT and other transportation partners on operation and technology focused planning efforts, including the recently completed District 1 Transportation Systems Management and Operations (TSM&O) Master Plan.

For this CMP update, the congestion analysis focuses on identifying traffic bottlenecks and congestion hot spots within the study network. The results of this analysis, together with the

needs identified through the MPO's broader multimodal planning activities, are used to identify potential operational and system management strategies for addressing congestion and improving transportation system performance.

#### 3.1 Multimodal System Needs Identification

##### Bicycle and Pedestrian Master Plan

The 2025 Bicycle and Pedestrian Master Plan revised the previous plan by updating the comprehensive bicycle/pedestrian network, addressing safety, accessibility, and connectivity, reducing reliance on single-occupant vehicles, and unifying existing planning efforts. The 2025 update included the following outcomes for developing an integrated system of biking and walking facilities.

- **Needs Analysis:** Using existing conditions and public input, this analysis identified critical gaps and areas of greatest need. It informs the prioritization of projects and resource allocation to address community needs effectively.
- **Design Guidelines:** Guidelines and standards for creating safe, accessible, and connected multimodal infrastructure were developed. These guidelines ensure consistency across future projects to promote user-friendly facilities.
- **Guidelines and Policies:** The plan established planning guidelines to encourage the inclusion of bicycle and pedestrian facilities along all collector and arterial roads, formalized the applicability of design guidelines, reaffirmed a commitment to FDOT's Context Sensitive Solutions planning policy, identified high-priority corridors, and outlined MPO priorities for funding improvements.

## Comprehensive Safety Action Plan

The Comprehensive Safety Action Plan provides another data-driven assessment of transportation needs, including all modes, and identifies countermeasures and actions associated with the designation of the High Injury Network. 18 distinct strategies and supporting actions of the Safety Action Plan are focused on the Safe Systems Approach and are organized by goals of the plan.

1. **Promote a Culture of Safety** among the public and within agencies to prevent severe crashes by addressing the root causes of dangerous driving, including channels such as increased traffic education and enforcement.
2. **Design Safe Streets for Everyone** with improvements that reduce speeds and mitigate risky driving and support Context-Based Solutions and multimodal design.
3. **Collaborate to Integrate Safety** into multi-jurisdictional policies and processes, reducing severe crash risks.
4. **Expand Safe Mobility Options** by securing resources for accessible, affordable, multimodal, and connected networks for all ages and abilities.
5. **Enhance Data Sharing and Transparency** throughout the County and among the member entities.
6. **Increase/Expand Implementation Pathways**, including funding support.

## Transit Planning

The MPO and Collier Area Transit have also completed several study efforts recently to address transit service as well as transit impacts associated with development. Collectively, these efforts provide information regarding network connectivity, access to alternative modes, transit service needs and other conditions that influence the performance of the transportation system.

These findings provide additional context for the CMP's identification of congestion-related needs and help ensure that congestion management is considered from a multimodal perspective rather than solely in terms of roadway operating conditions. Since the last CMP update, four individual efforts have been completed to identify areas of need as outlined below.

1. **2025 Transit Development Plan:** Identifies transit and mobility needs, service improvements, operational / capital needs, and longer-term strategies to expand the role of transit in the transportation system.
2. **2024 Regional Service & Regional Fare Study:** Utilized travel pattern data prepared for the 2022 CMP Update, market analysis and public outreach to identify a need for improved regional transit connectivity between Collier and Lee counties. A regional transit connection between Immokalee and Lehigh Acres was recommended.
3. **2020 Park-and-Ride Study:** Identified and prioritized potential Park-and-Ride sites specifically as a means of providing alternatives to driving, addressing congestion / parking constraints, and connecting transit with bicycle and pedestrian facilities.
4. **2020 Transit Impact Analysis:** Examined how development affects the transit network and identified potential criteria for determining needed transit capital and operating improvements. This analysis also recommended transit infrastructure and Travel Demand Management (TDM) provisions be incorporated into development regulations.

These planning efforts complement the CMP's data-driven congestion analysis by identifying multimodal deficiencies and opportunities that may not be evident through traditional

roadway congestion measures alone. For example, gaps in the bicycle and pedestrian network, limited connectivity, or safety deficiencies may constrain the availability of travel alternatives and affect the overall performance of the transportation system. The CMP therefore draws upon these existing planning efforts when considering the range of needs and potential strategies to be addressed through the congestion management process.

## FDOT Transportation Systems Management and Operations Master Plan

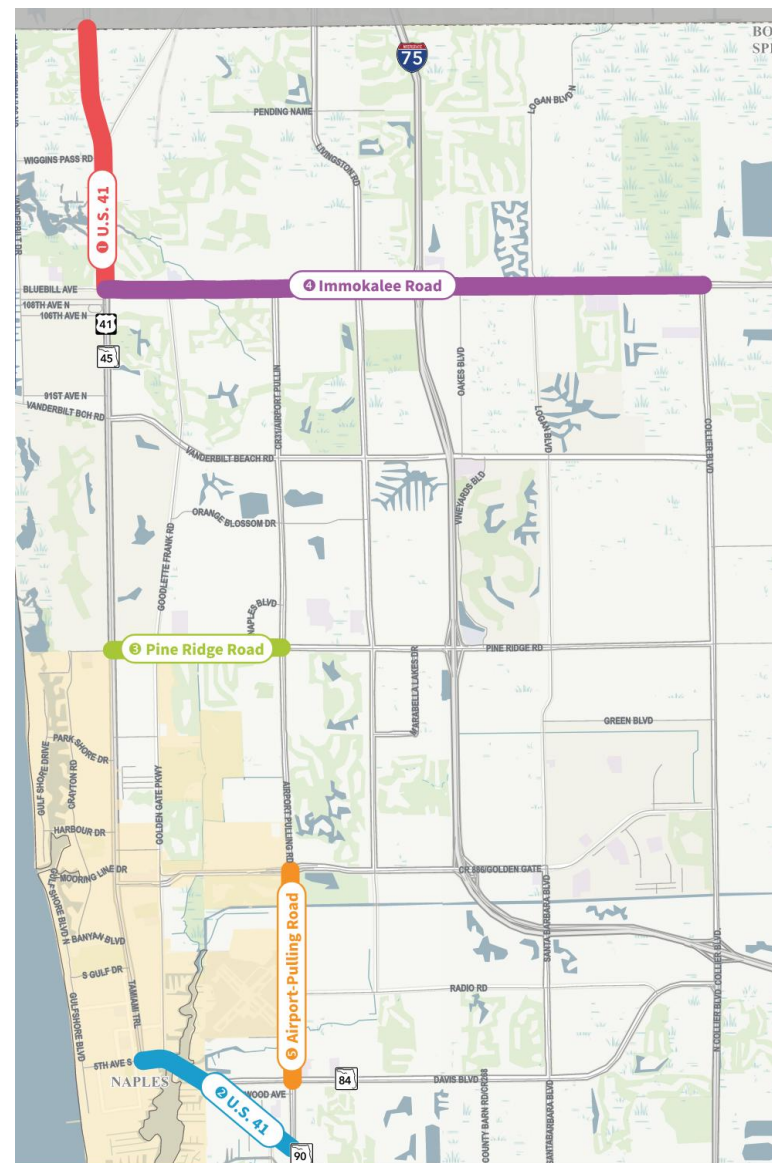
The District One TSM&O Master Plan provides another example of a needs-based planning process that supports the identification of congestion management strategies. The purpose of the TSM&O Master Plan is to identify opportunities for technology-focused investments that can improve safety, mobility, and operational improvements on critical regional corridors. The study considers where transportation system conditions and corridor characteristics create opportunities for technology-based solutions to have a meaningful impact on roadway and traffic operations. The study identified five priority corridors within Collier County for further consideration of TSM&O improvements.

1. US 41: Immokalee Road to Lee County Line
2. US 41: Airport-Pulling Rd to 9th Street S
3. Pine Ridge Road: US 41 to Airport-Pulling Road
4. Immokalee Road: US 41 to Collier Blvd (CR 951)
5. Airport-Pulling Road: Davis Boulevard to Golden Gate Parkway

The selection of these corridors, shown in Map 3-1, reflects their importance to connectivity within the Collier County transportation network and the potential for technology-based

operational improvements to address identified transportation needs.

Map 3-1: FDOT TSM&O Master Plan Priority Corridors – Collier County



## 3.2 Analysis of Regional Travel Characteristics

An assessment of travel in Southwest Florida was conducted to assess regional travel and the nature of trips being made. This analysis included reviewing travel on regional corridors crossing between Collier and Lee counties as well as summarizing trips that pass within and across each of the counties based on the area of where trips originate. Fall 2024 travel data used for this assessment was sourced from Replica HQ, a platform that models real-world travel behavior. Replica data was used to analyze custom-defined geographies to provide a clear understanding of trip patterns. This data was used to describe the overall trends within the two-county region.

Replica provides a detailed picture of how people move across regions by combining mobile device location information with land use, transportation network, and demographic data for many standardized geographic levels to estimate trip patterns and reflect real-world travel behavior.

Each trip record includes data regarding the trip's origin and destination, trip purpose, mode of travel, time of day, and trip taker characteristics that represent individual people traveling within the model. Replica data can reveal where people are traveling to and from, how or why those trips occur, and how mobility patterns vary across different geographic extents.

By analyzing regional travel flows, this analysis aims to provide a better understanding of travel in the region by highlighting which areas function as the central location of travel and how travel behavior looks across the two-county region.

In addition to evaluating trip characteristics and travel flows, parcel-based Department of Revenue information was used to

integrate the mix of residential and non-residential uses with the trip making characteristics. Overall trip characteristics for travel time, mode of travel, typical trip types and locations of trip destinations were identified and compared with land use information to describe the important relationship that exists between land use and transportation.

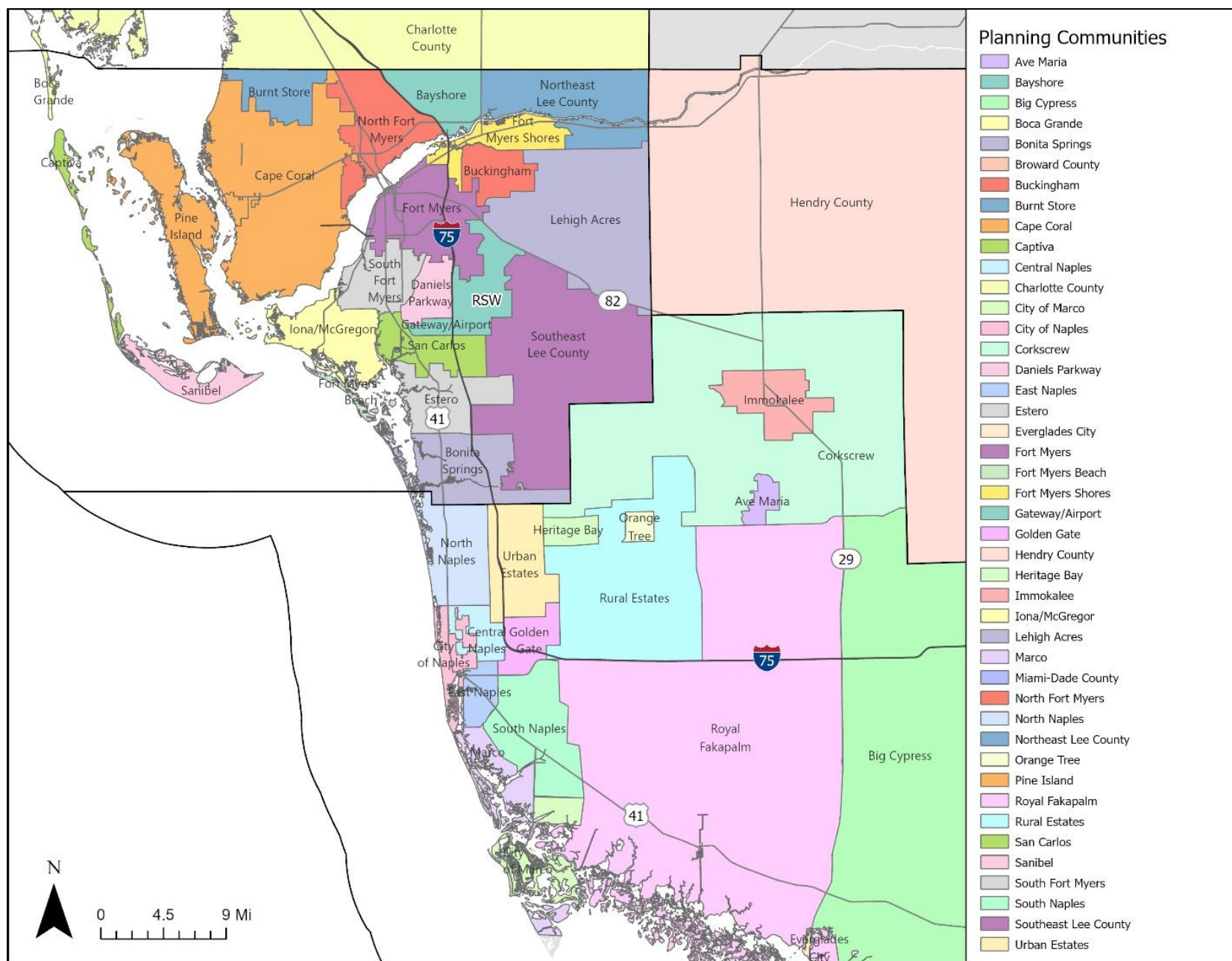
Data used for establishing the mix of residential and non-residential square footage is based on 2025 parcel records. Summarizing travel patterns and trip generation results by these same sub-areas helps to understand the relationship between residential locations and access to services, goods, and employment.

### Identification of Sub Areas

To assess the travel flow of trips within these two counties, the geographic extent of southwest Florida was split into 40 sub areas - 22 in Lee County and 18 in Collier County. Each planning community area represents a general regional identity established by those living there but does not exactly follow or encompass any jurisdictional rules as shown in **Map 3-2**.

These sub-areas were assessed using Replica's travel flow tool, providing an understanding of the geographic extent of trips beginning in one area and ending in another. A detailed analysis of the five corridors (US 41, Livingston Road/Imperial Parkway, I-75, Logan Boulevard, and SR 82) that provide cross-county connectivity was prepared separately (see **Appendix A**).

Map 3-2: Collier County and Lee County Planning Communities



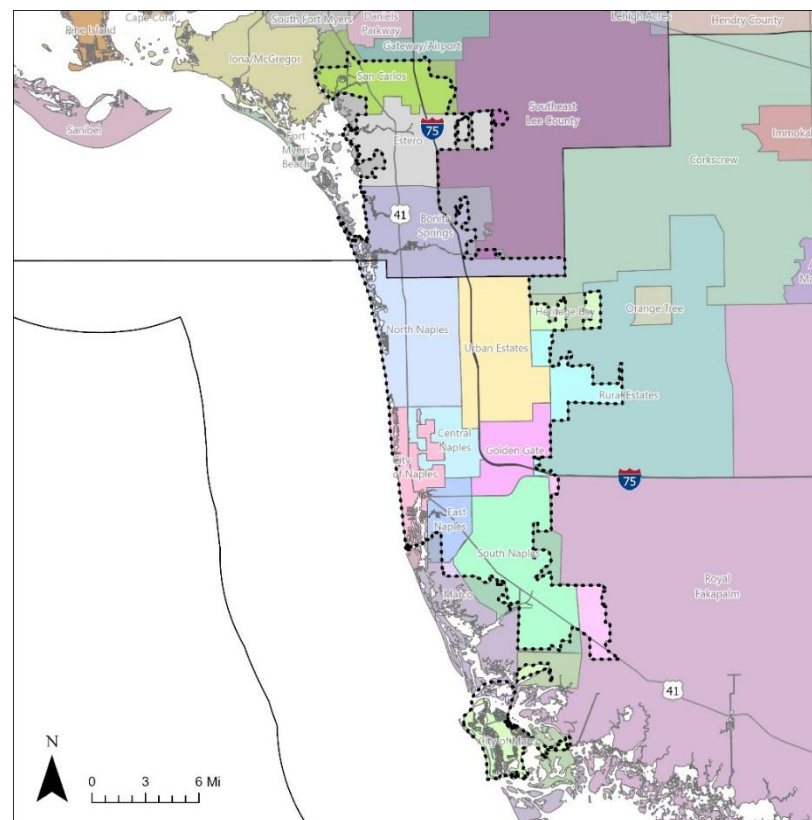
## Planning Area Summarization

In addition to reviewing trips crossing between Collier County and Lee County, trips originating and ending within the two-county region were also evaluated to understand areas of high correlation and overall trip making characteristics of those traveling in Southwest Florida. This regional look at travel included review of the 40 subareas. Of specific concern to the Collier MPO is addressing travel within the Bonita Springs-Estero Urbanized Area covering portions of Lee County south of Alico Road and the urban core of Collier County as shown in **Map 3-3**.

For each of the 40 subareas, a detailed analysis and summarization of trips by purpose, destination, primary mode and other factors was prepared and included in **Appendix C**. Below are highlights from this analysis and comparisons with data points from the two-county region followed by specific key considerations and findings for the Collier County planning communities.

- On an average day, 1.6 million trips originate in Collier County. 1.4 million (88%) stay within Collier County.
- On an average day, 3.20 million trips originate in Lee County. 2.98 million (93%) stay within Lee County.
- More than 332,000 trips a day start in one of the two Southwest Florida Counties and end in the other. Roughly 116,000 directional trips cross the county-line each way on a typical weekday. This equates to 7.5% of trips starting in Collier County ending in Lee County and 3.8% of trips starting in Lee County ending in Collier County.
- More than 13,500 workers (9% of full-time labor force) living in Collier County have jobs in Lee County and over 20,000 workers (6% of full-time labor force) living in Lee County have jobs in Collier County.

Map 3-3: Bonita Springs-Estero Urbanized Area



- 19% of trips originating in Bonita Springs (Lee County) end in Collier County, while 13% of trips originating in North Naples (Collier County) end in Lee County, the two highest cross-county patterns.
- In Collier County, the average trip distance is between 7 and 8 miles in length. The average travel time is between 14 and 15 minutes.

Using the parcel-based Department of Revenue information the mix of residential and non-residential development was compiled. This comparison evaluated the diversity of uses within each Planning Area in two ways. First, the building square footage for residential and commercial uses was compared. A second comparison considered the square footage of all non-residential uses with the number of residential units.

These comparisons were developed to understand where demand (shopping, working, recreational, etc.) exists and where trips originate (residential uses). The purpose was to identify sub-areas or regions within Collier County where distinct mixes of uses exist.

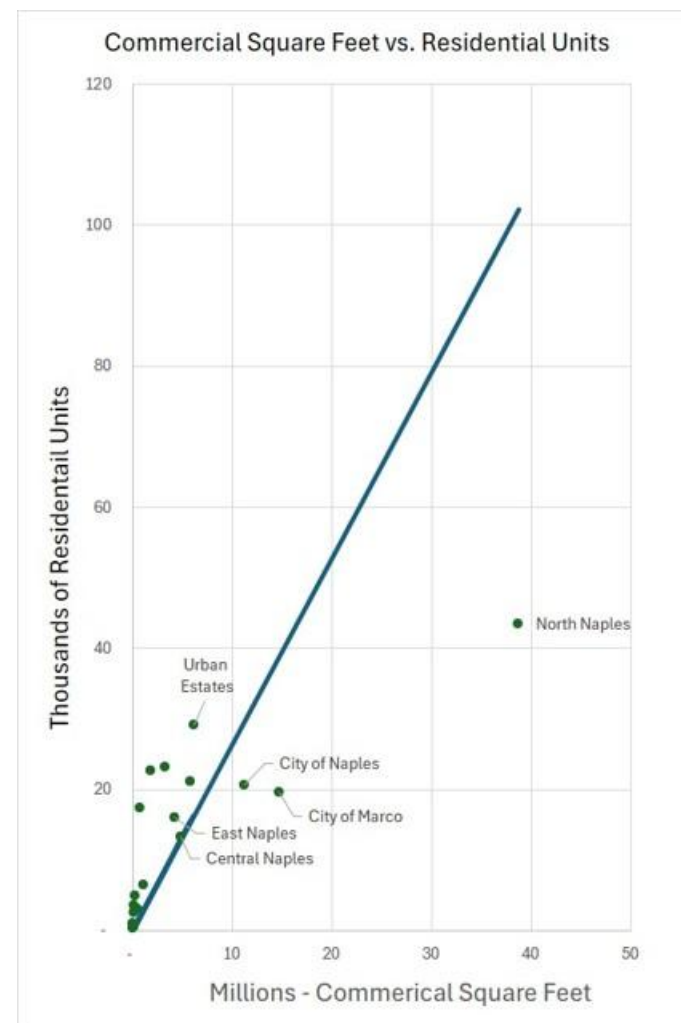
Within Collier County as a whole, 79% of the building square footage is residential and there are nearly 380 square feet of commercial building square footage for each residential unit.

**Figure 3-1** illustrates the trend non-residential square footage per residential units as the blue line. Green points on the figure show the land use densities for each planning communities. Points to the right of the trend line have a higher mix than the countywide average. North Naples is the area farthest away from the countywide average. With 890 square feet of commercial use per residential unit, 40% of Collier County's commercial square footage is located in the North Naples Planning Community. A full listing of each Planning Community's land use summary is included in **Table 3-1**.

To better summarize the difference in land use across Collier County, three geographic sub-areas were considered, West of I-75, West of CR 951, and East of CR 951. The area west of I-75 (North Naples, Central Naples, City of Naples and East Naples) has the highest amount of non-residential uses with more than 630 commercial square feet per residential unit, nearly double the countywide average of 380. The areas between I-75 and CR

951 (Urban Estates, Golden Gate, South Naples, and City of Marco Island) are below the countywide average with only 270 commercial square foot per residential unit. The remainder of Collier County is primarily rural in nature, with pockets of commercial activity and has the lowest average at just over 150 square feet per residential unit.

*Figure 3-1: Commercial Square Footage per Residential Unit*



As a result of this land use mix, residents living east of I-75 or further east of CR 951 travel along the major east/west roadways in Collier County to access retail and work locations.

with trip length and travel time information from Replica, a comparison of each planning community to the countywide averages is included in **Figure 3-2** and **Figure 3-3**.

Also listed in **Table 3-1** is the split of residential square foot for each planning community. Using these data points combined

*Table 3-1: Planning Community Land Use Summary*

| Planning Area   | Residential Units | Residential Square Footage | Commercial Square Footage | Residential / Non-Residential Split | Commercial Square Footage per Dwelling Unit |
|-----------------|-------------------|----------------------------|---------------------------|-------------------------------------|---------------------------------------------|
| Ave Maria       | 4,955             | 14,867,299                 | 274,153                   | 92.75%                              | 55                                          |
| Big Cypress     | 272               | 114,415                    | 42,437                    | 26.39%                              | 156                                         |
| Central Naples  | 13,279            | 42,536,842                 | 4,872,133                 | 79.41%                              | 367                                         |
| City of Marco   | 19,541            | 47,686,451                 | 14,757,622                | 74.82%                              | 755                                         |
| City of Naples  | 20,578            | 61,801,014                 | 11,243,623                | 75.80%                              | 546                                         |
| Corkscrew       | 1,009             | 2,121,381                  | 16,670                    | 47.30%                              | 17                                          |
| East Naples     | 15,931            | 26,732,644                 | 4,198,951                 | 60.80%                              | 264                                         |
| Everglades City | 534               | 869,804                    | 176,773                   | 70.07%                              | 331                                         |
| Golden Gate     | 22,590            | 44,718,401                 | 1,892,794                 | 90.58%                              | 84                                          |
| Heritage Bay    | 3,091             | 8,243,875                  | 524,958                   | 92.87%                              | 170                                         |
| Immokalee       | 6,505             | 7,575,743                  | 1,164,667                 | 53.47%                              | 179                                         |
| Marco           | 2,563             | 5,187,321                  | 157,185                   | 93.99%                              | 61                                          |
| North Naples    | 43,525            | 122,012,292                | 38,749,030                | 70.65%                              | 890                                         |
| Orange Tree     | 3,629             | 11,723,606                 | 106,541                   | 93.51%                              | 29                                          |
| Royal Fakapalm  | 17,290            | 40,852,278                 | 790,521                   | 91.74%                              | 46                                          |
| Rural Estates   | 21,120            | 54,123,299                 | 5,810,959                 | 83.87%                              | 275                                         |
| South Naples    | 23,082            | 48,362,182                 | 3,333,597                 | 87.60%                              | 144                                         |
| Urban Estates   | 29,113            | 88,499,648                 | 6,176,975                 | 88.31%                              | 212                                         |
| Collier         | 248,607           | 628,028,495                | 94,289,589                | 79.23%                              | 379                                         |

Figure 3-2: Planning Community Land Use Mix and Average Trip Distances

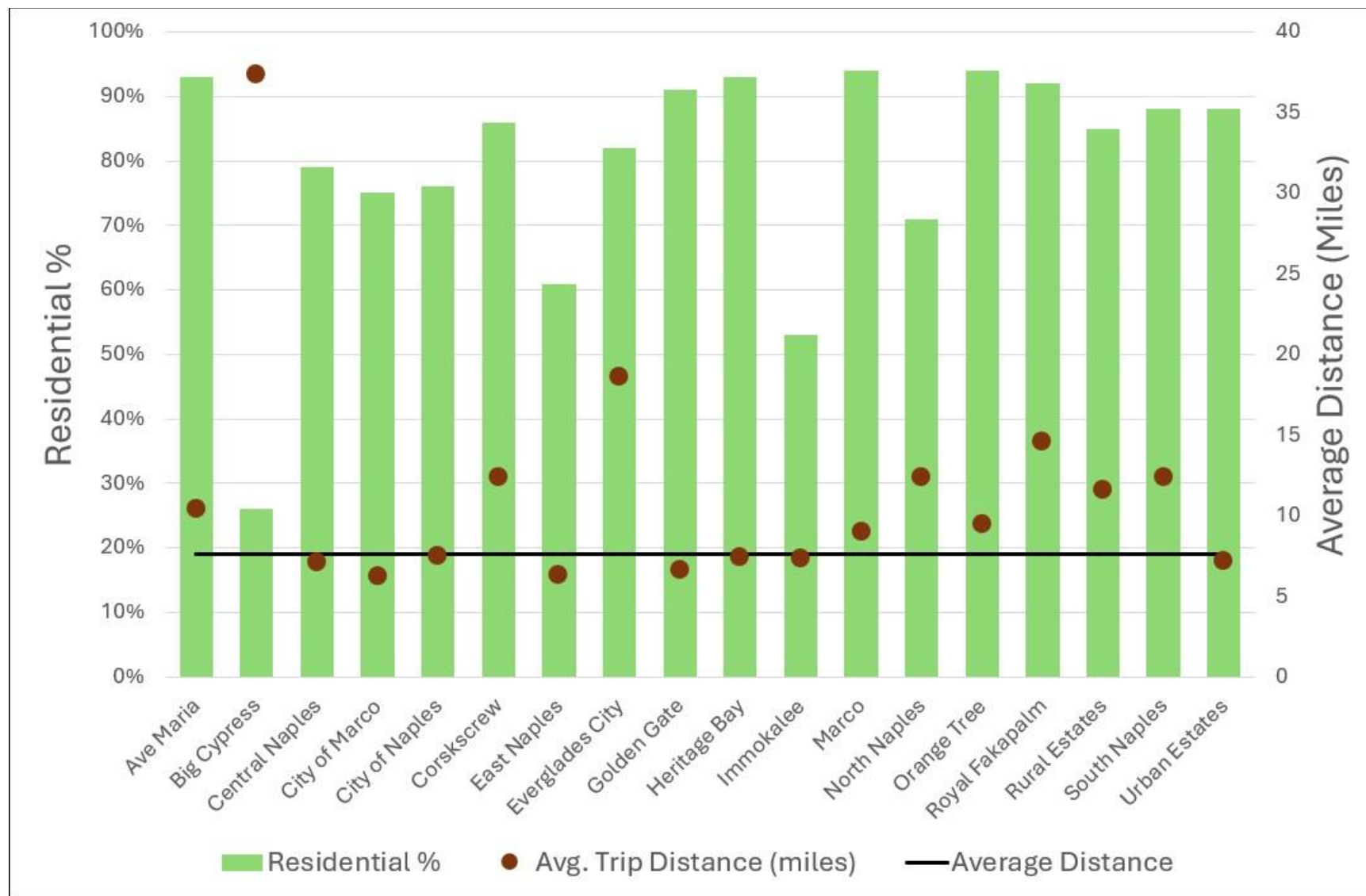
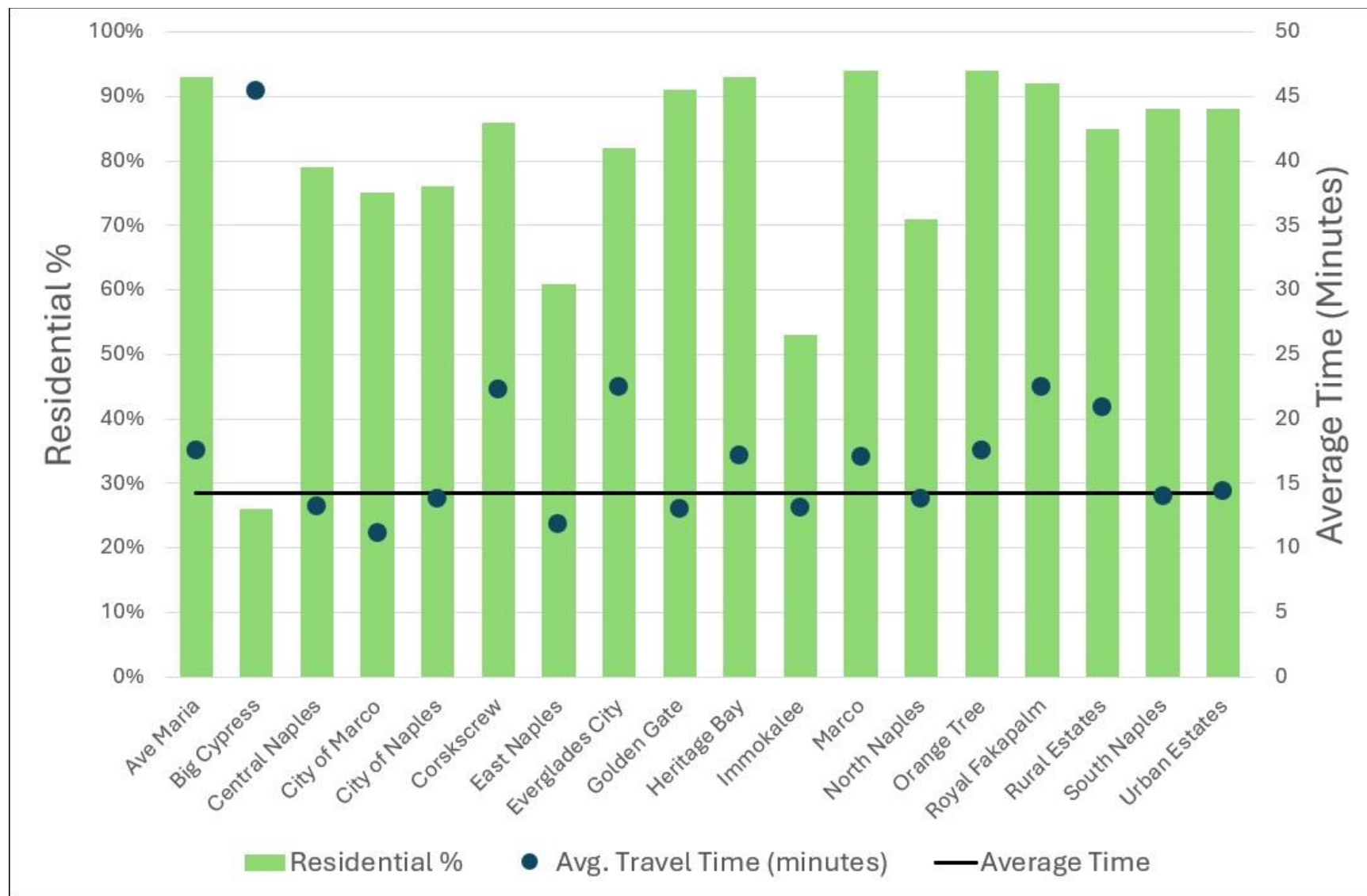


Figure 3-3: Planning Community Land Use Mix and Average Travel Times



### 3.3 Recurring Congestion Analysis

A location-specific, recurring congestion analysis provides a data-driven assessment of where and when congestion occurs across the transportation network. This analysis also shows how conditions are anticipated to change over time. As part of the CMP needs identification, this analysis identifies corridors experiencing persistent congestion and highlights areas where congestion may be affecting mobility, reliability, and system performance. Results from this analysis provide a basis for monitoring trends, evaluating the effectiveness of implemented strategies, and identifying emerging congestion needs that may warrant further study or future considerations.

#### Approach

The process for identifying segments of the CMP roadway network experiencing the worst recurring congestion consisted of analyzing data from two sources. This allowed for a more well-rounded approach and helped ensure that areas with the most problematic traffic delays were not overlooked.

The primary measure used for establishing highly congested locations within the roadway network was each segment's V/C ratio, as previously described in Section 2 and shown in **Map 2-1**. V/C ratio is a commonly used measure for identifying roadway segments where traffic demand is approaching or exceeding the available capacity of the roadway. The ratio compares the volume of traffic using a roadway segment to the number of vehicles the facility can reasonably accommodate under prevailing conditions. Information used for this analysis was based on the most recent traffic counts from state, county, and municipal sources in Collier County's 2025 AUIR. A growth factor was applied to the peak-hour, peak-direction Annual Average

Daily Traffic volumes to estimate traffic volumes for each roadway segment in 2030. These volumes were compared against each segment's estimated capacity in 2030 by using the FDOT generalized service volume tables for the roadway type and number of lanes, including any widening projects that are programmed for funding in the next five years. Roadway segments with a 2030 V/C ratio of greater than 1.2 (or exceeding capacity by more than 20 percent) were considered potential congestion "hot spots" for further evaluation. Additional data and details related to traffic counts and other roadway characteristics are provided in **Appendix B**.

As an additional measure for identifying recurring congestion conditions, probe speed data from the RITIS data platform was analyzed to determine the worst recurring traffic bottlenecks in Collier County in 2025. The results were then compared against network segments with a V/C of greater than 1.2 to ensure consistency. Recurring bottleneck delays on I -75 were excluded from consideration because of planned efforts to expand capacity and introduce managed lanes along the corridor.

#### Hot Spot Congestion Corridors

The roadway segments identified by this process were consolidated and grouped into the Top 10 Congestion Hot Spot Corridors shown in **Table 3-2** on the following page. It contains each corridor's estimated 2030 V/C ratio and any coinciding top bottleneck locations, including their countywide rankings with lower numbers indicating more severe congestion conditions.

Table 3-2: Top 10 Congestion Hotspot Corridors

| Corridor           | On Street             | From Street       | To Street             | 2030 V/C Ratio | Bottleneck Rankings                                                      |
|--------------------|-----------------------|-------------------|-----------------------|----------------|--------------------------------------------------------------------------|
| <b>Corridor 1</b>  | Golden Gate Boulevard | Collier Boulevard | Wilson Boulevard      | <b>1.49</b>    | #6 - WB @ Collier Blvd<br>#7 - Collier Blvd NB<br>#19 - WB @ Wilson Blvd |
| <b>Corridor 2</b>  | Golden Gate Boulevard | 18th Street NE/SE | DeSoto Boulevard      | <b>1.26</b>    | <i>Not listed in top 50 locations</i>                                    |
| <b>Corridor 3</b>  | Immokalee Rd          | Collier Boulevard | Wilson Boulevard      | <b>1.48</b>    | #38 - EB @ Collier Blvd<br>#44 - WB @ Collier Blvd                       |
| <b>Corridor 4</b>  | New Market Road       | SR 29             | Charlotte St          | <b>1.45</b>    | #16 - SB @ Westclox St<br>#19 - NB @ Westclox St                         |
| <b>Corridor 5</b>  | Pine Ridge Road       | Airport Road      | I-75                  | <b>1.38</b>    | #3 - EB @ Livingston Rd<br>#2 - EB @ I-75                                |
| <b>Corridor 6</b>  | Randall Blvd          | 8th St NE         | Everglades Blvd       | <b>1.33</b>    | <i>Not listed in top 50 locations</i>                                    |
| <b>Corridor 7</b>  | Tamiami Trail East    | Greenway Road     | San Marco Drive       | <b>1.93</b>    | <i>Not listed in top 50 locations</i>                                    |
| <b>Corridor 8</b>  | Tamiami Trail North   | Immokalee Road    | Wiggins Pass Road     | <b>1.38</b>    | #9 - NB @ Old US 41<br>#14 - NB @ Immokalee Rd                           |
| <b>Corridor 9</b>  | Vanderbilt Beach Road | Gulfshore Drive   | US 41 (Tamiami Trail) | <b>1.70</b>    | <i>Not listed in top 50 locations</i>                                    |
| <b>Corridor 10</b> | Golden Gate Parkway   | Livingston Road   | I-75                  | <b>1.30</b>    | #8 - WB @ Livingston Rd                                                  |

## 4 Identify and Assess Strategies

Federal guidance recommends that the identification of congestion management strategies be based on their ability to support regional congestion management objectives, meet local context, and contribute to other regional goals and objectives. Federal regulations (23 CFR 450.322(d)(4)) governing the MPO's CMP development categorizes strategies into the following classifications:

- Demand management strategies,
- Traffic operational improvements,
- Public transportation improvements,
- ITS/signal technologies, and
- Where necessary, additional system capacity.

The primary purpose for this step of the CMP is to develop potential strategies focused on improving transportation operations and managing the existing transportation system more efficiently within Collier County. To accomplish this, the MPO conducted public outreach and coordinated with local agency stakeholder partners and the MPO's advisory committees to determine applicable strategies based on the context of the local area as recommendations for addressing congestion.

The recommended toolbox of strategies resulting from this approach are intended to guide and lead the MPO's Congestion Management Committee in selecting and prioritizing future projects for funding.

### 4.1 Public Survey and Feedback

Numerous public outreach and engagement strategies were deployed to understand the perspectives of Collier County residents and visitors in terms of congestion and traffic-related issues. The engagement strategies are listed in **Figure 4-1**.

*Figure 4-1: Public Engagement Strategies*

#### Virtual Room

195 visits to virtual room



#### Interactive Map

10 points of interest placed



#### Survey Form

235 responses collected



#### Survey Form

An online survey was available during August 2026 and generated 235 responses.

Open-ended responses consistently linked congestion to rapid residential and commercial growth occurring ahead of transportation infrastructure improvements. Roadway connectivity limitations were reported, particularly in eastern Collier County, where travel is concentrated on a limited number of major corridors. Additional recurring themes included seasonal congestion, school-related traffic, and the effects of crashes and incidents on system performance.

Survey respondents (See **Table 4-1**) most frequently identified improving traffic signal timing and adding dedicated turn lanes as strategies that would reduce congestion. Other commonly selected strategies included improved traffic management, crash/incident clearance, safety improvements, and bicycle and pedestrian improvements.

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*“Widening roads won’t solve our problems long term... Connecting communities, businesses and side roads, safe walkways...are important.”*  
- Survey Respondent

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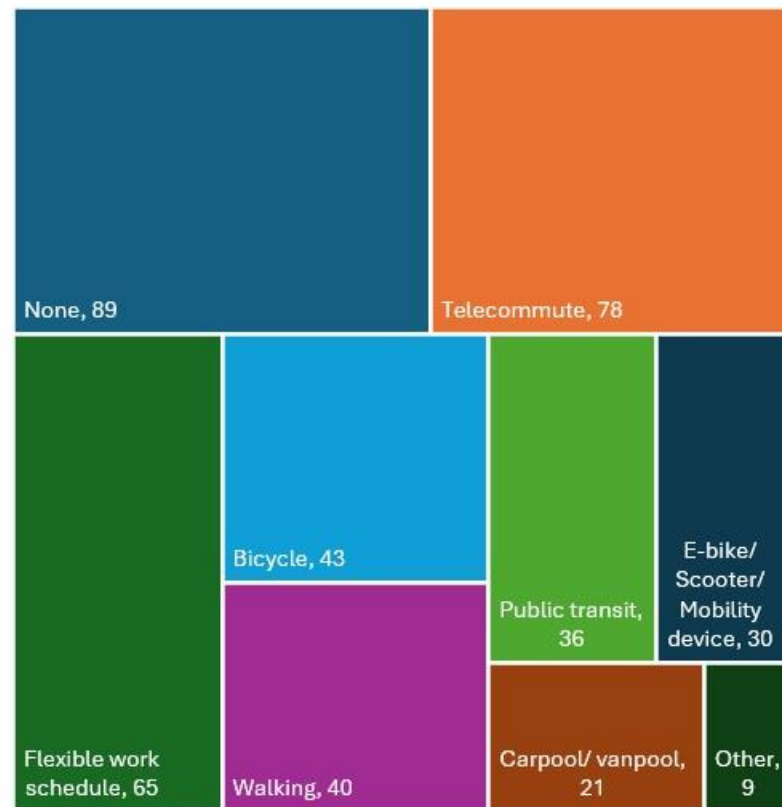
Table 4-1: Which strategies should be prioritized to reduce traffic congestion?

| Strategy                                                            | Responses |
|---------------------------------------------------------------------|-----------|
| Improving traffic signal timing through advanced technology         | 186       |
| Building dedicated turn lanes at intersections                      | 131       |
| Improving traffic management for work/construction zones and events | 68        |
| Improving incident clearance times                                  | 59        |
| Improving safety                                                    | 47        |
| Improving bicycle/pedestrian facilities                             | 47        |
| Providing real-time information updates to travelers (ex. signage)  | 42        |
| Connecting neighboring communities                                  | 40        |
| Other                                                               | 39        |
| Improving public transportation/ transit service (ex. bus, shuttle) | 35        |
| Increasing commuter programs (ex. carpool) and rideshare options    | 11        |

**Appendix D** includes a full summary of the raw survey results and responses provided for each of the questions.

While some respondents expressed support for transit, bicycling, walking, telecommuting, and flexible work schedules, comments generally indicated that these options are not viewed as practical substitutes for driving for many trips. Overall, survey responses showed strong support for operational and capacity improvements that improve mobility, safety, and reliability on the existing transportation network (see **Figure 4-2**).

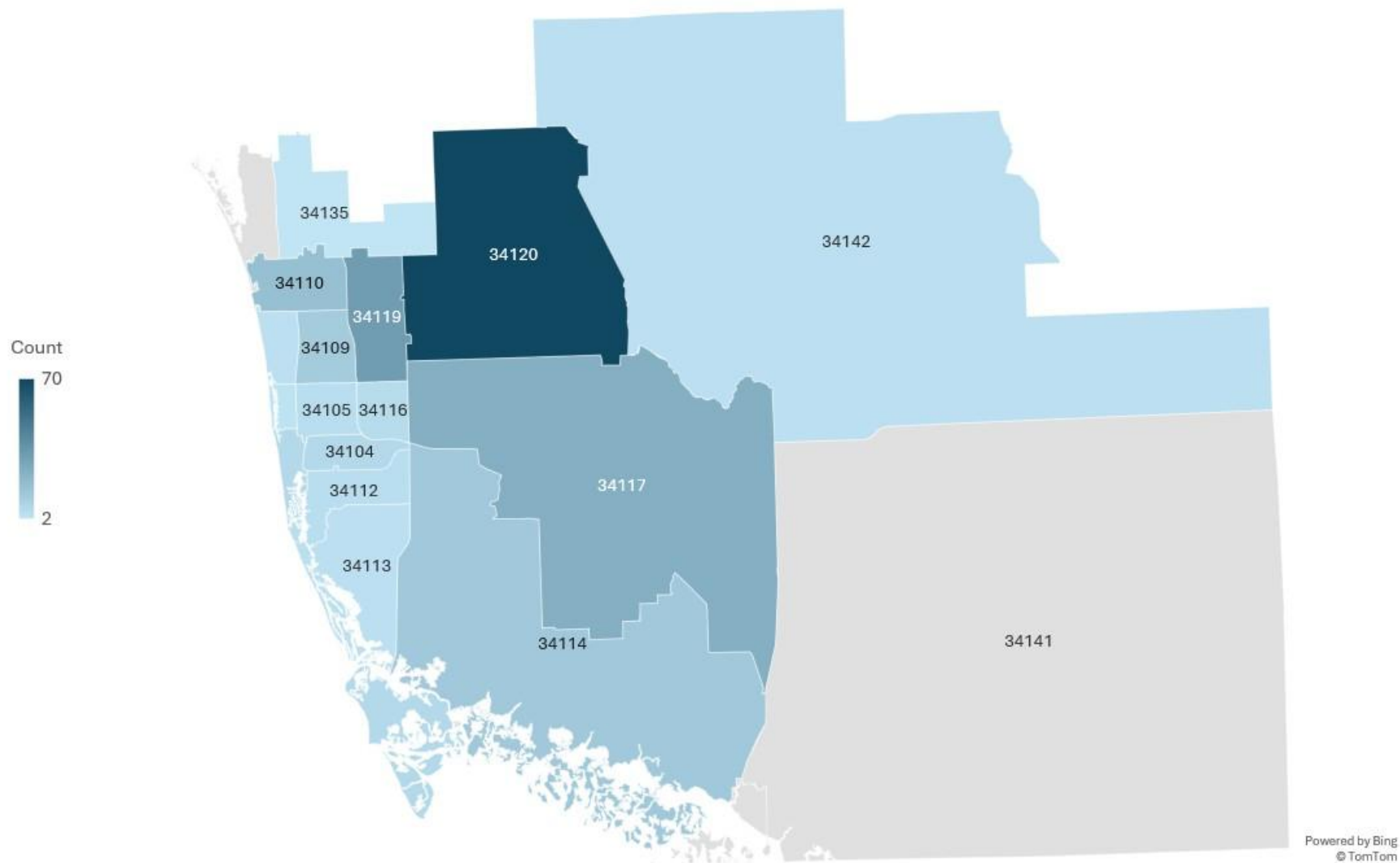
Figure 4-2 Which demand strategies would you be willing to use?



It is important to note that an overwhelming majority of respondents report living in the 34120 zip code and about one-quarter of respondents self-identify as retired or unemployed (not currently working). This suggests public feedback may be

skewed towards the experiences of those who travel to and from central Collier County. 227 respondents provided a valid home zip code as part of the survey as shown in **Map 4-1**.

*Map 4-1: Respondents' Home Zip Code*



## Virtual Room

The virtual room is a digital tool that allows visitors to feel the experience of an in-person public outreach event, but with the benefit of visiting from anywhere at any time. The room was outfitted with draft chapters from the plan, presentations, and links to provide feedback in the form of place-markers on an interactive map, open comments, and survey responses. User statistics indicate 195 visits to the virtual room website from early August to September 2026.

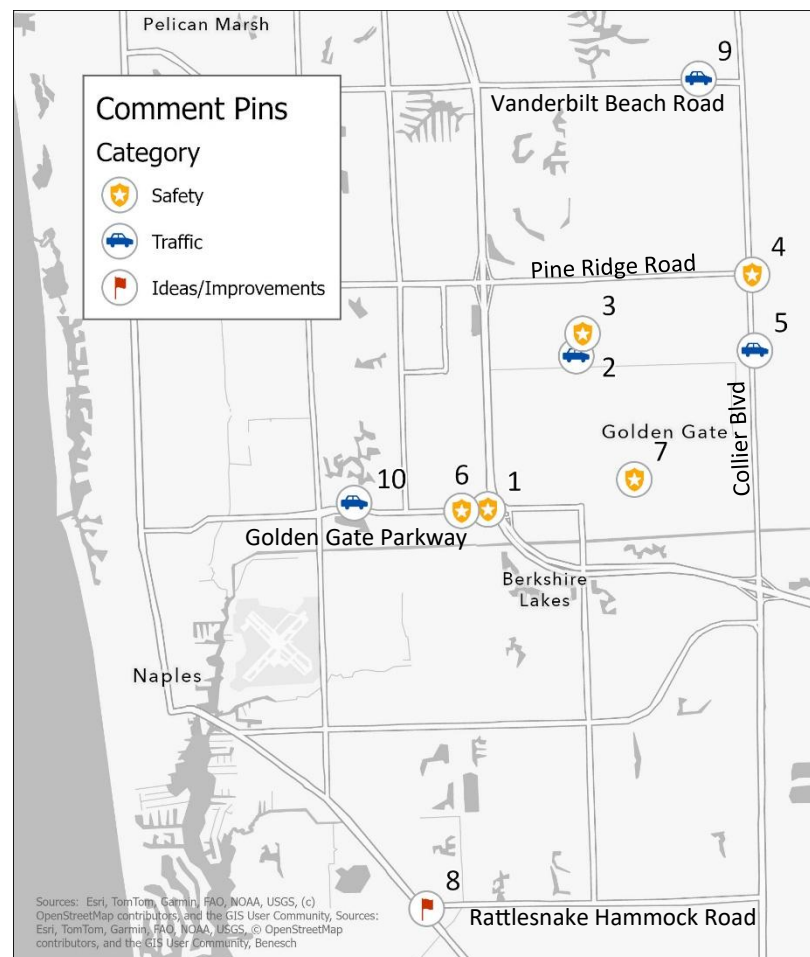
## Interactive Map

A web-based interactive map was created and shared with the public to allow people to pinpoint specific intersections or areas of the transportation network that they feel need addressing. 10 pinpoints were left on the map, and users had the ability to engage with other people's comments. The web map offered four broader comment types: ideas/improvements, safety, traffic, and walk/bike/transit. The most popular comment types related to traffic (4 comments) or safety (5 comments). No comments were left regarding walk/bike/transit. The dominant issues mentioned in the comments were overloaded intersections, inadequate turn lanes, poor visibility for turning movements, and recurring congestion associated with schools, churches, and major commuter routes. Points were generally placed along or at the intersections of Golden Gate Parkway, Santa Barbara Boulevard, Vanderbilt Beach Road, and Collier Boulevard. The full list of comments and their affiliated map pin locations are included in **Table 4-2** and **Figure 4-3**.

Table 4-2: Web App Comments

| ID | Comment                                                                                                                                                                                                                                                                                                                                          |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | This light is always terrible to see. Coming from the west, you don't know if the light is red/yellow/green until over the hill.                                                                                                                                                                                                                 |
| 2  | This intersection [Green Blvd at Santa Barbara Blvd] is overworked. It can't handle the number of cars turning onto Green from either the north or south. Also, the left turn lane from Green to Santa Barbara is too short - people frequently overflow into the wrong way left turn lane to get over and allow thru and right-turn traffic by. |
| 3  | Turning left from Lancewood onto Santa Barbara (northbound) is an absolute danger. You need 270 degree view to check for traffic in both directions.                                                                                                                                                                                             |
| 4  | Turning right onto 39th St SW creates hurried chaotic traffic for White Blvd, the intersection at Pine Ridge & Collier, and for folks trying to turn from 39th St SW onto White.                                                                                                                                                                 |
| 5  | Morning commute here is often overloaded trying to leave from here to the main roadways, especially if there are multiple large trucks or flatbed trailers/boats trying to get out. The lanes and stop signs quickly clog with people wanting to get to the main road.                                                                           |
| 6  | This is a busy intersection with a church on one side and residential street on the other. A light might not be feasible, but there must be a better design for this intersection.                                                                                                                                                               |
| 7  | It is very difficult to turn left in or out of St. Elizabeth Seton church onto the Parkway. Visibility is extremely low and the traffic light nearby never time well.                                                                                                                                                                            |
| 8  | Should be a double right turn off of Rattlesnake Hammock Rd Turning Right onto Northbound Tamiami Rd.                                                                                                                                                                                                                                            |
| 9  | Mason classical traffic with new light was supposed to make it easier for us residents in the area, but the congestion is horrible and Mason needs to come up with a different plan for pick up/drop off. There needs to be other entrances (like Naples classical).                                                                             |
| 10 | Vanderbilt backs up at Livingston                                                                                                                                                                                                                                                                                                                |

Figure 4-3: Web App Pin Locations



## 4.2 Agency Coordination

The CMP strategy identification process is supported by both routine coordination through the MPO's advisory committees and direct coordination with transportation agencies and service providers. The Congestion Management Committee (CMC), Technical Advisory Committee (TAC), and other MPO advisory committees provide an ongoing forum for coordination with the MPO's transportation partners. Targeted coordination meetings conducted as part of this CMP update provided additional insights into current transportation conditions, on-going efforts and planned improvements. Through this coordination effort, the MPO is able to develop strategies that effectively manage congestion within the local context.

### Advisory Committee Meetings

Created for the specific purpose of advising the MPO Board on technical matters related to the CMP and the regional Intelligent Transportation System (ITS) architecture, the CMC meets on a bi-monthly schedule. The role of the CMC also includes prioritizing congestion management and safety projects for funding with Federal and state revenues in the TIP. The CMC provided guidance during this CMP Update regarding effectiveness of previous efforts and provided direction for developing the objectives and performance measures.

Coordination with the MPO's Technical and Citizens Advisory Committees was also conducted during this CMP Update. The MPO also convenes a Bicycle/Pedestrian Advisory Committee which is tasked with developing the Bicycle/Pedestrian Master Plan and evaluating multimodal project priorities for funding.

## Agency Stakeholder Interviews

Virtual and in-person meetings were held with representatives from the MPO's partner implementation agencies. These conversations provided a clearer understanding of the projects and strategies that have been proposed or tested. Summary notes from these conversations are provided in **Appendix E** and summarized below along with a listing of the agency conversations.

- FDOT District 1 Traffic Operations
- Collier County Traffic Operations
- Collier County Growth Management and Zoning
- Collier County Transportation Planning
- Collier Area Transit
- City of Naples Public Works
- City of Marco Island Public Works

**Traffic Operations:** FDOT District 1 and Collier County Traffic Operations are exploring opportunities for improving traffic signal coordination and adding adaptive signal control. Collier County is currently evaluating and monitoring adaptive signal control at 13 locations on Vanderbilt Beach Road.

**Transit Coordination:** CAT recently constructed the Immokalee Transfer Center as a hub for transit access and transfers. Transit Signal Prioritization (TSP) was previously tested on a limited basis and is being redesigned to overcome vehicle detection challenges. 19 buses in the fleet are equipped with on-board devices needed for TSP operations.

**Local Agency Coordination:** Marco Island and Naples projects include multimodal and traffic operations improvements. On Marco Island, an intersection project at Collier Blvd and Barfield

Drive added an additional left turn lane and upgraded traffic controllers. Installation of a transit shelter on Marco Island has provided an improved user experience for transit riders. The City of Naples continues to advance recommendations from the Downtown Mobility and Connectivity Study. Project Development and Design activities in coordination with FDOT are underway to address safety and congestion on the US 41 corridor.

**Land Use and Transportation Planning Coordination:** Collier County's Growth Management Department has developed transit oriented development policies that incentivize clustered development with access to CAT fixed route service. Policies 5.4 and 5.5 of the Transportation Element also provide for the use of Travel Demand Management strategies to offset traffic impacts in areas identified for infill and revitalization levels of development.

These coordination discussions reinforced that congestion management opportunities extend beyond roadway capacity improvements and led to defining the potential strategies that are included in the CMP.

### 4.3 CMP Strategy Toolbox

Congestion Management Strategies are identified based on their ability to support CMP objectives, address local conditions, and respond to the causes of congestion identified through the analysis process. The CMP organizes mitigation strategies into four general categories that reflect a multimodal approach to improving system performance and reducing congestion.

These strategies have been included based on those included in past CMP Reports, discussions with stakeholders regarding

effective strategies that have been implemented, feedback from the public, as well as those listed in the FDOT Transportation Systems Management and Operations Master Plan.

Additional Congestion Management Strategies exist beyond those included here. The intent of the strategies listed here is to provide the MPO and its partner agencies with a selection of options that have a proven benefit for addressing congestion on the regional roadway system.

Additional details for these strategies, including a detailed description, potential impacts to congestion, relative estimates of cost, and implementation timeframe are included in

#### **Appendix F.**

### **Travel Demand Management (TDM)**

Demand management programs attempt to address congestion at the root of the problem by reducing the number of vehicles on the road or by spreading trips to non-peak travel times. These strategies often encourage drivers to take fewer trips in a single-occupant vehicle. Additional strategies can also include employer-based incentives to offset work-based commuter trips that often occur during peak times of congestion. Land use policies designed to reduce the demand for automobile transportation or reduce the impact of automobile trips by providing closer destinations are critical for linking transportation and land use planning. Examples of TDM strategies include:

- **Employer Based Programs** – encouraging telecommuting, flexible or alternative work schedules, company-run carpool/vanpool programs, promotion of transit usage, and parking management at the job site.

- **Growth Management** – public policies to manage land uses, urban design, and development patterns in a way that optimizes transportation efficiency, reduces the frequency and length of automobile trips, and promotes active modes of transportation (walking and cycling) to reach destinations.
- **Transit-Oriented Development (TOD) Policies** – public policies that encourage concentrated development adjacent to transit stops or stations with easy access to these transit facilities.
- **School-Related Programs** - on-site design considerations for circulation, staggered dismissal times, School carpooling, walking or biking school bus programs, traffic signal coordination and roadway traffic calming measures around schools.

## Improve Traffic Operations

Operational Improvements are geared toward improving the “supply side” of the transportation system. These efforts are intended to enhance the operation of the transportation system and make it as efficient as possible. Operational Improvements include intersection upgrades, access management, traffic signal improvements, and Intelligent Transportation Systems. Operational strategies can maximize the performance of the existing transportation system in a cost-effective manner. Examples include:

- **Traffic Signal Improvements** – signal hardware upgrades, signal software upgrades, signal timing, signal coordination, or in conjunction with intersection improvements.

- **Intersection / Geometric Improvements** – addition or reconfiguration of turning lanes, lane widenings, realignment of intersecting streets, improved acceleration or deceleration lanes at interchange ramps, construction of roundabouts, single point urban intersection, new and/or improved traffic control devices (signs and markings).
- **Elimination of Bottlenecks** – removal of a physical constriction which delays travel, such as widening an underpass, providing lane continuity (i.e. replacing a two-lane bridge that connects pieces of four-lane roadway), or eliminating a sight barrier.
- **Incident Management Systems** – technology and programs for detecting crashes, disabled vehicles, or other incidents that impede travel and resolving or removing the obstructions.
- **Access Management** – policies, design criteria, and facilities that minimize the number of driveways and intersecting roads accessing a main thoroughfare; includes parallel service roads, shared driveways, median barriers, and curb cut limitations.
- **Intelligent Transportation Systems (ITS)** – the use of technology to improve traveler information, traffic flow, and system management.
- **Transportation System Management & Operations (TSM&O)** – additional technology strategies focused on advanced communications, traffic signal control, connected vehicle technology, transit signal prioritization, advanced traffic control, and fiber optic communications.

## Shift to Alternative Modes

Improving access to alternative modes of transportation can help reduce the burden placed on roadways to support travel demand. Multimodal strategies include programs and projects that give people choices beyond just driving alone in their cars. Examples include:

- **Improved Transit Service** – new routes and/or expanded schedules; dedicated lanes to improve speed and reliability.
- **Rideshare Programs** – programs to facilitate carpooling and vanpooling such as the FDOT District 1 Commuter Connect.
- **Pedestrian Facilities** – sidewalks, crosswalks, paths, pedestrian signals, pedestrian bridges, maps and signage to promote walking as a viable mode of transportation.
- **Bicycle Facilities** – bike lanes, paths, signals, lockers, maps and signage to promote bicycling as a viable mode of transportation.

## Manage or Expand Roadway Capacity

As a last resort, expanding the physical capacity of a roadway can provide relief to traffic congestion, though this relief is often short-lived due to the attractiveness for continued and increased use of single-occupant vehicles that additional capacity often generates. This includes new roadway construction and roadway widening projects.

## 4.4 Hot Spot Corridor Evaluation

Using the toolbox of strategies and feedback received during the CMP Update, potential strategy recommendations were developed for the Hot Spot Congestion Corridors.

### Corridor Evaluation Process

Evaluating the Hot Spot Congestion Corridors (see **Table 3-2**) consisted of combining and reviewing multiple sources of data to develop a comprehensive understanding of each corridor. This included roadway conditions and land use patterns, as well as the characteristics and factors contributing to congestion. These conditions and characteristics were reviewed to identify potential opportunities for implementing congestion management strategies.

### Hot Spot Corridor Profiles

The following pages summarize the information collected and used to evaluate each of the top ten corridors. Available data associated with each corridor is organized into a one-page profile summary and presented in a consistent manner, which allows for the easy identification and comparison of specific corridor characteristics or performance metrics.

A brief description of the information included in each of the corridor profiles is provided below:

#### Roadway Characteristics

- Location Map: Extent/limits of the corridor and its location within Collier County.
- Jurisdiction: Agency that owns and maintains the roadway.
- Posted Speed: Existing speed limit along the corridor.
- Corridor Length: One-way length of the corridor.

- **Signalized Intersections:** Number of traffic signal-controlled intersections along the corridor, including at each terminus.
- **Functional/Context Classification:** Categories assigned by FDOT that describe the roadways character of service and broadly identify the characteristics of surrounding land use or development patterns.
- **Roadway Description:** Total number of lanes in both directions and the configuration of the roadway.

### Roadway Performance

- **Traffic Volumes:** Annual Average Daily Traffic (AADT) volumes along the corridor based on the most recent traffic counts available with a growth factor applied to estimate the anticipated number for vehicles using the roadway in 2030.
- **Volume/Capacity Ratio:** Comparison of the volume of vehicles using the roadway (based on 2030 AADT) against the maximum capacity of vehicles it can handle (based on FDOT Generalized Service Volume Tables for the number of lanes in 2030). A value 1.0 indicates the two are the same. As this number increases above 1.0, the volume of traffic further exceeds the roadway's capacity and congestion increases.
- **Level of Service:** Qualitative measure that uses letter grades to describe the general operating conditions of roadways with A representing free-flow traffic and F representing heavy congestion and the breakdown of traffic flow.
- **Truck Share:** Amount of truck or commercial vehicle traffic as a percentage of all vehicle traffic along the corridor.
- **Travel Time Index (TTI):** Ratio of average measured travel times during weekdays in 2025 compared to travel time during free-flow traffic conditions. A value 1.0 indicates the two are the same. As this number increases above 1.0, the travel time at measured speeds exceeds the free-flow,

indicating higher levels of congestion. The TTI shown in the profile summaries represents the direction of travel and time of day when weekday congestion is the worst along the corridor.

- **Recurring Bottlenecks:** Intersections along the corridor that coincide with one of Collier County's Top 50 worst recurring traffic bottleneck locations. Lower numbers represent a higher ranking and more severe congestion conditions.
- **Travel Speed Graphs:** Average weekday travel speeds plotted in 15-minute increments to show directional and time-of-day traffic trends along the corridor. Lower average travel speeds indicate higher levels of congestion. Travel speed data is only available for roadways on the National Highway System. In the absence of this information, other information regarding future projects and conditions have been included.

### Safety, Multimodal, & Other Factors

- **High Injury Network Status:** Segments or intersections along the corridor that coincide with those identified in the MPO's 2025 Safety Action Plan (SAP), with Tier I representing the top 15% of countywide crashes at a given location and Tier II representing the next 15%.
- **Existing Transit Service:** Fixed-route bus service with transit stops located along the corridor.
- **Existing Non-Motorized Facilities:** Bicycle or pedestrian facilities located along the corridor.
- **Schools:** Public or private schools found along the corridor.
- **Relevant Plans/Studies:** Planned and programmed projects or recent studies with recommendations that would affect traffic conditions along the corridor.

## CMP Strategy Considerations

- Future steps that the MPO and its partner agencies can take to manage congestion conditions based on the characteristics, performance, and other contextual factors identified at each location.

The majority of data used during the corridor evaluation process was obtained from the following sources:

- The Regional Integrated Transportation Information System (RITIS) Online Probe Speed Data Platform,
- FDOT Roadway Characteristics Inventory (RCI), and
- Collier County Annual Update & Inventory Report (AUIR)

Data sources for all components of the Hot Spot Corridor profile summaries are provided in **Table 4-3**.

Table 4-3: Corridor Profile Data Sources

| Data                                                                             | Source                                                            |
|----------------------------------------------------------------------------------|-------------------------------------------------------------------|
| <b>ROADWAY CHARACTERISTICS</b>                                                   |                                                                   |
| Jurisdiction, Posted Speed, Corridor Length, & Functional/Context Classification | Collier County AUIR                                               |
| Signalized Intersections & Roadway Description                                   | Google Aerial & Streetview Imagery                                |
| <b>ROADWAY PERFORMANCE</b>                                                       |                                                                   |
| Traffic Volumes, Volume/Capacity Ratio, & Level of Service                       | Collier County AUIR                                               |
| Truck Share                                                                      | FDOT RCI                                                          |
| Travel Time Index, Travel Speeds, & Bottleneck Locations                         | RITIS                                                             |
| <b>SAFETY, MULTIMODAL, &amp; OTHER FACTORS</b>                                   |                                                                   |
| High Injury Network Status                                                       | MPO Safety Action Plan                                            |
| Transit Service                                                                  | CAT System Map                                                    |
| Non-Motorized Facilities                                                         | MPO Bicycle & Pedestrian Master Plan                              |
| Schools                                                                          | Google Aerial & Streetview Imagery                                |
| Relevant Projects/Studies                                                        | MPO Transportation Improvement Program & Stakeholder Coordination |

## Corridor 1: Golden Gate Boulevard from Collier Boulevard to Wilson Boulevard

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

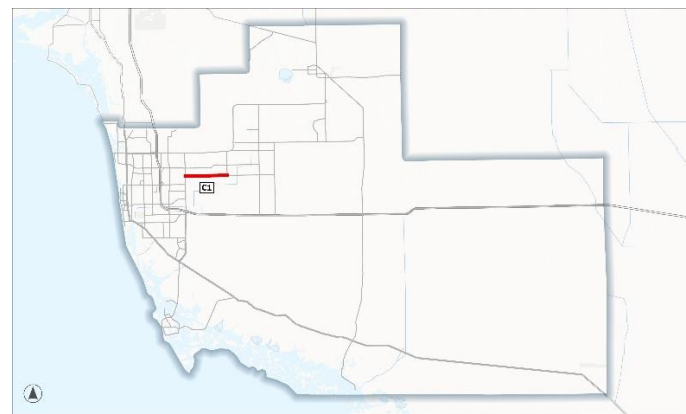
**Posted Speed (mph):** 45

**Corridor Length (miles):** 5.03

**Number of Signalized Intersections:** 6

**Functional/Context Classification:** Major Collector Urban

**Roadway Description:** 4-Lane Divided with Landscaped Median



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 40,100

**2030 Max Volume/Capacity Ratio:** 1.49

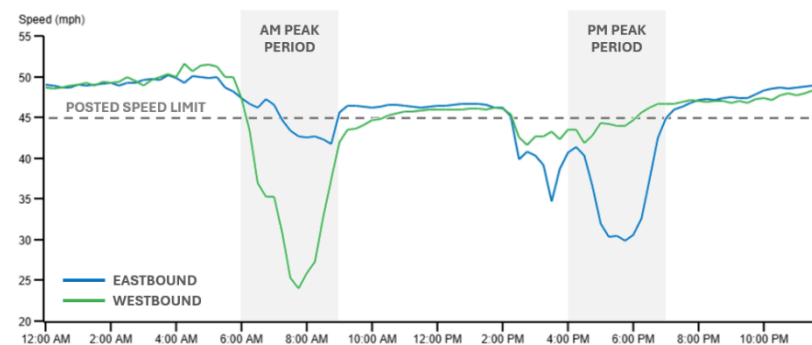
**2030 Level of Service:** F

**2025 Max Truck Share:** 9%

**2025 Max Average Travel Time Index (TTI):** 1.5 WB @ 7:45 am

**2025 Top Recurring Bottleneck Locations:** #6 – WB @ Collier Blvd,  
#7 – NB @ Collier Blvd, & #19 – WB @ Wilson Blvd

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier II Intersection

**Existing Transit Service:** CAT Route 19

**Existing Non-Motorized Facilities:** Sidewalk & Bike Lane - Both Sides

**Schools:** Big Cypress Elementary

**Relevant Projects/Studies:** Vanderbilt Beach Rd Extension, Florida  
Heartland Trail / SUN Trail Expansion

### CMP STRATEGY CONSIDERATIONS

- Support County land use planning efforts to better integrate mixed-use development and roadway network connections through the Rural Lands Stewardship Program.
- Continue monitoring corridor performance and traffic volumes following completion of Vanderbilt Beach Road Extension.
- Coordinate with schools to identify opportunities to manage demand and traffic at dropoff/pickup times.
- Expand technology solutions to address decreases in peak hour travel speeds.

## Corridor 2: Golden Gate Boulevard from 18<sup>th</sup> Street NE/SE to DeSoto Boulevard

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

**Posted Speed (mph):** 45

**Corridor Length (miles):** 3.42

**Number of Signalized Intersections:** 1

**Functional/Context Classification:** Major Collector Urban

**Roadway Description:** 4-Lane Divided with Grass Median & 2-Lane Undivided

### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 36,000

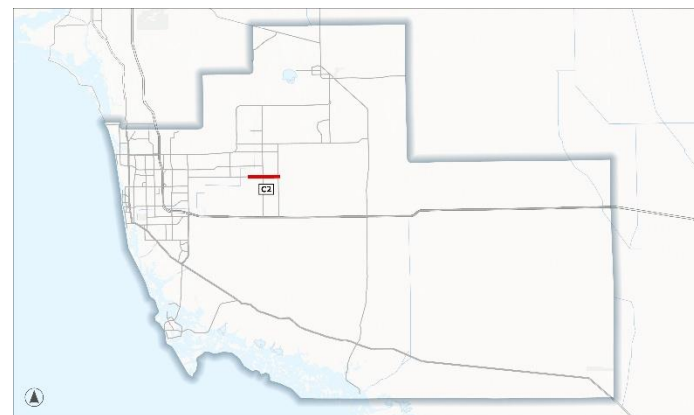
**2030 Max Volume/Capacity Ratio:** 2.87

**2030 Level of Service:** F

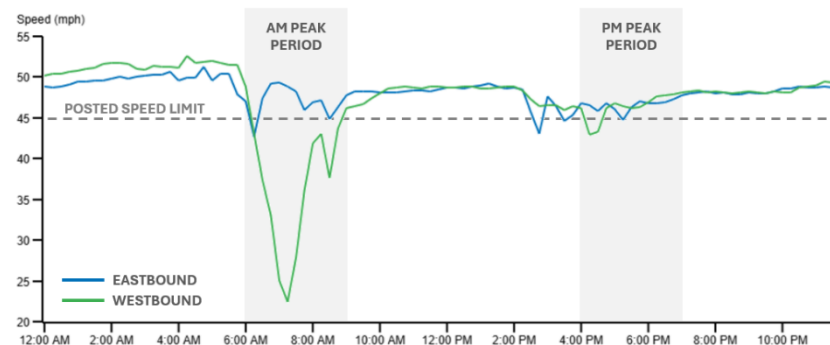
**2025 Max Truck Share:** 9%

**2025 Max Average Travel Time Index (TTI):** 1.7 WB @ 7:15 am

**2025 Top Recurring Bottleneck Locations:** None in the Top 50



2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** None

**Existing Transit Service:** None

**Existing Non-Motorized Facilities:** Sidewalk & Bike Lane - Both Sides

**Schools:** None

**Relevant Projects/Studies:** Vanderbilt Beach Rd Extension

### CMP STRATEGY CONSIDERATIONS

- Support County land use planning efforts to better integrate mixed-use development and roadway network connections through the Rural Lands Stewardship Program.
- Continue monitoring corridor performance and traffic volumes following completion of Vanderbilt Beach Road Extension
- Consider need for future widening of Golden Gate Blvd to four lanes east of Everglades Blvd.
- Expand technology solutions to address decreases in AM peak hour travel speeds.

## Corridor 3: Immokalee Road from Collier Boulevard to Wilson Boulevard

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

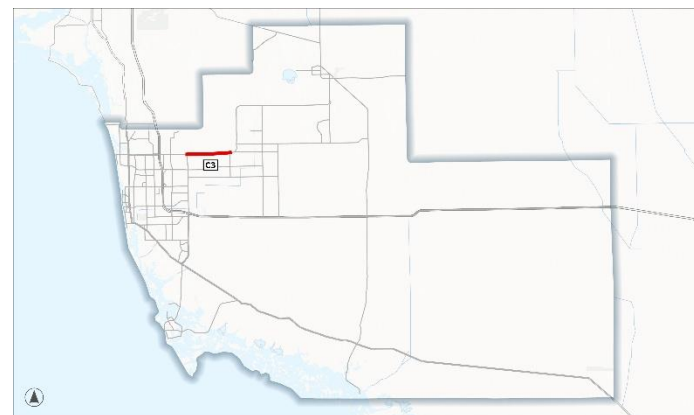
**Posted Speed (mph):** 50

**Corridor Length (miles):** 5.10

**Number of Signalized Intersections:** 6

**Functional/Context Classification:** Minor Arterial Urban/Rural

**Roadway Description:** 6-Lane Divided with Landscaped Median



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 61,700

**2030 Max Volume/Capacity Ratio:** 1.48

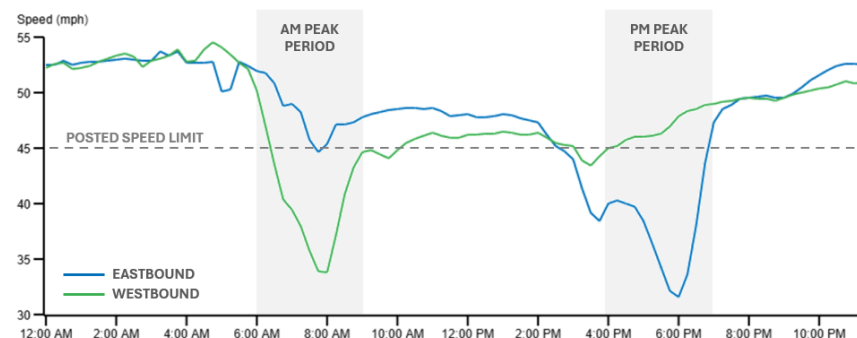
**2030 Level of Service:** F

**2025 Max Truck Share:** 26%

**2025 Max Average Travel Time Index (TTI):** 1.5 EB @ 5:15 pm

**2025 Top Recurring Bottleneck Locations:** #38 – EB @ Collier Blvd & #44 – WB @ Collier Blvd

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier I Segment & Tier 1 Intersection

**Existing Transit Service:** None

**Existing Non-Motorized Facilities:** Sidewalk - South Side, Bike Lane - Both Sides, & Shared Use Path - North Side

**Schools:** Naples Classical Academy & Bear Creek Elementary

**Relevant Projects/Studies:** Vanderbilt Beach Rd Extension, Florida Heartland Trail / SUN Trail Expansion, FDOT TSM&O Master Plan

### CMP STRATEGY CONSIDERATIONS

- Explore implementation of ITS and advance traffic signal control technology, including Transit Signal Priority (TSP).
- Continue monitoring corridor performance and traffic volumes following completion of Vanderbilt Beach Road Extension.
- Coordinate with schools to identify opportunities to manage demand and traffic at dropoff/pickup times
- Expand technology solutions to address decreases in peak hour travel speeds.
- Assess impacts of congestion on freight traffic.

## Corridor 4: New Market Road from SR 29 to Charlotte Street

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

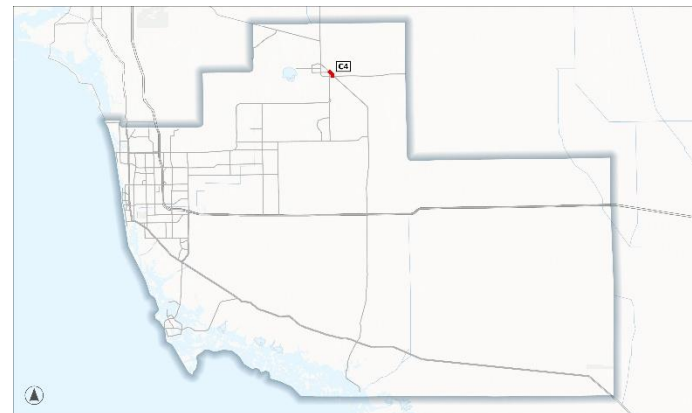
**Posted Speed (mph):** 35

**Corridor Length (miles):** 0.72

**Number of Signalized Intersections:** 2

**Functional/Context Classification:** Major Collector Urban

**Roadway Description:** 2-Lane Undivided



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 19,400

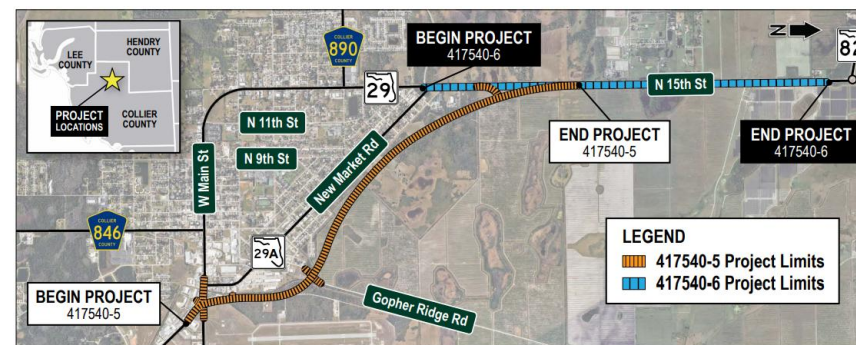
**2030 Max Volume/Capacity Ratio:** 1.45

**2030 Level of Service:** F

**2025 Max Truck Share:** 16%

**2025 Max Average Travel Time Index (TTI):** No Data

**2025 Top Recurring Bottleneck Locations:** None in the Top 50



Construction of the SR 29 bypass around Immokalee is funded in FY 27.

### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier I Intersection

**Existing Transit Service:** None

**Existing Non-Motorized Facilities:** Sidewalk - Both Sides

**Schools:** None

**Relevant Projects/Studies:** SR 29 Bypass / Reconfiguration, SR 29 Widening, Florida Heartland Trail / SUN Trail Expansion

### CMP STRATEGY CONSIDERATIONS

- Re-evaluate traffic following construction of SR 29 bypass.
- Support Maintenance of Traffic (MOT) and incident management during SR 29 construction activities.
- Explore funding opportunities for future transit service between Immokalee and Lehigh Acres via SR 82.
- Assess impacts of congestion on freight traffic.

## Corridor 5: Pine Ridge Road from Airport Road to I-75

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

**Posted Speed (mph):** 45

**Corridor Length (miles):** 2.00

**Number of Signalized Intersections:** 8

**Functional/Context Classification:** Minor Arterial Urban

**Roadway Description:** 6-Lane Divided with Landscaped Median

### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 66,600

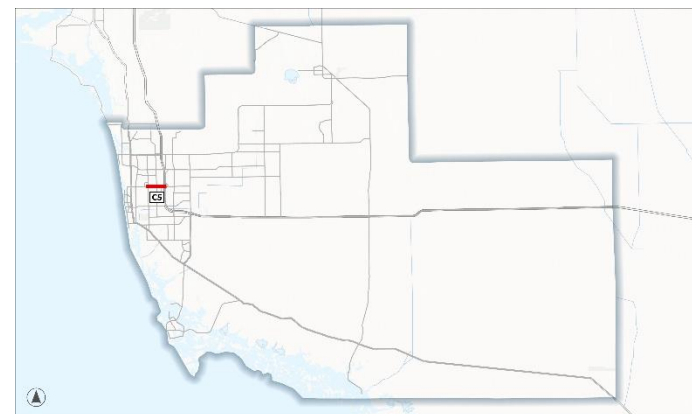
**2030 Max Volume/Capacity Ratio:** 1.51

**2030 Level of Service:** F

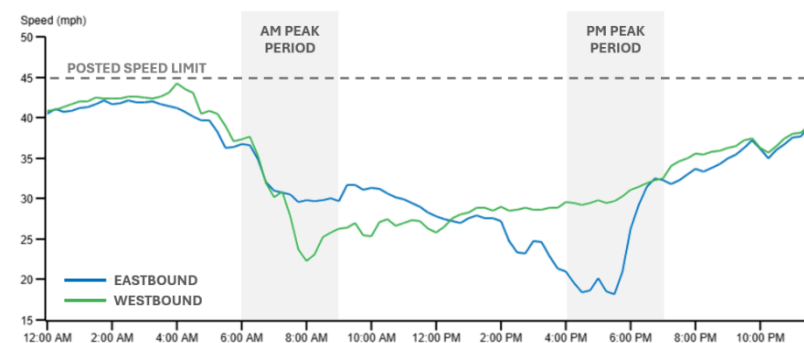
**2025 Max Truck Share:** 6%

**2025 Max Average Travel Time Index (TTI):** 2.0 EB @ 4:45 pm

**2025 Top Recurring Bottleneck Locations:** #2 – EB @ I-75 & #3 – EB @ Livingston Rd



2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier I Segment & Tier I Intersection

**Existing Transit Service:** CAT Route 20

**Existing Non-Motorized Facilities:** Sidewalk - Both Sides

**Schools:** Barron High School, Osceola Elementary, & Community School of Naples (K-12)

**Relevant Projects/Studies:** I-75 Interchange Improvements, Livingston FPL Trail Project, Livingston Rd Intersection Improvements

### CMP STRATEGY CONSIDERATIONS

- Re-evaluate and assess corridor performance following completing of the Diverging Diamond Intersection at I-75.
- Coordinate with Collier County on opportunities to advance alternative intersection design concept at Livingston Road.
- Explore implementation of ITS and advance traffic signal control technology with Collier County Traffic Operations, including Transit Signal Priority (TSP).

## Corridor 6: Randall Boulevard from 8<sup>th</sup> Street NE to Everglades Blvd

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

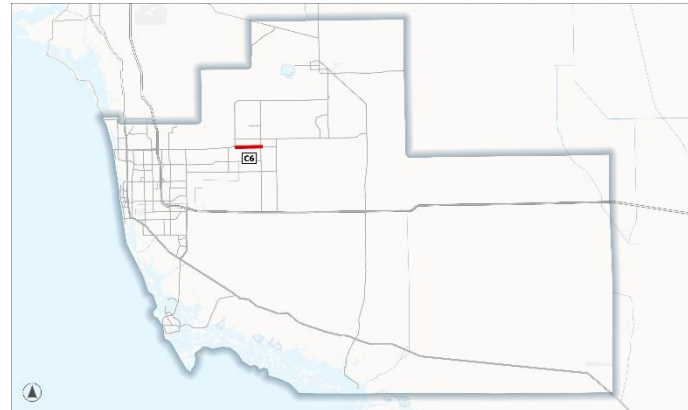
**Posted Speed (mph):** 45

**Corridor Length (miles):** 2.88

**Number of Signalized Intersections:** 2

**Functional/Context Classification:** Minor Collector Urban

**Roadway Description:** 2-Lane Undivided



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 18,400

**2030 Max Volume/Capacity Ratio:** 1.33

**2030 Level of Service:** F

**2025 Max Truck Share:** 6%

**2025 Max Average Travel Time Index (TTI):** No Data

**2025 Top Recurring Bottleneck Locations:** None in the Top 50



*Widening project west of 8<sup>th</sup> Street includes additional intersection capacity.*

### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier II Intersection

**Existing Transit Service:** None

**Existing Non-Motorized Facilities:** Sidewalk - North Side

**Schools:** None

**Relevant Projects/Studies:** Immokalee Rd Intersection Improvements and Widening Project, Florida Heartland Trail / SUN Trail Expansion

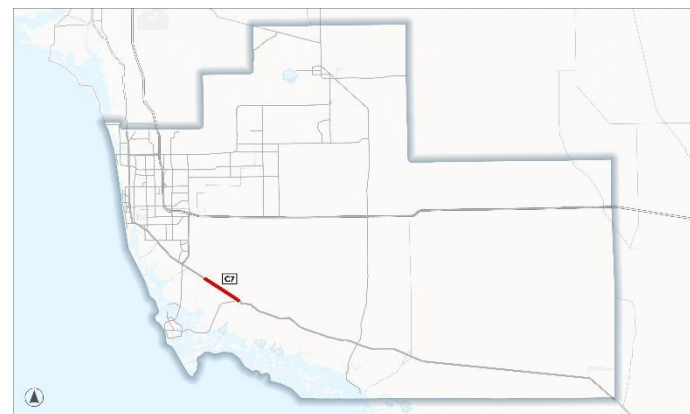
### CMP STRATEGY CONSIDERATIONS

- Continue monitoring corridor performance and traffic volumes following completion of Vanderbilt Beach Road Extension.
- Support County land use planning efforts to better integrate mixed-use development and roadway network connections through the Rural Lands Stewardship Program.
- Support Collier County project to widen Randall Blvd and intersection improvement at 8<sup>th</sup> Street NE. Consider future widening to four lanes east of 8<sup>th</sup> Street NE.

## Corridor 7: US 41 / Tamiami Trail East from Greenway Road to San Marco Drive

### ROADWAY CHARACTERISTICS

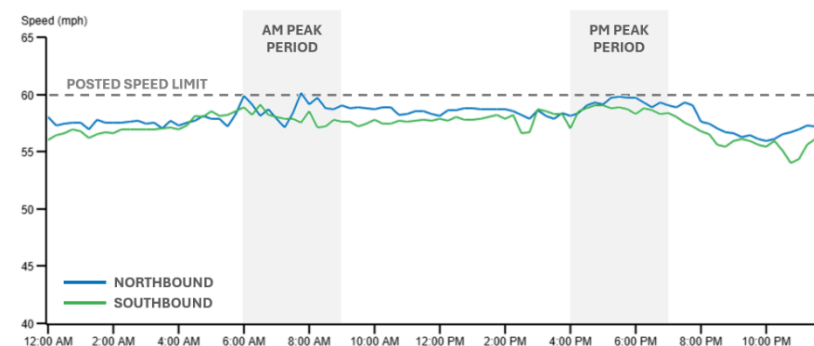
**Jurisdiction:** State  
**Posted Speed (mph):** 60  
**Corridor Length (miles):** 4.76  
**Number of Signalized Intersections:** 1  
**Functional/Context Classification:** C1 - Natural & C2 - Rural  
**Roadway Description:** 2-Lane Undivided



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 29,000  
**2030 Max Volume/Capacity Ratio:** 1.93  
**2030 Level of Service:** E  
**2025 Max Truck Share:** 18%  
**2025 Max Average Travel Time Index (TTI):** 1.1 NB @ Multiple Times  
**2025 Top Recurring Bottleneck Locations:** None in the Top 50

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** None  
**Existing Transit Service:** None  
**Existing Non-Motorized Facilities:** Shared Use Path - South Side  
**Schools:** None  
**Relevant Projects/Studies:** Florida Heartland Trail / SUN Trail Expansion

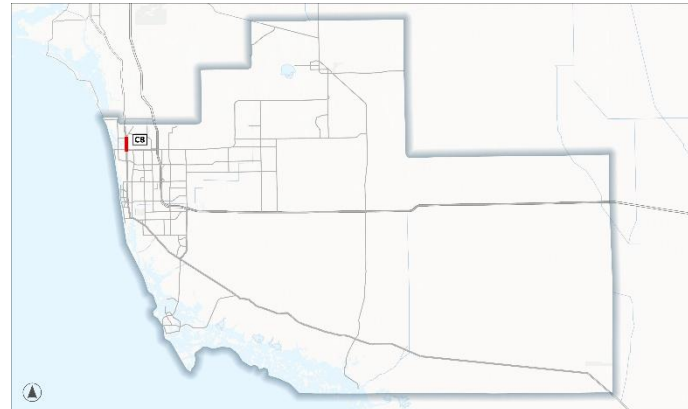
### CMP STRATEGY CONSIDERATIONS

- Support County land use planning efforts to better integrate mixed-use development and roadway network connections in the Rural Fringe Mixed-Use District.
- Continue monitoring the need for widening to four lanes as traffic associated with new development increases.
- Assess impacts of congestion on freight traffic.

## Corridor 8: US 41 / Tamiami Trail North from Immokalee Road to Wiggins Pass Road

### ROADWAY CHARACTERISTICS

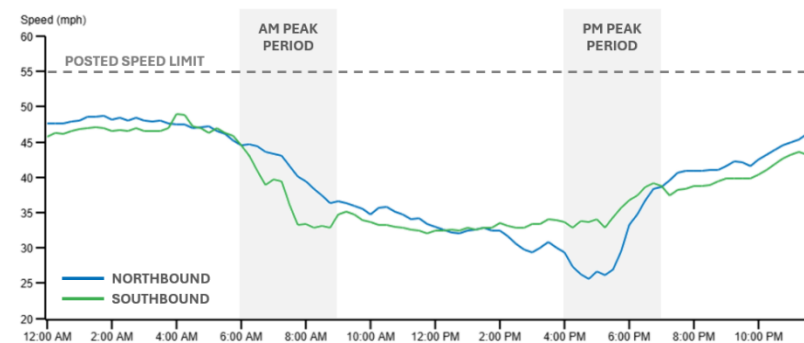
**Jurisdiction:** State  
**Posted Speed (mph):** 55  
**Corridor Length (miles):** 1.52  
**Number of Signalized Intersections:** 4  
**Functional/Context Classification:** 3C3 - Suburban Commercial  
**Roadway Description:** 6-Lane Divided with Landscaped Median



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 61,500  
**2030 Max Volume/Capacity Ratio:** 1.38  
**2030 Level of Service:** F  
**2025 Max Truck Share:** 4%  
**2025 Max Average Travel Time Index (TTI):** 1.5 NB @ 4:45 pm  
**2025 Top Recurring Bottleneck Locations:** #9 – NB @ Old US 41 & #14 – NB @ Immokalee Rd

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier I Segment & Tier I & II Intersections  
**Existing Transit Service:** Lee Tran LinC (Route 600)  
**Existing Non-Motorized Facilities:** Sidewalk & Bike Lane - Both Sides  
**Schools:** None  
**Relevant Projects/Studies:** Veterans Memorial Hwy Extension, FDOT TSM&O Master Plan, Old US 41 Intersection Improvements and Widening Project, US 41 Median Modification Project

### CMP STRATEGY CONSIDERATIONS

- Evaluate Access Management opportunities.
- Explore implementation of ITS and advance traffic signal control technology with County Traffic Operations, including Transit Signal Priority (TSP).
- Coordinate with Lee County MPO to advance regional congestion strategies for implementation.
- Advance recommendations from FDOT TSM&O Master Plan.

## Corridor 9: Vanderbilt Beach Road from Gulfshore Drive to US 41 / Tamiami Trail

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

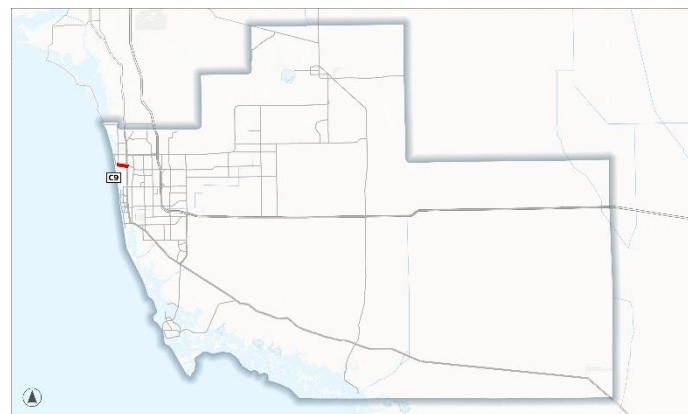
**Posted Speed (mph):** 35

**Corridor Length (miles):** 1.00

**Number of Signalized Intersections:** 5

**Functional/Context Classification:** Major Collector Urban

**Roadway Description:** 4-Lane Divided with Landscaped Median & 2-Lane Undivided



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 22,200

**2030 Volume/Capacity Ratio:** 1.70

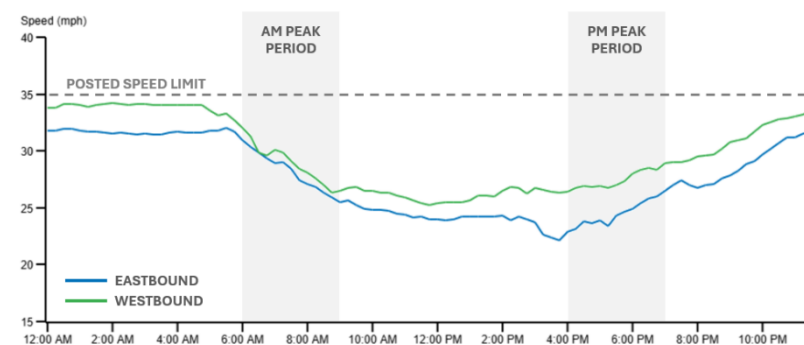
**2030 Level of Service:** F

**2025 Max Truck Share:** 5%

**2025 Max Average Travel Time Index (TTI):** 1.2 EB @ 3:30 pm

**2025 Top Recurring Bottleneck Locations:** None in the Top 50

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier I Intersection

**Existing Transit Service:** None

**Existing Non-Motorized Facilities:** Sidewalk or Bike Lane - Both Sides

**Schools:** None

**Relevant Projects/Studies:** Bike Path/Trail and Other Non-motorized Improvements Project, US 41 Median Modification Project

### CMP STRATEGY CONSIDERATIONS

- Consider microtransit mobility options for work or recreational trips connecting the corridor with US 41.
- Fund construction of non-motorized improvements (currently funded for Design in FY 30).
- Explore implementation of ITS and advance traffic signal control technology with County Traffic Operations to manage corridor travel speeds.

## Corridor 10: Golden Gate Parkway from Livingston Road to I-75

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County

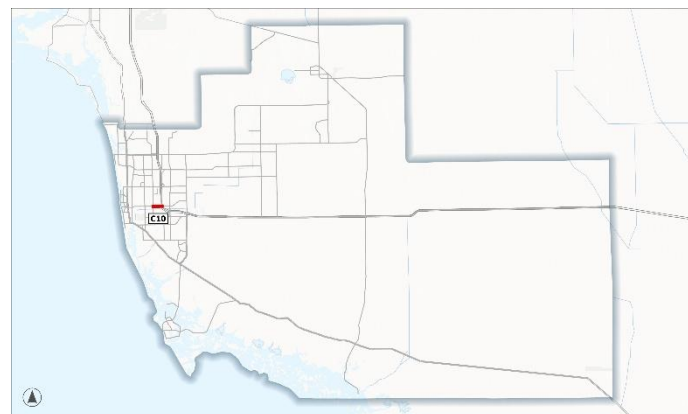
**Posted Speed (mph):** 45

**Corridor Length (miles):** 2.05

**Number of Signalized Intersections:** 3

**Functional/Context Classification:** Major Arterial Urban

**Roadway Description:** 6-Lane Divided with Landscaped Median



### ROADWAY PERFORMANCE

**2030 Estimated Traffic Volume (AADT):** 52,100

**2030 Volume/Capacity Ratio:** 1.30

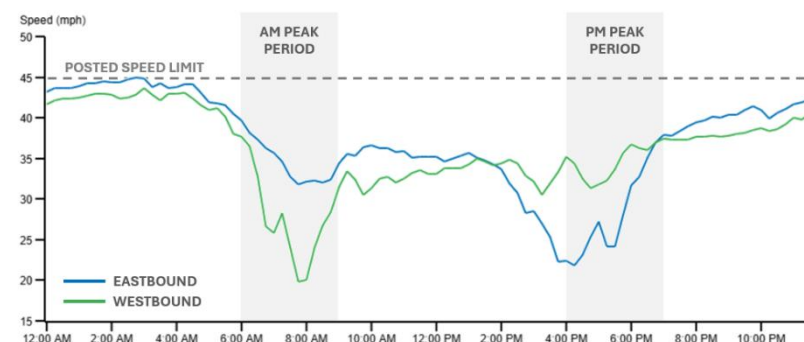
**2030 Level of Service:** F

**2025 Max Truck Share:** 6%

**2025 Max Average Travel Time Index (TTI):** 1.8 WB @ 8:00 am

**2025 Top Recurring Bottleneck Locations:** #8 – WB @ Livingston Rd

2025 Average Weekday Travel Speeds



### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier II Segment & Tier 1 Intersection

**Existing Transit Service:** CAT Route 25

**Existing Non-Motorized Facilities:** Sidewalk & Bike Lane - Both Sides

**Schools:** Naples Christian Academy (K-12)

**Relevant Projects/Studies:** Golden Gate Parkway Congestion Study, Livingston FPL Trail Project

### CMP STRATEGY CONSIDERATIONS

- Support and coordinate with Collier County to advance recommendations from the Golden Gate Parkway congestion study.
- Construct safety countermeasures listed in the Comprehensive Safety Action Plan at crash hot spots.
- Explore implementation of ITS and advance traffic signal control technology with County Traffic Operations, including Transit Signal Priority (TSP).

## 5 Implementation Process

This section outlines the implementation and management of CMP strategies including the process for selecting projects for implementation and identifying potential funding sources.

### 5.1 MPO Approach to Addressing Congestion

The intent of the CMP is to define appropriate strategies that focus on improving transportation operations and managing the existing system more efficiently before pursuing roadway widening or construction of new roadways.

Consistent with the 2050 LRTP, the MPO prioritizes congestion management, bicycle/pedestrian, safety, and transit capital projects for funding with Federal Surface Transportation Block Grant (STBG) revenues. Currently, the MPO alternates between bicycle/pedestrian and congestion management/safety projects every other year, as illustrated below. While the MPO currently follows this approach to fund projects for implementation, the MPO Board could decide to change this approach in the future due to rising project costs and various other factors.



In addition to funding CMP recommendations, the MPO has established a process for identifying and prioritizing strategies that address multimodal network connectivity through the Bicycle and Pedestrian Master Plan. Therefore, the CMP update does not need to duplicate this effort or develop a separate set of multimodal strategies. Instead, the CMP incorporates the strategies and priorities identified through the BPMP as part of its broader multimodal congestion-management strategy framework.

For purposes of the CMP, these established bicycle and pedestrian priorities represent an existing source of multimodal and safety-related strategies that can contribute to congestion management by improving connections between neighborhoods, activity centers, transit services, and other destinations and by providing viable alternatives to automobile travel. The CMP will therefore use the BPMP's identified needs and priorities as an input to the identification and assessment of multimodal congestion-management strategies, rather than recreating a separate bicycle and pedestrian project-selection process.

Additionally, the MPO's Safety Action Plan was completed in 2025 consistent with the Safe Systems Approach for identifying the High Injury Network. This effort included consideration of crash mitigation strategies.

This approach is consistent with the FHWA Congestion Management Process framework, which calls for consideration of a broad range of strategies addressing the performance of the multimodal transportation system. The CMP's role is to identify and assess strategies appropriate to identified congestion and mobility needs.

## 5.2 CMP Strategy Evaluation Criteria

The Congestion Management Committee plays a key role in identifying and recommending congestion management projects with the greatest potential benefit. The CMP Strategy Evaluation Criteria (see **Appendix G**) are used to evaluate project submittals for consistency with CMP Goals, Objectives, strategy toolbox, and hot spot congestion corridors.

Projects developed consistent with the CMP Strategy Toolbox are submitted for funding consideration and evaluated by the CMC using the Strategy Evaluation Criteria. Based on this evaluation, the CMC provides recommendations to the MPO Board for project prioritization within the Transportation Improvement Program (TIP), consistent with the MPO's most recent Long Range Transportation Plan (2050 LRTP).

CMP projects that advance into project development and programming are typically funded with the Federal Surface Transportation Block Grant funds that are allocated to the Urbanized Area, consistent with the 2050 LRTP Cost Feasible Plan.

In addition to the federal funds allocated to the Urbanized Area, the MPO may pursue additional funding opportunities through coordination with partner agencies. These potential revenue sources include:

- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)
- Surface Transportation Program Block Grant – Any area
- Transportation Regional Incentive Program (TRIP)
- Competitive Grant Funding from State and Federal Programs.

## 5.3 Future Studies

In addition to project level strategies, the MPO identifies potential studies that support CMP objectives and address congestion related needs. These studies may be included in the Unified Planning Work Program (UPWP) based on funding eligibility and overall planning priorities.

Through development of this CMP Update, the need for developing certain countywide or sub-area studies were identified to include the following.

- **ITS or ATMS Master Plan:** Developing a plan of this nature would include an inventory of existing traffic signal systems and capabilities. Identifying operational and technology gaps of the traffic signal system would inform future project development by establishing priorities to consider in future TIP funding cycles.
- **Data and Technology Applications:** In-vehicle GPS, mobile-phone, and connected-vehicle technologies provide opportunities to collect real-time information on travel conditions (speed, incidents, weather, road hazards, etc.). The MPO could explore how other Florida agencies are using these data sources through regional and statewide peer exchanges. A better understanding of the capabilities, applications, and benefits of these technologies could help identify opportunities to incorporate them into the MPO's overall ITS and traffic-management approach.
- **City-Focused Transportation Master Plans:** Feedback from the City of Marco Island indicates that nearly all of the recommendations from the previous bike/ped master plan have been completed. Walkability Studies, previously prepared in partnership with Collier County,



and other sub-area focused efforts have resulted in the construction of transportation projects that improve system connectivity and safety.

- **Corridor Focused Congestion Studies:** Collier County has recently completed a congestion study on Golden Gate Parkway similar to previous studies for corridors such as Immokalee Road. Participation in these local agency planning efforts can provide the MPO with an opportunity to identify project recommendations to consider for future funding.
- **Future Transit Studies:** Working with CAT, the MPO should continue to support planning efforts to improve transit services. One such study would be to advance the recommendation included in the Transit Development Plan to explore Mobility on Demand services as a complement to the current fixed-route service. Expanding transit options can provide an alternative to automobile travel, particularly in areas where traditional fixed-route service is not practical or cost-effective. A Mobility on Demand study could evaluate potential ridership demand, technology requirements, and connections to existing CAT routes.

## 6 Evaluation and Effectiveness Monitoring

As an on-going process, evaluating effectiveness of the MPO's process and implemented CMP strategies provides guidance for future decision making. This is accomplished through evaluation of project delivery efforts as well as review of the systemwide performance measures.

### 6.1 Implementation Process Evaluation

Through the CMP Update, conversations with local agency stakeholders identified specific examples of implemented projects that have been tested and evaluated locally.

Implementation of adaptive signal control on Vanderbilt Beach Road covers 13 signalized intersection between Goodlette Frank Road and Islandwalk. Previous experience with testing similar technology on Immokalee Road was used to ensure better communication and improved detection capabilities. Continued deployment of vehicle detection devices across Collier County continues through funding priorities established by the CMC. Current funding will increase coverage to 80% of signalized intersections, resulting in more reliable signal control.

During this update to the CMP, the extension of Vanderbilt Beach Road was completed. The addition of this new 7-mile long roadway provides parallel relief to the Immokalee Road and Golden Gate Blvd hot spot congestion corridors. Initial data collections show traffic shifts as high as 20% off of these highly congested corridors.

While many intersections in Collier County have been fully built out with multiple turn lanes, opportunities still exist where dedicated turning lanes can be added to reduce intersection bottleneck conditions. On Marco Island, the construction of a dedicated turn lane has reduced congestion at the intersection of Collier Blvd and Barfield Drive.

Collier County's Growth Management Plan policies for clustered development in the eastern rural lands has provided opportunities for establishing non-residential developments east of CR 951 to better balance the distribution of trips.

Finally, the recent completion of the Golden Gate Parkway Congestion Study by Collier County has identified specific project recommendations that should be advanced and funded. Efforts of this nature bring the strategy recommendations of the CMP into better focus for project development and implementation.

In addition to evaluating project development, the MPO's approach to identify congestion management projects has resulted in additional proven strategies that are programmed for construction and prioritized for future funding. Based on analysis of the MPO's TIP, 21 unique projects with a CMP component are currently funded. 25% of the MPO's funding in the TIP is allocated to multimodal projects.

Effectiveness of the MPO's process is seen through the number and quality of projects prioritized as a result of the CMP and funded. **Table 6-1** provides a listing of the CMP projects that have recently been prioritized by the CMC. **Table 6-2** includes a list of projects with a congestion reduction component that are currently funded in the TIP.

Table 6-1: Prioritized CMP Projects

| Project Name                                        | Project Number       | Strategy Description                          | Date Prioritized | Funding Request        | Anticipated Benefits                                                                                                                                                                       | Project Status              |
|-----------------------------------------------------|----------------------|-----------------------------------------------|------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Travel Time Data                                    | 446251-1             | ITS Travel Time Data                          | 2019             | \$752,150              | <ul style="list-style-type: none"> <li>Improved system efficiency</li> <li>Decreased bottlenecks</li> </ul>                                                                                | Capital Funded FY 2027      |
| US 41 @ Golden Gate Parkway                         | 446451-1             | Intersection Improvements                     | 2019             | \$2,335,647            | <ul style="list-style-type: none"> <li>Improved traffic flow</li> <li>Improved Safety</li> </ul>                                                                                           | Construction Funded FY 2027 |
| 91 <sup>st</sup> Avenue N                           | 449514-1             | Construction of Sidewalk                      | 2021             | \$640,500              | <ul style="list-style-type: none"> <li>Increased safety</li> <li>Decreased vehicle use for short distance trips</li> <li>Increase non-motorized mode share</li> </ul>                      | Construction Funded FY 2029 |
| ITS Fiber Optic and FPL Power Infrastructure        | 449526-1             | Installation of fiber optic cables            | 2021             | \$830,000              | <ul style="list-style-type: none"> <li>Improved communications</li> <li>Traffic monitoring</li> <li>Decrease nonrecurring delay</li> </ul>                                                 | Construction Funded FY 2030 |
| ITS Vehicle Detection Update/Installation           | 449581-1             | Implement vehicle detection for ATMS          | 2021             | \$991,000              | <ul style="list-style-type: none"> <li>Traffic monitoring</li> <li>Decrease nonrecurring delay</li> <li>Increased safety</li> </ul>                                                        | Construction Funded FY 2027 |
| ITS ATMS Retiming of Arterials                      | 437925-1<br>449580-1 | Expanded traffic signal timing & coordination | 2015<br>2021     | \$830,526<br>\$881,900 | <ul style="list-style-type: none"> <li>Improved efficiency of transportation system</li> <li>Improved travel time</li> <li>Reduced intersection delay</li> <li>Increased safety</li> </ul> | Design Funded FY 2027       |
| ATMS and Controller Updates                         |                      | Advanced Traffic Management System Update     | 2024             | \$1,622,000            | <ul style="list-style-type: none"> <li>Improved efficiency of transportation system</li> <li>Decreased nonrecurring delay</li> <li>Increased safety</li> </ul>                             |                             |
| Harbor Drive & Mooring Line Dr: US 41 to Crayton Rd | 455927-1             | Traffic Signal Improvements                   | 2024             | \$1,998,153            | <ul style="list-style-type: none"> <li>Improved travel time</li> <li>Reduced intersection delay</li> <li>Increased Safety</li> </ul>                                                       | Construction Funded FY 2030 |
| ITS Retiming of Arterials                           |                      | Expanded traffic signal timing & coordination | 2024             | \$633,000              | <ul style="list-style-type: none"> <li>Improved efficiency of transportation system</li> <li>Improved travel time</li> <li>Reduced intersection delay</li> <li>Increased safety</li> </ul> |                             |
| US 41: 3 <sup>rd</sup> Avenue to SR 84              | 453415-1             | Context-Based Multimodal Improvements         | 2024             | \$1,118,220            | <ul style="list-style-type: none"> <li>Improved mobility</li> <li>Increased safety</li> <li>Increased non-motorized share</li> </ul>                                                       | PD&E Funded FY 2027         |
| Vanderbilt Beach Road: Airport Rd to Livingston     |                      | Corridor Study to identify future needs       | 2021             |                        | <ul style="list-style-type: none"> <li>TBD</li> </ul>                                                                                                                                      |                             |

Table 6-2: Programmed Safety, Congestion & Multimodal Projects

| Project Name                                                                    | Project Number       | Strategy Description                      | Anticipated Benefits                                                                                                                                                  | Project Status              |
|---------------------------------------------------------------------------------|----------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>Vanderbilt Beach Road: Gulf Shore Drive to US 41</b>                         | 452207-1             | Bike Path/Trail                           | <ul style="list-style-type: none"> <li>Increased safety</li> <li>Decreased vehicle use for short distance trips</li> <li>Increase non-motorized mode share</li> </ul> | Design Funded FY 2030       |
| <b>Old US 41: US 41 to Lee County</b>                                           | 435110-2             | Roadway Capacity; multimodal improvements | <ul style="list-style-type: none"> <li>Parallel Capacity</li> <li>Decrease bottleneck</li> <li>Improve safety</li> </ul>                                              | Design Funded FY 2028       |
| <b>Orchid Drive</b>                                                             | 440436-1             | Bike Lane & Sidewalk                      | <ul style="list-style-type: none"> <li>Increased safety</li> <li>Increased non-motorized mode share</li> </ul>                                                        | Construction Funded FY 2028 |
| <b>Lake Trafford Road</b>                                                       | 443375-3<br>443375-4 | Bike Lanes                                | <ul style="list-style-type: none"> <li>Improved safety</li> <li>Increased non-motorized mode share</li> </ul>                                                         | Construction Funded FY 2031 |
| <b>Wiggins Pass Road: Vanderbilt Drive to US 41</b>                             | 448069-1             | Sidewalk                                  | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2027 |
| <b>Golden Gate Sidewalks</b>                                                    | 448130-2<br>448130-1 | Sidewalks                                 | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2028 |
| <b>Golden Gate Sidewalks: 23<sup>rd</sup> Place &amp; 45<sup>th</sup> St SW</b> | 452065-1             | Sidewalks                                 | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2030 |
| <b>26<sup>th</sup> Avenue</b>                                                   | 448131-1             | Sidewalks                                 | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2028 |
| <b>Everglades City (Phase 3)</b>                                                | 448265-1             | Bike lane / Sidewalk                      | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2028 |
| <b>Everglades City (Phase 4)</b>                                                | 452052-1             | Bike lane / Sidewalk                      | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2030 |
| <b>Immokalee</b>                                                                | 451542-1             | Sidewalks                                 | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2028 |
| <b>Bayshore CRA</b>                                                             | 451543-2             | Sidewalks                                 | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2028 |
| <b>McCarty St: Floridian Ave to Caroline Ave</b>                                | 452064-1             | Sidewalk                                  | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2030 |
| <b>106<sup>th</sup> Avenue: Vanderbilt Drive to US 41</b>                       | 452208-1             | Sidewalk                                  | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | PE Funded FY 2030           |
| <b>Bald Eagle Drive: San Marco Dr to N. Collier Blvd</b>                        | 452209-1             | Sidewalk                                  | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | Construction Funded FY 2027 |
| <b>109<sup>th</sup> Avenue N: Vanderbilt Drive to US 41</b>                     | 452210-1             | Sidewalk                                  | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                                                         | PE Funded FY 2030           |

| Project Name                                                | Project Number | Strategy Description        | Anticipated Benefits                                                                                                                 | Project Status                         |
|-------------------------------------------------------------|----------------|-----------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| <b>108<sup>th</sup> Avenue N: Vanderbilt Drive to US 41</b> | 452211-1       | Sidewalk                    | <ul style="list-style-type: none"> <li>Increased non-motorized mode share</li> <li>Improved safety</li> </ul>                        | PE Funded<br>FY 2028 & 2030            |
| <b>Immokalee Rd: Livingston to Logan Rd</b>                 | 452247-1       | Paved Shoulders             | <ul style="list-style-type: none"> <li>Improved safety</li> </ul>                                                                    | Construction<br>Funded FY 2028         |
| <b>SR 29 @ Oil Well Road</b>                                | 456577-1       | Lighting                    | <ul style="list-style-type: none"> <li>Improved safety</li> </ul>                                                                    | Construction<br>Funded FY 2027         |
| <b>I-75: CR 951 to Golden Gate Pkwy</b>                     | 457255-1       | Safety Project              | <ul style="list-style-type: none"> <li>Improved safety</li> </ul>                                                                    | PE &<br>Construction<br>Funded FY 2028 |
| <b>Immokalee Road: Phase 5</b>                              | 457882-1       | Paved Shoulders             | <ul style="list-style-type: none"> <li>Improved safety</li> </ul>                                                                    | Construction<br>Funded FY 2027         |
| <b>US 41: Old 41 Road to Woods Edge Pkwy</b>                | 456239-1       | ITS Communication           | <ul style="list-style-type: none"> <li>Traffic Signal Coordination</li> <li>Improved Communications</li> </ul>                       | Construction<br>Funded FY 2029         |
| <b>Marco Island Traffic Signal Control Replacement</b>      | CIP #<br>25001 | Traffic Signal Improvements | <ul style="list-style-type: none"> <li>Improved travel time</li> <li>Reduced intersection delay</li> <li>Increased Safety</li> </ul> |                                        |
| <b>Broad &amp; 2<sup>nd</sup> Street (Naples)</b>           | CIP#<br>26U01  | Traffic Signal Improvements | <ul style="list-style-type: none"> <li>Improved travel time</li> <li>Reduced intersection delay</li> <li>Increased Safety</li> </ul> |                                        |

## 6.2 System Performance Evaluation

Evaluating performance of the transportation system over time provides insight into the changing levels of congestion and system conditions. The performance measures from the MPO's 2019 Baseline Conditions Report are compared with those are reported in this CMP Update. Indicator arrows for each measure illustrate the direction of change as an increased or decreased measure. Red and Green colors are used to indicate conditions that have become worse or improved.

Organized by the CMP's objectives, changes in performance measures or available data between the previous and current CMP are noted. Additional information and data sources for individual performance measures can be found in the 2019 and 2026 CMP Baseline Conditions Reports.

### Reduce Recurring Congestion

While not all of the measures included in the 2026 Baseline Conditions Report were collected during the 2019 CMP Update, the measures in common to both reporting years show a general increase in congested conditions from the prior report. The largest increases appear when comparing the percentage of vehicle miles traveled on roadways with a Volume/Capacity of 1.2 and greater (roadways with severe congestion). In addition to the Volume/Capacity based measures, additional measures related to travel time reliability, not reported on in 2019, were added for the 2026 Update and future monitoring and performance reporting.

Unless noted, measures on the following pages are for existing conditions used in each report and based on data availability.

| Performance Measure                                                                                              | 2019 CMP Update | 2026 CMP Update | Trend |
|------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-------|
| <b>Percent of Roadway Miles by Volume-to-Capacity Ratio on the Existing Plus Committed (E+C) Roadway Network</b> |                 |                 |       |
| V/C Ratio < 0.9                                                                                                  | 83.9%           | 73.1%           | ↓     |
| V/C Ratio 0.9 – 1.0                                                                                              | 6.0%            | 5.3%            | ↓     |
| V/C Ratio 1.0 – 1.2                                                                                              | 5.6%            | 11.8%           | ↑     |
| V/C Ratio > 1.2                                                                                                  | 4.6%            | 9.8%            | ↑     |

\* based on existing plus committed conditions

| Performance Measure                                                                                                             | 2019 CMP Update | 2026 CMP Update | Trend |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-------|
| <b>Percent of Vehicle Miles Traveled (VMT) by Volume-to-Capacity Ratio on the Existing Plus Committed (E+C) Roadway Network</b> |                 |                 |       |
| V/C Ratio < 0.9                                                                                                                 | 70.4%           | 62.8%           | ↓     |
| V/C Ratio 0.9 – 1.0                                                                                                             | 13.3%           | 7.8%            | ↓     |
| V/C Ratio 1.0 – 1.2                                                                                                             | 12.1%           | 13.3%           | ↑     |
| V/C Ratio > 1.2                                                                                                                 | 4.2%            | 16.1%           | ↑     |

\* based on existing plus committed conditions

| Performance Measure                                                                | 2019 CMP Update     | 2026 CMP Update | Trend |
|------------------------------------------------------------------------------------|---------------------|-----------------|-------|
| <b>Percentage of Person Miles Traveled on Interstates that are Reliable</b>        | <i>Not Measured</i> | 90.9%           | -     |
| <b>Percentage of Person Miles Traveled on Non-Interstate NHS that are Reliable</b> | <i>Not Measured</i> | 96.4%           | -     |
| <b>Percent of Roadways with an Average Daily Travel Time Index &gt; 1.0</b>        | <i>Not Measured</i> | 13.2%           | -     |
| <b>Total Annual NHS Vehicle Hours of Delay</b>                                     | <i>Not Measured</i> | 1.1M            | -     |

## Optimize Freight Movement

The movement of freight on the roadway network is impacted by the same congestion as other motorists using the same roadways experience. The increase in travel on truck routes experiencing high levels of congestion is a combination of increased traffic on the roadways and the number of roadways that are experiencing congested conditions.

| Performance Measure                                                                                                                                     | 2019 CMP Update | 2026 CMP Update | Trend |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-------|
| Vehicle Miles Traveled on Designated Truck Routes with a Volume-to-Capacity Ratio Greater Than 1.0 on the Existing Plus Committed (E+C) Roadway Network | 1,222,661       | 1,916,992       | ↑     |
| Truck Travel Time Reliability Index (TTTRI)                                                                                                             | 1.16            | 1.45            | ↑     |
| Number of Crashes Involving Heavy Vehicles/ Trucks                                                                                                      | 653             | 823             | ↑     |

## Improve Safety

The number of fatalities and serious injuries rose slightly between 2019 and 2026 Baseline Condition Reports. However, the rate of fatalities and serious injuries based on the volume of traffic has decreased.

| Performance Measure                                                | 2019 CMP Update | 2026 CMP Update | Trend |
|--------------------------------------------------------------------|-----------------|-----------------|-------|
| Number of Crash-Related Fatalities & Serious Injuries              | 254             | 258             | ↑     |
| Number of Crash-Related Fatalities & Serious Injuries per 100M VMT | 6.98            | 6.29            | ↓     |
| Number of Non-Motorized Fatalities & Serious Injuries              | 42              | 44              | ↑     |

## Leverage Technology

Advanced traffic signals that adjust based on traffic demand can reduce the delay experienced at roadway intersections. Nearly 50 more signalized intersections now have this advanced technology for managing traffic congestion and intersection delay. Additional measures were added in the 2026 report to monitor future improvements.

| Performance Measure                                                                                                                            | 2019 CMP Update | 2026 CMP Update | Trend |
|------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-------|
| Number of Intersections Connected to the County ATMS                                                                                           | 189             | 232             | ↑     |
| Number of Programmed Intersection Projects to Install Signal Technology or Update Signal Timing Over the Next 5 Years (Fiscal Years 2027-2031) | Not Measured    | 66              | -     |
| Number of Intersections with New Signal Technology or Signal Timing Adjustments Made Over the Past 5 Years (FY2022-2026)                       | Not Measured    | 234             | -     |

## Encourage Alternative Modes of Transportation

Providing transportation options results in decreased demand on the transportation system, which is as important for managing congestion as increasing roadway capacity. The metrics below for transit service indicate that the service being provided is slightly reduced between the two reporting years. On time performance, which is impacted by congestion on the roadway, has been impacted the most. However, there has been a slight increase in commuters willing to utilize vanpool and carpool services.

| Performance Measure                                                                                                     | 2019 CMP Update | 2026 CMP Update | Trend |
|-------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-------|
| Number of People Registered in the FDOT Commute Connector Database That Have an Origin or Destination in Collier County | 1,010           | 1,233           | ↑     |
| Number of Bus Routes                                                                                                    | 19              | 18              | ↓     |
| Average Bus Route Service Frequency                                                                                     | 87 minutes      | 88 minutes      | ↑     |
| Total Transit Passenger Trips per Revenue Hour                                                                          | 10.9            | 6.0             | ↓     |
| Transit On-Time Performance                                                                                             | 84.7%           | 73.8%           | ↓     |

## Support Integration of Transportation and Land Use

The ability to travel by transit, walking or cycling provides easy and convenient access between residential and commercial areas. The method for describing the miles of sidewalks and bicycle facilities changed between the 2019 and 2026 reports. While a direct comparison is not provided, there has been a substantial increase in the facilities provided for these modes of travel, as well as an increase in jobs and households with easy access to the transit system.

| Performance Measure                                         | 2019 CMP Update     | 2026 CMP Update | Trend          |
|-------------------------------------------------------------|---------------------|-----------------|----------------|
| Centerline Miles of Bicycle Lanes                           | 133                 | 249             | — <sup>3</sup> |
| Centerline Miles of Connector Sidewalk                      | 83                  | 208             | — <sup>2</sup> |
| Miles of Shared Use Path                                    | 4                   | 75              | — <sup>2</sup> |
| Percentage of Funding Allocated to Multimodal Projects      | <i>Not Measured</i> | 25%             | —              |
| Share of Regional Jobs Within ¼ Mile of Transit Stops       | 29.5%               | 43.1%           | ↑              |
| Share of Regional Households Within ¼ Mile of Transit Stops | 19.7%               | 25.7%           | ↑              |

## Incorporate CMP in the LRTP and TIP

As a new objective for the 2026 Baseline Conditions Report, tracking the number of future congestion reducing projects that are programmed and planned provides a measure for tracking how congestion is being addressed.

| Performance Measure                                                                                          | 2019 CMP Update     | 2026 CMP Update | Trend |
|--------------------------------------------------------------------------------------------------------------|---------------------|-----------------|-------|
| Number of Planned Projects with a Congestion-Reduction Component or Purpose in the LRTP (Cost Feasible Plan) | <i>Not Measured</i> | 21              | —     |
| Number of Programmed Projects with a Congestion-Reduction Component or Purpose in the TIP                    | <i>Not Measured</i> | 21              | —     |

<sup>3</sup> Additional level of detail related to non-motorized facilities was available from the MPO's 2025 Bicycle & Pedestrian Master Plan during the 2026 CMP Update. A direct comparison to previous CMP performance measures is not possible due to a difference in the way the data was calculated and summarized.

## 6.3 Public Feedback

Public feedback is received as part of the ongoing metropolitan transportation planning process. This includes input from MPO staff coordination, local officials, and the public. The Collier MPO website (<https://colliermopo.org>) provides information on the CMP and allows for submission of public comments related to congestion and transportation conditions in Collier County.

Feedback may identify additional locations experiencing congestion or areas with potential future issues. These locations may be incorporated into the CMP for further evaluation and consideration.

Written public comment may also be submitted to:

Collier Metropolitan Planning Organization  
Attention: Executive Director  
2885 South Horseshoe Drive  
Naples, FL 34104



## APPENDIX A

### *Joint Regional CMP Element*



## APPENDIX B

### *CMP Roadway Network Data Table*

Collier MPO  
Congestion Management Process Network

2025 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street             | From Street                   | To Street                     | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2025 Number of Lanes | LOS Standard (1) | Collier County Station ID | Naples Count Station ID | FDOT Count Station | 2025 AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|-----------------------|-------------------------------|-------------------------------|-------------------------------------------|----------------|--------------|--------------|----------------------|------------------|---------------------------|-------------------------|--------------------|---------------|---------------------------|----------------------|-----------------------|-------------------------------|---------|
| 10     | CR 846      | 111th Avenue N.       | Gulfshore Drive               | Vanderbilt Drive              | Major Collector Urban                     | 0.51           | Collier      | 45           | 2U                   | D                | 585                       |                         |                    | 6,358         | 320                       | 15,930               | 792                   | 0.40                          | C       |
| 11     | CR 846      | 111th Avenue N.       | Vanderbilt Drive              | US 41 (Tamiami Trail)         | Major Collector Urban                     | 1.00           | Collier      | 35           | 2U                   | D                | 613                       |                         |                    | 11,617        | 610                       | 13,320               | 675                   | 0.90                          | D       |
| 40     | CR 31       | Airport Road          | US 41 (Tamiami Trail)         | Davis Boulevard               | Minor Arterial Urban                      | 0.80           | Collier      | 45           | 6D                   | E                | 552                       |                         |                    | 30,996        | 1,680                     | 59,900               | 3,020                 | 0.56                          | C       |
| 41     | CR 31       | Airport Road          | Davis Boulevard               | North Rd                      | Minor Arterial Urban                      | 0.52           | Collier      | 45           | 6D                   | E                | 553                       |                         |                    | 41,186        | 2,080                     | 59,900               | 3,020                 | 0.69                          | C       |
| 42     | CR 31       | Airport Road          | North Rd                      | Radio Road                    | Minor Arterial Urban                      | 0.50           | Collier      | 45           | 6D                   | E                | 553                       |                         |                    | 41,186        | 2,080                     | 59,900               | 3,020                 | 0.69                          | C       |
| 43     | CR 31       | Airport Road          | Radio Road                    | Golden Gate Parkway           | Minor Arterial Urban                      | 1.43           | Collier      | 45           | 6D                   | E                | 533                       |                         |                    | 41,515        | 2,250                     | 59,900               | 3,020                 | 0.75                          | C       |
| 44     | CR 31       | Airport Road          | Golden Gate Parkway           | Pine Ridge Road               | Minor Arterial Urban                      | 2.59           | Collier      | 45           | 6D                   | E                | 502                       |                         |                    | 41,900        | 2,210                     | 59,900               | 3,020                 | 0.73                          | C       |
| 45     | CR 31       | Airport Road          | Pine Ridge Road               | Orange Blossom Drive          | Minor Arterial Urban                      | 1.45           | Collier      | 45           | 6D                   | E                | 503                       |                         |                    | 43,623        | 2,300                     | 59,900               | 3,020                 | 0.76                          | C       |
| 46     | CR 31       | Airport Road          | Orange Blossom Drive          | Vanderbilt Beach Road         | Minor Arterial Urban                      | 0.76           | Collier      | 45           | 6D                   | E                | 599                       |                         |                    | 34,793        | 2,250                     | 59,900               | 3,020                 | 0.75                          | C       |
| 47     | CR 31       | Airport Road          | Vanderbilt Beach Road         | Immokalee Rd                  | Minor Arterial Urban                      | 1.98           | Collier      | 45           | 4D                   | D                | 554                       |                         |                    | 18,548        | 1,230                     | 35,820               | 1,800                 | 0.68                          | C       |
| 70     |             | Bayshore Drive        | Thomasson Drive               | US 41 (Tamiami Trail)         | Major Collector Urban                     | 1.43           | Collier      | 35           | 4D                   | D                | 521                       |                         |                    | 14,551        | 760                       | 29,160               | 1,467                 | 0.52                          | D       |
| 80     | CR 865      | Bonita Beach Road     | Hickory Boulevard             | West of Vanderbilt Drive      | Minor Arterial Urban                      | 1.53           | Collier      | 45           | 4D                   | D                | 653                       |                         |                    | 22,902        | 1,120                     | 35,820               | 1,800                 | 0.62                          | C       |
| 90     |             | Camp Keais Road       | Oil Well Rd                   | Immokalee Rd                  | Minor Collector Rural                     | 5.68           | Collier      | 55           | 2U                   | D                | 626                       |                         |                    | 9,665         | 470                       | 23,100               | 1,200                 | 0.39                          | C       |
| 110    |             | Carson Road           | Immokalee Dr                  | Lake Trafford Rd              | Major Collector Urban                     | 0.50           | Collier      | 35           | 2U                   | D                | 610                       |                         |                    | 6,212         | 350                       | 13,320               | 675                   | 0.52                          | D       |
| 111    |             | Carson Road           | Lake Trafford Rd              | Westclox St                   | Major Collector Urban                     | 0.50           | Collier      | 25           | 2U                   | D                |                           |                         | 34118              | 6,200         | 307                       | 13,320               | 675                   | 0.45                          | C       |
| 120    |             | Charlotte St          | Immokalee Dr                  | New Market Rd E               | Major Collector Urban                     | 0.08           | Collier      | 30           | 2U                   | D                |                           |                         | 34121              | 9,700         | 480                       | 13,320               | 675                   | 0.71                          | D       |
| 136    | CR 951      | Collier Boulevard     | US 41 (Tamiami Trail)         | Rattlesnake Hammock Road      | Principal Arterial-Other Urban            | 3.41           | Collier      | 55           | 6D                   | E                | 603                       |                         | 34657              | 44,420        | 2,320                     | 59,900               | 3,020                 | 0.77                          | C       |
| 137    | CR 951      | Collier Boulevard     | Rattlesnake Hammock Road      | Davis Boulevard               | Principal Arterial-Other Urban            | 3.11           | Collier      | 55           | 6D                   | E                | 602                       |                         | 34602              | 47,419        | 2,490                     | 59,900               | 3,020                 | 0.82                          | C       |
| 138    | SR 951      | Collier Boulevard     | Davis Boulevard               | I-75                          | Principal Arterial-Other Urban            | 0.38           | Collier      | 45           | 8D                   | E                | 573                       |                         | 30190              | 52,918        | 3,380                     | 80,100               | 4,040                 | 0.84                          | C       |
| 139    | CR 951      | Collier Boulevard     | I-75                          | Golden Gate Main Canal        | Minor Arterial Urban                      | 0.65           | Collier      | 45           | 8D                   | E                | 607                       |                         |                    | 36,244        | 2,150                     | 80,100               | 4,040                 | 0.53                          | C       |
| 140    | CR 951      | Collier Boulevard     | Golden Gate Main Canal        | Golden Gate Pwky              | Minor Arterial Urban                      | 1.01           | Collier      | 45           | 4D                   | D                | 607                       |                         |                    | 36,244        | 2,150                     | 35,820               | 1,800                 | 1.19                          | F       |
| 141    | CR 951      | Collier Boulevard     | Golden Gate Pwky              | Green Boulevard               | Minor Arterial Urban                      | 1.04           | Collier      | 45           | 4D                   | D                | 525                       |                         |                    | 38,525        | 2,110                     | 35,820               | 1,800                 | 1.17                          | F       |
| 142    | CR 951      | Collier Boulevard     | Green Boulevard               | Pine Ridge Road               | Minor Arterial Urban                      | 0.88           | Collier      | 45           | 6D                   | D                | 536                       |                         |                    | 46,787        | 2,890                     | 59,900               | 3,020                 | 0.96                          | C       |
| 143    | CR 951      | Collier Boulevard     | Pine Ridge Road               | Golden Gate Boulevard         | Minor Arterial Urban                      | 1.13           | Collier      | 45           | 6D                   | D                | 536                       |                         |                    | 46,787        | 2,890                     | 59,900               | 3,020                 | 0.96                          | C       |
| 144    | CR 951      | Collier Boulevard     | Golden Gate Boulevard         | Vanderbilt Beach Road         | Minor Arterial Urban                      | 1.03           | Collier      | 30           | 6D                   | E                | 584                       |                         |                    | 44,017        | 1,810                     | 50,900               | 2,560                 | 0.71                          | D       |
| 145    | CR 951      | Collier Boulevard     | Vanderbilt Beach Road         | Immokalee Road                | Minor Arterial Urban                      | 2.02           | Collier      | 45           | 6D                   | E                | 655                       |                         |                    | 40,988        | 2,240                     | 59,900               | 3,020                 | 0.74                          | C       |
| 150    | CR 29       | Copeland Avenue       | Snook Aly                     | Broadway St                   | Major Collector Rural                     | 3.74           | Collier      | 45           | 2U                   | D                |                           |                         | 34185              | 1,300         | 64                        | 12,780               | 666                   | 0.10                          | C       |
| 160    | CR-850      | Corkscrew Rd          | Lee County Line               | Wildcat Drive                 | Major Collector Rural                     | 1.64           | Collier      | 55           | 2U                   | D                |                           |                         | 34126              | 7,000         | 366                       | 14,300               | 740                   | 0.49                          | C       |
| 170    |             | County Barn Road      | Rattlesnake Hammock Road      | Davis Boulevard               | Major Collector Urban                     | 2.05           | Collier      | 45           | 2U                   | D                | 519                       |                         |                    | 7,978         | 400                       | 15,930               | 792                   | 0.51                          | C       |
| 180    | CR 29       |                       | Copeland Ave                  | US 41 (Tamiami Trail)         | Major Collector Rural                     | 4.00           | Collier      | 55           | 2U                   | D                | 582                       |                         |                    | 3,798         | 170                       | 23,100               | 1,200                 | 0.14                          | B       |
| 190    |             | CR-846 E              | SR 29/E Main St               | 1 Mile East of Tradeport Pkwy | Major Collector Urban                     | 1.63           | Collier      | 45           | 2U                   | D                |                           |                         | 34129              | 3,200         | 158                       | 15,930               | 792                   | 0.20                          | C       |
| 191    |             | CR-846 E              | 1 Mile East of Tradeport Pkwy | Hendry Coulty Line/CR-858     | Major Collector Rural                     | 6.95           | Collier      | 45           | 2U                   | D                |                           |                         | 34129              | 3,200         | 167                       | 14,300               | 740                   | 0.23                          | B       |
| 200    | CR-850      | Corkscrew Rd          | Wildcat Dr                    | SR 82                         | Major Collector Rural                     | 3.75           | Collier      | 55           | 2U                   | D                |                           |                         | 34139              | 7,000         | 366                       | 14,300               | 740                   | 0.49                          | C       |
| 230    |             | DeSoto Blvd           | I-75                          | Golden Gate Blvd              | Local                                     | 5.30           | Collier      | 45           | 2U                   | D                | 639                       |                         |                    | 4,977         | 250                       | 23,100               | 1,200                 | 0.21                          | B       |
| 231    |             | DeSoto Blvd           | Golden Gate Blvd              | Oil Well Rd                   | Local                                     | 4.31           | Collier      | 45           | 2U                   | D                | 638                       |                         |                    | 5,799         | 260                       | 23,100               | 1,200                 | 0.22                          | B       |
| 240    |             | Everglades Boulevard  | I-75                          | Golden Gate Blvd              | Minor Collector Rural                     | 5.35           | Collier      | 45           | 2U                   | D                | 637                       |                         |                    | 11,543        | 720                       | 23,100               | 1,200                 | 0.60                          | C       |
| 241    |             | Everglades Boulevard  | Golden Gate Blvd              | Oil Well Road                 | Minor Collector Rural                     | 4.33           | Collier      | 45           | 2U                   | D                | 636                       |                         |                    | 11,175        | 560                       | 12,780               | 666                   | 0.84                          | C       |
| 242    |             | Everglades Boulevard  | Oil Well Road                 | Immokalee Road                | Minor Collector Rural                     | 5.00           | Collier      | 45           | 2U                   | D                | 635                       |                         |                    | 16,608        | 940                       | 23,100               | 1,200                 | 0.78                          | D       |
| 250    | CR 876      | Golden Gate Boulevard | Collier Boulevard             | Wilson Boulevard              | Major Collector Urban                     | 5.03           | Collier      | 45           | 4D                   | D                | 531                       |                         |                    | 36,177        | 2,410                     | 35,820               | 1,800                 | 1.34                          | F       |
| 251    |             | Golden Gate Boulevard | Wilson Boulevard              | 18th Street NE/SE             | Major Collector Urban                     | 2.27           | Collier      | 45           | 4D                   | D                | 652                       |                         |                    | 30,876        | 1,950                     | 35,820               | 1,800                 | 1.08                          | F       |
| 252    |             | Golden Gate Boulevard | 18th Street NE/SE             | Everglades Boulevard          | Major Collector Urban                     | 1.59           | Collier      | 45           | 2U                   | D                | 652                       |                         |                    | 30,876        | 1,950                     | 24,200               | 1,190                 | 1.64                          | F       |
| 253    |             | Golden Gate Boulevard | Everglades Boulevard          | DeSoto Boulevard              | Major Collector Urban                     | 1.84           | Collier      | 45           | 2U                   | D                | 652                       |                         |                    | 30,876        | 1,950                     | 15,930               | 792                   | 2.46                          | F       |
| 260    | CR 886      | Golden Gate Parkway   | US 41 (Tamiami Trail)         | Goodlette-Frank Road          | Minor Arterial Urban                      | 0.50           | Collier      | 45           | 6D                   | E                | 530                       |                         |                    | 30,395        | 2,120                     | 59,900               | 3,020                 | 0.70                          | C       |
| 261    | CR 886      | Golden Gate Parkway   | Goodlette-Frank Road          | Airport Road                  | Minor Arterial Urban                      | 1.56           | Collier      | 55           | 6D                   | E                | 507                       |                         |                    | 48,023        | 3,190                     | 59,900               | 3,020                 | 1.06                          | F       |
| 262    | CR 886      | Golden Gate Parkway   | Airport Road                  | Livingston Road               | Minor Arterial Urban                      | 0.99           | Collier      | 45           | 6D                   | E                | 508                       |                         |                    | 43,531        | 3,430                     | 59,900               | 3,020                 | 1.14                          | F       |
| 263    | CR 886      | Golden Gate Parkway   | Livingston Road               | I-75                          | Minor Arterial Urban                      | 2.05           | Collier      | 45           | 6D                   | E                | 691                       |                         |                    | 47,128        | 3,550                     | 59,900               | 3,020                 | 1.18                          | F       |
| 264    | CR 886      | Golden Gate Parkway   | I-75                          | Santa Barbara Boulevard       | Minor Arterial Urban                      | 0.97           | Collier      | 45           | 6D                   | E                | 509                       |                         |                    | 38,406        | 2,290                     | 59,900               | 3,020                 | 0.76                          | C       |
| 265    | CR 886      | Golden Gate Parkway   | Santa Barbara Boulevard       | Collier Boulevard             | Minor Arterial Urban                      | 2.21           | Collier      | 35           | 4D                   | D                | 605                       |                         |                    | 30,030        | 1,560                     | 29,160               | 1,467                 | 1.06                          | F       |
| 270    | CR 851      | Goodlette-Frank Road  | US 41 (Tamiami Trail)         | Golden Gate Parkway           | Minor Arterial Urban                      | 2.03           | Collier      | 45           | 6D                   | E                | 504                       |                         |                    | 34,515        | 2,890                     | 59,900               | 3,020                 | 0.96                          | C       |
| 271    | CR 851      | Goodlette-Frank Road  | Golden Gate Parkway           | Pine Ridge Road               | Minor Arterial Urban                      | 2.72           | Collier      | 45           | 6D                   | E                | 505                       |                         |                    | 31,410        | 1,930                     | 59,900               | 3,020                 | 0.64                          | C       |
| 272    | CR 851      | Goodlette-Frank Road  | Pine Ridge Road               | Orange Blossom Drive          | Minor Arterial Urban                      | 1.53           | Collier      | 45           | 6D                   | E                | 581                       |                         |                    | 23,663        | 1,620                     | 59,900               | 3,020                 | 0.54                          | C       |
| 273    | CR 851      | Goodlette-Frank Road  | Orange Blossom Drive          | Vanderbilt Beach Road         | Minor Arterial Urban                      | 0.89           | Collier      | 45           | 4D                   | D                | 595                       |                         |                    | 22,247        | 1,380                     | 35,820               | 1,800                 | 0.77                          | C       |
| 274    | CR 851      | Goodlette-Frank Road  | Vanderbilt Beach Road         | Immokalee Road                | Minor Arterial Urban                      | 1.80           | Collier      | 45           | 2U                   | D                | 594                       |                         |                    | 15,162        | 780                       | 15,930               | 792                   | 0.98                          | D       |
| 280    |             | Grand Lely Drive      | US 41 (Tamiami Trail)         | Rattlesnake Hammock Rd        | Major Collector Urban                     | 3.05           | Collier      | 35           | 2U                   | D                |                           |                         | 34900              | 9,800         | 485                       | 13,320               | 675                   | 0.72                          | D       |
| 281    |             | Grand Lely Drive      | Lely Resort Boulevard         | Collier Blvd                  | Major Collector Urban                     | 0.72           | Collier      | 35           | 4D                   | D                |                           |                         | 34900              | 9,800         | 485                       | 29,160               | 1,467                 | 0.33                          | C       |
| 290    |             | Green Boulevard       | Santa Barbara Boulevard       | Sunshine Boulevard            | Major Collector Urban                     | 1.00           | Collier      | 45           | 2U                   | D                | 642                       |                         |                    | 11,115        | 844                       | 15,930               | 792                   | 1.07                          | F       |
| 291    |             | Green Boulevard       | Sunshine Boulevard            | Collier Boulevard             | Major Collector Urban                     | 1.00           | Collier      | 45           | 4D                   | D                | 642                       |                         |                    | 11,115        | 844                       | 35,820               | 1,800                 | 0.47                          | C       |
| 310    |             | Gulfshore Drive       | Vanderbilt Beach Road         | 111th Avenue                  | Minor Collector (Fed Aid)                 | 1.31           | Collier      | 25           | 2U                   | D                | 583                       |                         |                    | 4,786         | 240                       | 13,320               | 675                   | 0.36                          | C       |
| 340    | CR 846      | Immokalee Rd          | US 41 (Tamiami Trail)         | Goodlette-Frank Rd            | Minor Arterial Urban                      | 0.73           | Collier      | 45           | 6D                   | E                | 566                       |                         |                    | 41,583        | 2,020                     | 59,900               | 3,020                 | 0.67                          | C       |
| 341    | CR 846      | Immokalee Rd          | Goodlette-Frank Rd            | Airport Road                  | Minor Arterial Urban                      | 1.25           | Collier      | 45           | 6D                   | E                | 625                       |                         |                    | 42,672        | 2,480                     | 59,900               | 3,020                 | 0.82                          | C       |
| 342    | CR 846      | Immokalee Rd          | Airport Road                  | Livingston Road               | Minor Arterial Urban                      | 0.98           | Collier      | 45           | 6D                   | E                | 567                       |                         |                    | 53,384        | 3,100                     | 59,900               | 3,020                 | 1.03                          | F       |

| MPO ID | Road Number | On Street                      | From Street              | To Street               | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2025 Number of Lanes | LOS Standard (1) | Collier County Station ID | Naples Count Station ID | FDOT Count Station | 2025 AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|--------------------------------|--------------------------|-------------------------|-------------------------------------------|----------------|--------------|--------------|----------------------|------------------|---------------------------|-------------------------|--------------------|---------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 343    | CR 846      | Immokalee Rd                   | Livingston Road          | I-75                    | Minor Arterial Urban                      | 0.71           | Collier      | 45           | 6D                   | E                | 679                       |                         |                    | 62,427        | 3,560                     | 59,900               | 3,020                         | 1.18                          | F       |
| 344    | CR 846      | Immokalee Rd                   | I-75                     | Logan Boulevard         | Minor Arterial Urban                      | 1.37           | Collier      | 45           | 6D                   | E                | 656                       |                         |                    | 54,932        | 2,910                     | 59,900               | 3,020                         | 0.96                          | C       |
| 345    | CR 846      | Immokalee Rd                   | Logan Boulevard          | Collier Boulevard       | Minor Arterial Urban                      | 1.94           | Collier      | 45           | 6D                   | E                | 656                       |                         |                    | 54,932        | 2,910                     | 59,900               | 3,020                         | 0.96                          | C       |
| 346    | CR 846      | Immokalee Rd                   | Collier Boulevard        | Wilson Boulevard        | Minor Arterial Urban/Minor Arterial Rural | 5.10           | Collier      | 50           | 6D                   | E                | 674                       |                         |                    | 50,705        | 3,330                     | 53,500               | 2,740                         | 1.22                          | F       |
| 347    | CR 846      | Immokalee Rd                   | Wilson Boulevard         | Oil Well Road           | Minor Arterial Rural                      | 1.61           | Collier      | 45           | 6D                   | E                | 675                       |                         |                    | 50,961        | 3,160                     | 53,500               | 2,740                         | 1.15                          | F       |
| 348    | CR 846      | Immokalee Rd                   | Oil Well Road            | Stockade Rd             | Minor Arterial Rural/Minor Arterial Urban | 17.74          | Collier      | 45           | 2U                   | D                | 672                       |                         |                    | 9,770         | 670                       | 14,300               | 740                           | 0.91                          | D       |
| 349    |             | Immokalee Rd                   | Stockade Rd              | SR 29                   | Minor Arterial Urban                      | 1.52           | Collier      | 35           | 2U                   | D                | 672                       |                         |                    | 9,770         | 670                       | 13,320               | 675                           | 0.99                          | D       |
| 350    |             | Immokalee Drive                | N 29th St                | Charlotte St            | Major Collector Urban                     | 1.97           | Collier      | 30           | 2U                   | D                |                           |                         | 34902              | 9,100         | 450                       | 13,320               | 675                           | 0.67                          | D       |
| 360    | CR 890      | Lake Trafford Rd               | Pepper Rd                | Carson Rd               | Major Collector Urban                     | 1.87           | Collier      | 45           | 2U                   | D                |                           |                         | 34174              | 9,600         | 475                       | 15,930               | 792                           | 0.60                          | C       |
| 361    |             | Lake Trafford Rd               | Carson Rd                | SR 29                   | Major Collector Urban                     | 1.00           | Collier      | 45           | 2U                   | D                | 609                       |                         |                    | 9,800         | 520                       | 15,930               | 792                           | 0.66                          | C       |
| 370    |             | Lely Cultural Parkway          | Grand Lely Dr            | Collier Blvd            | Minor Collector (Fed Aid) Urban           | 1.03           | Collier      | 35           | 4D                   | D                |                           |                         | 30056              | 3,900         | 193                       | 29,160               | 1,467                         | 0.13                          | C       |
| 380    | CR 881      | Livingston Road                | Radio Road               | Golden Gate Parkway     | Minor Arterial Urban                      | 1.41           | Collier      | 45           | 6D                   | E                | 687                       |                         |                    | 29,186        | 1,970                     | 59,900               | 3,020                         | 0.65                          | C       |
| 381    | CR 881      | Livingston Road                | Golden Gate Parkway      | Pine Ridge Road         | Minor Arterial Urban                      | 2.59           | Collier      | 45           | 6D                   | E                | 690                       |                         |                    | 22,987        | 1,250                     | 59,900               | 3,020                         | 0.41                          | C       |
| 382    | CR 881      | Livingston Road                | Pine Ridge Road          | Vanderbilt Beach Road   | Minor Arterial Urban                      | 2.22           | Collier      | 45           | 6D                   | E                | 575                       |                         |                    | 28,559        | 1,660                     | 59,900               | 3,020                         | 0.55                          | C       |
| 383    | CR 881      | Livingston Road                | Vanderbilt Beach Road    | Immokalee Road          | Minor Arterial Urban                      | 1.99           | Collier      | 45           | 6D                   | E                | 576                       |                         |                    | 28,173        | 2,030                     | 59,900               | 3,020                         | 0.67                          | C       |
| 384    | CR 881      | Livingston Road                | Immokalee Road           | Imperial Street         | Minor Arterial Urban                      | 3.24           | Collier      | 45           | 6D                   | D                | 673                       |                         |                    | 30,977        | 1,700                     | 59,900               | 3,020                         | 0.56                          | C       |
| 390    |             | Logan Boulevard                | Green Boulevard          | Pine Ridge Road         | Major Collector Urban                     | 0.89           | Collier      | 45           | 4D                   | D                | 588                       |                         |                    | 29,622        | 1,520                     | 35,820               | 1,800                         | 0.84                          | C       |
| 391    |             | Logan Boulevard                | Pine Ridge Road          | Vanderbilt Beach Road   | Major Collector Urban                     | 2.20           | Collier      | 45           | 2U                   | D                | 587                       |                         |                    | 12,431        | 610                       | 15,930               | 792                           | 0.77                          | C       |
| 392    |             | Logan Boulevard                | Vanderbilt Beach Road    | Immokalee Rd            | Minor Collector (Fed Aid) Urban           | 2.02           | Collier      | 45           | 2U                   | D                | 644                       |                         |                    | 13,441        | 760                       | 15,930               | 792                           | 0.96                          | D       |
| 393    |             | Logan Boulevard                | Immokalee Rd             | Azalea Dr               | Future Designation                        | 2.31           | Collier      | 35           | 2U                   | D                |                           |                         | 30062              | 14,900        | 779                       | 24,200               | 1,190                         | 0.65                          | C       |
| 394    |             | Logan Boulevard                | Azalea Dr                | Lee County Line         | Future Designation                        | 1.46           | Collier      | 25           | 2D                   | D                |                           |                         | 30062              | 14,900        | 779                       | 25,410               | 1,250                         | 0.62                          | C       |
| 410    |             | N 1st St                       | SR-29 (Main Street)      | Immokalee Dr            | Major Collector Urban                     | 0.51           | Collier      | 30           | 2U                   | D                | 590                       |                         |                    | 12,418        | 720                       | 13,320               | 675                           | 1.07                          | E       |
| 430    |             | Napa Boulevard /Vineyards Blvd | Pine Ridge Rd            | Vanderbilt Beach Rd     | Major Collector Urban                     | 2.48           | Collier      | 35           | 4D                   | D                |                           |                         | 34124              | 7,000         | 347                       | 29,160               | 1,467                         | 0.24                          | C       |
| 440    |             | Naples Boulevard               | Pine Ridge Rd            | Airport Rd              | Major Collector Urban                     | 0.87           | Collier      | 35           | 4D                   | D                |                           |                         | 34901              | 15,800        | 782                       | 29,160               | 1,467                         | 0.53                          | D       |
| 450    |             | New Market Road                | SR 29                    | Charlotte St            | Major Collector Urban                     | 0.72           | Collier      | 35           | 2U                   | D                | 612                       |                         |                    | 16,222        | 820                       | 13,320               | 675                           | 1.21                          | F       |
| 451    |             | New Market Road                | Charlotte St             | N 15th St/ SR 29        | Major Collector Urban                     | 1.51           | Collier      | 40           | 2U                   | D                |                           |                         | 34176              | 16,600        | 822                       | 15,930               | 792                           | 1.04                          | F       |
| 470    |             | Oaks Boulevard                 | Vanderbilt Beach Rd      | Immokalee Rd            | Minor Collector (Fed Aid) Urban           | 1.99           | Collier      | 35           | 2U                   | D                |                           |                         | 34125              | 9,500         | 470                       | 13,320               | 675                           | 0.70                          | D       |
| 480    | CR 858      | Oil Well Road                  | Immokalee Road           | Everglades Boulevard    | Minor Arterial Urban                      | 3.09           | Collier      | 45           | 4D                   | D                | 725                       |                         |                    | 25,325        | 1,630                     | 31,950               | 1,638                         | 1.00                          | D       |
| 481    | CR 858      | Oil Well Road                  | Everglades Boulevard     | Desoto Boulevard        | Minor Arterial Rural                      | 1.84           | Collier      | 45           | 2U                   | D                | 694                       |                         |                    | 13,513        | 730                       | 14,580               | 720                           | 1.01                          | F       |
| 482    | CR 858      | Oil Well Road                  | DeSoto Boulevard         | Oil Well Grade          | Minor Arterial Rural                      | 2.08           | Collier      | 45           | 2U                   | D                | 694                       |                         |                    | 13,513        | 730                       | 14,580               | 720                           | 1.01                          | F       |
| 483    | CR 858      | Oil Well Road                  | Oil Well Grade           | Ave Maria Blvd          | Minor Arterial Rural                      | 3.13           | Collier      | 50           | 4D                   | D                | 694                       |                         |                    | 13,513        | 730                       | 27,360               | 1,422                         | 0.51                          | C       |
| 484    | CR 858      | Oil Well Road                  | Ave Maria Blvd           | SR 29                   | Minor Arterial Rural                      | 5.73           | Collier      | 55           | 2U                   | D                | 694                       |                         |                    | 13,513        | 730                       | 14,300               | 740                           | 0.99                          | D       |
| 490    | CR 887      | Old US 41                      | US 41 (Tamiami Trail)    | Lee County Line         | Major Collector Urban                     | 1.55           | Collier      | 45           | 2U                   | D                | 547                       |                         |                    | 18,721        | 1,160                     | 15,930               | 792                           | 1.46                          | F       |
| 500    |             | Orange Blossom Drive           | Goodlette-Frank Road     | Airport Road            | Major Collector Urban                     | 1.36           | Collier      | 30           | 2D                   | D                | 647                       |                         |                    | 11,891        | 710                       | 13,986               | 709                           | 1.00                          | E       |
| 501    |             | Orange Blossom Drive           | Airport Road             | Livingston Road         | Major Collector Urban                     | 1.01           | Collier      | 30           | 2U                   | D                | 647                       |                         |                    | 11,891        | 710                       | 13,320               | 675                           | 1.05                          | E       |
| 520    | CR 896      | Pine Ridge Road                | US 41 (Tamiami Trail)    | Goodlette-Frank Road    | Minor Arterial Urban                      | 0.51           | Collier      | 35           | 6D                   | E                | 512                       |                         |                    | 36,509        | 2,120                     | 50,900               | 2,560                         | 0.83                          | D       |
| 521    | CR 896      | Pine Ridge Road                | Goodlette-Frank Road     | Shirley Street          | Minor Arterial Urban                      | 0.67           | Collier      | 40           | 6D                   | E                | 514                       |                         |                    | 42,126        | 2,390                     | 59,900               | 3,020                         | 0.79                          | C       |
| 522    | CR 896      | Pine Ridge Road                | Shirley Street           | Airport Road            | Minor Arterial Urban                      | 0.81           | Collier      | 40           | 6D                   | E                | 515                       |                         |                    | 55,176        | 3,380                     | 59,900               | 3,020                         | 1.12                          | F       |
| 523    | CR 896      | Pine Ridge Road                | Airport Road             | Livingston Road         | Minor Arterial Urban                      | 1.05           | Collier      | 45           | 6D                   | E                | 526                       |                         |                    | 60,333        | 3,770                     | 59,900               | 3,020                         | 1.25                          | F       |
| 524    | CR 896      | Pine Ridge Road                | Livingston Road          | I-75                    | Minor Arterial Urban                      | 0.95           | Collier      | 45           | 6D                   | E                | 628                       |                         |                    | 50,399        | 4,130                     | 59,900               | 3,020                         | 1.37                          | F       |
| 525    | CR 896      | Pine Ridge Road                | I-75                     | Logan Boulevard         | Minor Arterial Urban                      | 1.13           | Collier      | 45           | 6D                   | E                | 600                       |                         |                    | 43,028        | 2,950                     | 59,900               | 3,020                         | 0.98                          | D       |
| 526    | CR 896      | Pine Ridge Road                | Logan Boulevard          | Collier Boulevard       | Minor Arterial Urban                      | 1.89           | Collier      | 45           | 4D                   | D                | 535                       |                         |                    | 29,038        | 2,070                     | 35,820               | 1,800                         | 1.15                          | F       |
| 530    | CR 856      | Radio Road                     | Airport Road             | Livingston Road         | Minor Arterial Urban                      | 1.00           | Collier      | 45           | 4D                   | D                | 544                       |                         |                    | 19,594        | 1,150                     | 35,820               | 1,800                         | 0.64                          | C       |
| 531    | CR 856      | Radio Road                     | Livingston Road          | Santa Barbara Boulevard | Minor Arterial Urban                      | 1.99           | Collier      | 45           | 4D                   | D                | 527                       |                         |                    | 26,909        | 1,690                     | 35,820               | 1,800                         | 0.94                          | C       |
| 532    | CR 856      | Radio Road                     | Santa Barbara Boulevard  | Davis Boulevard         | Minor Arterial Urban                      | 1.45           | Collier      | 45           | 4D                   | D                | 685                       |                         |                    | 14,053        | 710                       | 35,820               | 1,800                         | 0.39                          | C       |
| 540    |             | Randall Blvd                   | Immokalee Road           | 8th St NE               | Minor Collector (Fed Aid) Urban           | 0.53           | Collier      | 45           | 2U                   | D                | 651                       |                         |                    | 16,676        | 870                       | 14,580               | 720                           | 1.21                          | F       |
| 541    |             | Randall Blvd                   | 8th St NE                | Everglades Blvd         | Minor Collector (Fed Aid) Urban           | 2.88           | Collier      | 45           | 2U                   | D                | 651                       |                         |                    | 16,676        | 870                       | 14,580               | 720                           | 1.21                          | F       |
| 542    |             | Randall Blvd                   | Everglades Blvd          | DeSoto Blvd             | Local                                     | 1.84           | Collier      | 45           | 2U                   | D                | 721                       |                         |                    | 3,501         | 190                       | 14,580               | 720                           | 0.26                          | C       |
| 550    | CR 864      | Rattlesnake Hammock Road       | US 41 (Tamiami Trail)    | Charlemagne Boulevard   | Minor Arterial Urban                      | 0.80           | Collier      | 45           | 4D                   | D                | 516                       |                         |                    | 22,362        | 1,240                     | 35,820               | 1,800                         | 0.69                          | C       |
| 551    | CR 864      | Rattlesnake Hammock Road       | Charlemagne Boulevard    | County Barn Road        | Minor Arterial Urban                      | 0.40           | Collier      | 45           | 4D                   | D                | 517                       |                         |                    | 18,781        | 960                       | 35,820               | 1,800                         | 0.53                          | C       |
| 552    | CR 864      | Rattlesnake Hammock Road       | County Barn Road         | Santa Barbara Boulevard | Minor Arterial Urban                      | 0.75           | Collier      | 45           | 4D                   | D                | 534                       |                         |                    | 17,253        | 890                       | 35,820               | 1,800                         | 0.49                          | C       |
| 553    | CR 864      | Rattlesnake Hammock Road       | Santa Barbara Boulevard  | Collier Boulevard       | Minor Arterial Urban                      | 1.91           | Collier      | 45           | 6D                   | E                | 518                       |                         |                    | 16,828        | 870                       | 59,900               | 3,020                         | 0.29                          | C       |
| 580    |             | San Marco Rd                   | S Barfield Drive         | US 41 (Tamiami Trail)   | Minor Arterial Rural                      | 7.99           | Collier      | 55           | 2U                   | D                |                           |                         | 30048              | 3,200         | 167                       | 14,300               | 740                           | 0.23                          | B       |
| 590    |             | Santa Barbara Boulevard        | Rattlesnake-Hammock Road | Davis Boulevard         | Major Collector Urban                     | 2.05           | Collier      | 45           | 6D                   | E                | 702                       |                         |                    | 22,020        | 1,120                     | 59,900               | 3,020                         | 0.37                          | C       |
| 591    |             | Santa Barbara Boulevard        | Davis Boulevard          | Radio Road              | Major Collector Urban                     | 1.06           | Collier      | 45           | 6D                   | E                | 537                       |                         |                    | 31,271        | 1,600                     | 59,900               | 3,020                         | 0.53                          | C       |

Collier MPO  
Congestion Management Process Network

2025 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street                         | From Street           | To Street             | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2025 Number of Lanes | LOS Standard (1) | Collier County Station ID | Naples Count Station ID | FDOT Count Station | 2025 AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|-----------------------------------|-----------------------|-----------------------|-------------------------------------------|----------------|--------------|--------------|----------------------|------------------|---------------------------|-------------------------|--------------------|---------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 592    |             | Santa Barbara Boulevard           | Radio Road            | Golden Gate Parkway   | Major Collector Urban                     | 1.39           | Collier      | 45           | 6D                   | E                | 528                       |                         |                    | 42,142        | 2,180                     | 59,900               | 3,020                         | 0.72                          | C       |
| 593    |             | Santa Barbara Boulevard           | Golden Gate Parkway   | Green Boulevard       | Major Collector Urban                     | 1.71           | Collier      | 45           | 4D                   | D                | 529                       |                         |                    | 27,237        | 1,670                     | 35,820               | 1,800                         | 0.93                          | C       |
| 600    | CR896       | Seagate Drive                     | Crayton Road          | US 41 (Tamiami Trail) | Major Collector Urban                     | 0.49           | Collier      | 30           | 4D                   | D                | 511                       |                         |                    | 16,542        | 820                       | 29,160               | 1,467                         | 0.56                          | D       |
| 610    |             | Shadowlawn Dr                     | US 41                 | Davis Blvd            | Local                                     | 0.59           | Collier      | 25           | 2U                   | D                | 523                       |                         |                    | 5,651         | 300                       | 13,320               | 675                           | 0.44                          | C       |
| 700    |             | Thomasson Drive                   | Bayshore Drive        | US 41 (Tamiami Trail) | Major Collector Urban                     | 1.27           | Collier      | 45           | 2U                   | D                | 698                       |                         |                    | 9,060         | 430                       | 15,930               | 792                           | 0.54                          | C       |
| 710    | CR 862      | Vanderbilt Beach Road             | Gulfshore Drive       | US 41 (Tamiami Trail) | Major Collector Urban                     | 1.00           | Collier      | 35           | 2U                   | E                | 524                       |                         |                    | 20,101        | 1,110                     | 14,040               | 720                           | 1.54                          | F       |
| 711    | CR 862      | Vanderbilt Beach Road             | US 41 (Tamiami Trail) | Goodlette-Frank Road  | Major Collector Urban                     | 0.93           | Collier      | 45           | 6D                   | D                | 646                       |                         |                    | 21,310        | 1,220                     | 59,900               | 3,020                         | 0.40                          | C       |
| 712    | CR 862      | Vanderbilt Beach Road             | Goodlette-Frank Road  | Airport Road          | Major Collector Urban                     | 1.20           | Collier      | 45           | 6D                   | D                | 666                       |                         |                    | 31,405        | 1,900                     | 59,900               | 3,020                         | 0.63                          | C       |
| 713    | CR 862      | Vanderbilt Beach Road             | Airport Road          | Livingston Road       | Major Collector Urban                     | 1.01           | Collier      | 45           | 6D                   | E                | 579                       |                         |                    | 39,764        | 2,410                     | 59,900               | 3,020                         | 0.80                          | C       |
| 714    | CR 862      | Vanderbilt Beach Road             | Livingston Road       | Logan Blvd            | Major Collector Urban                     | 2.15           | Collier      | 45           | 6D                   | E                | 668                       |                         |                    | 40,529        | 3,060                     | 59,900               | 3,020                         | 1.01                          | F       |
| 715    | CR 862      | Vanderbilt Beach Road             | Logan Blvd            | Collier Blvd          | Major Collector Urban                     | 1.88           | Collier      | 55           | 6D                   | E                | 580                       |                         |                    | 30,992        | 1,920                     | 59,900               | 3,020                         | 0.64                          | C       |
| 720    |             | Vanderbilt Beach Road Extension   |                       | Wilson Blvd           | Future Designation                        | 5.04           | Collier      |              | 2U                   | D                |                           |                         |                    | 0             | 0                         | 23,100               | 1,200                         | 0.00                          | -       |
| 721    |             | Vanderbilt Beach Road Extension   |                       | Wilson Blvd           | Future Designation                        | 1.01           | Collier      |              | 00                   | D                |                           |                         |                    | 0             | 0                         | 0                    | 0                             | 0.00                          | -       |
| 722    |             | Vanderbilt Beach Road Extension   |                       | 8th St NE             | Future Designation                        | 1.01           | Collier      |              | 00                   | D                |                           |                         |                    | 0             | 0                         | 0                    | 0                             | 0.00                          | -       |
| 723    |             | Vanderbilt Beach Road Extension   |                       | 16th St NE            | Future Designation                        | 1.84           | Collier      |              | 00                   | D                |                           |                         |                    | 0             | 0                         | 0                    | 0                             | 0.00                          | -       |
| 730    | CR 901      | Vanderbilt Drive                  | Vanderbilt Beach Rd   | 111th Avenue          | Major Collector Urban                     | 1.34           | Collier      | 25           | 2U                   | D                |                           |                         | 34112              | 5,000         | 248                       | 13,320               | 675                           | 0.37                          | C       |
| 731    | CR 901      | Vanderbilt Drive                  | 111th Avenue          | Wiggins Pass Road     | Major Collector Urban                     | 1.49           | Collier      | 45           | 2U                   | D                | 578                       |                         |                    | 10,423        | 570                       | 15,930               | 792                           | 0.72                          | C       |
| 732    | CR 901      | Vanderbilt Drive                  | Wiggins Pass Road     | Bonita Beach Road     | Major Collector Urban                     | 2.52           | Collier      | 45           | 2U                   | D                | 548                       |                         |                    | 10,681        | 490                       | 15,930               | 792                           | 0.62                          | C       |
| 735    |             | Veterans Memorial Blvd            | Old US 41             | Livingston Road       | Future Designation                        | 2.26           | Collier      |              | 00                   | D                |                           |                         |                    | 0             | 0                         | 0                    | 0                             | 0.00                          | -       |
| 740    |             | Westclox St/New Market Rd W       | Carson Road           | SR 29                 | Major Collector Urban                     | 1.09           | Collier      | 45           | 2U                   | D                | 611                       |                         |                    | 5,367         | 280                       | 15,930               | 792                           | 0.35                          | C       |
| 760    | CR 888      | Wiggins Pass Road                 | Vanderbilt Drive      | US 41 (Tamiami Trail) | Major Collector Urban                     | 0.00           | Collier      | 45           | 2U                   | D                | 669                       |                         |                    | 9,297         | 460                       | 15,930               | 792                           | 0.58                          | C       |
| 770    |             | Wilson Blvd                       | Golden Gate Boulevard | Immokalee Road        | Major Collector Urban                     | 3.22           | Collier      | 45           | 2U                   | D                | 650                       |                         |                    | 10,009        | 510                       | 15,930               | 792                           | 0.64                          | C       |
| 100    |             | Capri Boulevard                   | E Pelican St          | Collier Blvd          | Major Collector Urban                     | 2.57           | Marco        | 45           | 2U                   | D                |                           |                         | 34148              | 3,800         | 188                       | 15,930               | 792                           | 0.24                          | C       |
| 420    |             | N Barfield Drive                  | San Marco Rd          | Bald Eagle Dr         | Major Collector Urban                     | 3.03           | Marco        | 30           | 2U                   | D                |                           |                         | 34622              | 8,900         | 441                       | 13,320               | 675                           | 0.65                          | D       |
| 460    |             | North Collier Boulevard           | San Marco Rd          | N Barfield Dr         | Major Collector Urban                     | 2.16           | Marco        | 35           | 4D                   | C                |                           |                         | 30189              | 15,100        | 747                       | 13,050               | 657                           | 1.14                          | D       |
| 461    | SR-951      | North Collier Boulevard           | N Barfield Dr         | Jolley West Bridge    | Minor Arterial Urban                      | 0.45           | Marco        | 35           | 4D                   | C                |                           |                         | 30189              | 15,100        | 747                       | 13,050               | 657                           | 1.14                          | D       |
| 560    | CR 953      | S Heathwood Dr / Bald Eagle Drive | San Marco Rd          | Palm St               | Major Collector Urban                     | 2.63           | Marco        | 45           | 2U                   | D                |                           |                         | 34144              | 13,400        | 663                       | 15,930               | 792                           | 0.84                          | C       |
| 570    |             | San Marco Drive                   | N Collier Blvd        | Barfield Dr           | Major Collector Urban                     | 2.03           | Marco        | 35           | 2U                   | D                |                           |                         | 34131              | 4,700         | 233                       | 13,320               | 675                           | 0.35                          | C       |
| 571    |             | San Marco Drive                   | Barfield Dr           | US 41 (Tamiami Trail) | Minor Arterial Urban                      | 1.43           | Marco        | 35           | 2U                   | D                |                           |                         | 30048              | 3,200         | 158                       | 13,320               | 675                           | 0.23                          | C       |
| 620    |             | South Barfield Drive              | San Marco Dr          | Winterberry Dr        | Major Collector Urban                     | 0.58           | Marco        | 30           | 4D                   | D                |                           |                         | 34127              | 6,400         | 317                       | 29,160               | 1,467                         | 0.22                          | C       |
| 630    |             | South Collier Boulevard           | Winterberry Dr        | San Marco Rd          | Major Collector Urban                     | 1.09           | Marco        | 30           | 4D                   | D                |                           |                         | 34100              | 8,400         | 416                       | 29,160               | 1,467                         | 0.28                          | C       |
| 780    |             | Winterberry Drive                 | S Collier Blvd        | S Barfield Dr         | Major Collector Urban                     | 1.67           | Marco        | 30           | 2U                   | D                |                           |                         | 34712              | 4,300         | 213                       | 13,320               | 675                           | 0.32                          | C       |
| 30     |             | 5th Avenue S                      | Gulf Shore Blvd S     | US 41                 | Minor Collector (Fed Aid) Urban           | 0.70           | Naples       | 25           | 2U                   | E                |                           | 70                      | 34103              | 7,047         | 705                       | 33,300               | 2,982                         | 0.24                          | B       |
| 60     |             | Banyan Boulevard                  | Gulf Shore Blvd N     | US 41                 | Minor Collector (Fed Aid) Urban           | 0.72           | Naples       | 30           | 2D                   | C                |                           | 49                      | 34101              | 3,239         | 440                       | 17,850               | 1,604                         | 0.27                          | B       |
| 210    |             | Crayton Road                      | Banyan Blvd           | Harbour Dr            | Minor Collector (Fed Aid) Urban           | 1.33           | Naples       | 30           | 2U                   | C                |                           | 40                      |                    | 2,644         | 269                       | 17,000               | 1,527                         | 0.18                          | B       |
| 211    |             | Crayton Road                      | Harbour Dr            | Seagate Dr            | Minor Collector (Fed Aid) Urban           | 2.10           | Naples       | 30           | 2U                   | C                |                           | 40                      |                    | 2,644         | 269                       | 17,000               | 1,527                         | 0.18                          | B       |
| 300    |             | Gulf Shore Boulevard S            | Broad Ave S           | 5th Ave S             | Minor Collector (Fed Aid) Urban           | 0.53           | Naples       | 30           | 2U                   | C                |                           | 85                      |                    | 5,342         | 772                       | 17,000               | 1,527                         | 0.51                          | C       |
| 301    |             | Gulf Shore Boulevard S            | 5th Ave S             | Banyan Blvd           | Minor Collector (Fed Aid) Urban           | 1.50           | Naples       | 30           | 2U                   | C                |                           | 48                      |                    | 1,660         | 147                       | 17,000               | 1,527                         | 0.10                          | B       |
| 302    |             | Gulf Shore Boulevard N            | Banyan Blvd           | Mooring Lane Drive    | Minor Collector (Fed Aid) Urban           | 0.71           | Naples       | 30           | 2D                   | C                |                           | 39                      |                    | 6,224         | 516                       | 17,850               | 1,604                         | 0.32                          | B       |
| 303    |             | Gulf Shore Boulevard N            | South Of Via Miramar  | Villa Mar Ln          | Minor Collector (Fed Aid) Urban           | 2.05           | Naples       | 30           | 2D                   | C                |                           | 34                      |                    | 3,874         | 356                       | 17,850               | 1,604                         | 0.22                          | B       |
| 320    |             | Harbour Drive                     | Gulf Shore Blvd N     | US 41 (Tamiami Trail) | Minor Collector (Fed Aid) Urban           | 0.86           | Naples       | 30           | 2U                   | C                |                           | 37                      |                    | 6,345         | 576                       | 17,000               | 1,527                         | 0.38                          | B       |
| 400    |             | Mooring Lane Drive                | Gulf Shore Blvd N     | US 41 (Tamiami Trail) | Minor Collector (Fed Aid) Urban           | 0.81           | Naples       | 30           | 2D                   | C                |                           | 39                      |                    | 6,224         | 516                       | 17,850               | 1,604                         | 0.32                          | B       |
| 510    |             | Park Shore Drive                  | Gulf Shore Blvd N     | US 41                 | Major Collector Urban                     | 0.88           | Naples       | 30           | 2D                   | C                |                           | 30                      |                    | 13,563        | 1,270                     | 17,850               | 1,604                         | 0.79                          | C       |
| 130    | SR 951      | Collier Boulevard                 | Marco Island Bridge   | CR 952 (Capri Blvd)   | C1 - Natural                              | 1.24           | State        | 55           | 4D                   | D                | 627                       |                         | 30157              | 32,871        | 1,960                     | 55,700               | 2,910                         | 0.67                          | C       |
| 131    | SR 951      | Collier Boulevard                 | CR 952 (Capri Blvd)   | Mainsail Drive        | C3R - Suburban Residential                | 1.02           | State        | 55           | 4D                   | D                | 627                       |                         | 30157              | 32,871        | 1,960                     | 37,300               | 1,850                         | 1.06                          | F       |
| 132    | SR 951      | Collier Boulevard                 | Mainsail Drive        | Manatee Road          | C3R - Suburban Residential                | 3.45           | State        | 55           | 4D                   | D                | 627                       |                         | 30157              | 32,871        | 1,960                     | 37,300               | 1,850                         | 1.06                          | F       |
| 133    | SR 951      | Collier Boulevard                 | Manatee Road          | Henderson Creek Dr    | C3C - Suburban Commercial                 | 0.43           | State        | 45           | 4D                   | D                | 557                       |                         | 30157              | 40,748        | 2,290                     | 36,600               | 1,810                         | 1.27                          | F       |
| 134    | SR 951      | Collier Boulevard                 | Henderson Creek Dr    | Wal-Mart Driveway     | C3C - Suburban Commercial                 | 0.36           | State        | 45           | 4D                   | D                | 557                       |                         | 30157              | 40,748        | 2,290                     | 36,600               | 1,810                         | 1.27                          | F       |

| MPO ID | Road Number | On Street           | From Street                         | To Street                           | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2025 Number of Lanes | LOS Standard (1) | Collier County Station ID | Naples Count Station ID | FDOT Count Station | 2025 AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|---------------------|-------------------------------------|-------------------------------------|-------------------------------------------|----------------|--------------|--------------|----------------------|------------------|---------------------------|-------------------------|--------------------|---------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 135    | SR 951      | Collier Boulevard   | Wal-Mart Driveway                   | US 41 (Tamiami Trail)               | C3C - Suburban Commercial                 | 0.29           | State        | 45           | 6D                   | E                | 557                       |                         | 30157              | 40,748        | 2,290                     | 54,100               | 2,680                         | 0.85                          | C       |
| 220    | SR 84       | Davis Boulevard     | US 41 (Tamiami Trail)               | Airport Road                        | C3C - Suburban Commercial                 | 1.01           | State        | 45           | 6D                   | E                | 558                       |                         | 30178              | 25,285        | 1,500                     | 54,100               | 2,680                         | 0.56                          | C       |
| 221    | SR 84       | Davis Boulevard     | Airport Road                        | Lakewood Boulevard                  | C3R - Suburban Residential                | 0.55           | State        | 45           | 4D                   | D                | 559                       |                         | 30176              | 25,265        | 1,550                     | 37,300               | 1,850                         | 0.84                          | C       |
| 222    | SR 84       | Davis Boulevard     | Lakewood Boulevard                  | County Barn Road                    | C3R - Suburban Residential                | 1.68           | State        | 45           | 4D                   | D                | 658                       |                         | 30176              | 29,242        | 1,650                     | 37,300               | 1,850                         | 0.89                          | C       |
| 223    | SR 84       | Davis Boulevard     | County Barn Road                    | Santa Barbara Blvd                  | C3R - Suburban Residential                | 0.76           | State        | 50           | 4D                   | D                | 538                       |                         | 30195              | 23,024        | 1,510                     | 37,300               | 1,850                         | 0.82                          | C       |
| 224    | SR 84       | Davis Boulevard     | Santa Barbara Blvd                  | Radio Road                          | C3R - Suburban Residential                | 1.75           | State        | 50           | 6D                   | E                | 560                       |                         | 30170              | 16,049        | 890                       | 55,100               | 2,730                         | 0.33                          | C       |
| 225    | SR 84       | Davis Boulevard     | Radio Road                          | Collier Boulevard                   | C3R - Suburban Residential                | 0.70           | State        | 45           | 6D                   | E                | 601                       |                         | 30193              | 27,126        | 1,470                     | 55,100               | 2,730                         | 0.54                          | C       |
| 330    | I-75        | I-75                | Broward County Line                 | SR 29                               | Limited Access - Rural                    | 29.13          | State        | 70           | 4F                   | C                |                           |                         | 30173              | 26,500        | 1,530                     | 48,000               | 2,770                         | 0.55                          | B       |
| 331    | I-75        | I-75                | SR 29                               | SR 951 (Collier blvd)               | Limited Access - Rural                    | 21.23          | State        | 70           | 4F                   | C                |                           |                         | 30351              | 30,214        | 1,745                     | 48,000               | 2,770                         | 0.63                          | B       |
| 332    | I-75        | I-75                | SR 951 (Collier Blvd)               | Golden Gate Pkwy                    | Limited Access - Urban                    | 3.34           | State        | 70           | 6F                   | D                |                           |                         | 32000              | 52,500        | 2,599                     | 122,800              | 6,080                         | 0.43                          | B       |
| 333    | I-75        | I-75                | Golden Gate Pkwy                    | Pine Ridge Rd                       | Limited Access - Urban                    | 2.58           | State        | 70           | 6F                   | D                |                           |                         | 32003              | 57,000        | 2,822                     | 122,800              | 6,080                         | 0.46                          | B       |
| 334    | I-75        | I-75                | Pine Ridge Rd                       | Immokalee Rd                        | Limited Access - Urban                    | 4.27           | State        | 70           | 6F                   | D                |                           |                         | 30191              | 98,123        | 4,857                     | 122,800              | 6,080                         | 0.80                          | C       |
| 335    | I-75        | I-75                | Immokalee Rd                        | Lee County Line                     | Limited Access - Urban                    | 3.06           | State        | 70           | 6F                   | D                |                           |                         | 39950              | 115,657       | 5,725                     | 122,800              | 6,080                         | 0.94                          | D       |
| 640    | SR 29       | SR 29               | US 41 (Tamiami Trail)               | CR 837 (Janes Scenic Dr)            | C1 - Natural                              | 2.50           | State        | 55           | 2U                   | D                |                           |                         | 30006              | 2,800         | 146                       | 14,000               | 730                           | 0.20                          | B       |
| 641    | SR 29       | SR 29               | CR 837 (Janes Scenic Dr)            | Wagon Wheel Rd                      | C1 - Natural                              | 1.35           | State        | 60           | 2U                   | D                |                           |                         | 30006              | 2,800         | 146                       | 14,000               | 730                           | 0.20                          | B       |
| 642    | SR 29       | SR 29               | Wagon Wheel Rd                      | I-75                                | C1 - Natural                              | 13.14          | State        | 60           | 2U                   | D                |                           |                         | 30006              | 2,800         | 146                       | 14,000               | 730                           | 0.20                          | B       |
| 643    | SR 29       | SR 29               | I-75                                | Oil Well Road                       | C1 - Natural                              | 10.24          | State        | 60           | 2U                   | D                |                           |                         | 30182              | 8,200         | 428                       | 14,000               | 730                           | 0.59                          | C       |
| 644    | SR 29       | SR 29               | Oil Well Road                       | Agriculture Way                     | C2 - Rural                                | 7.89           | State        | 60           | 2U                   | D                |                           |                         | 30205              | 9,300         | 486                       | 14,000               | 730                           | 0.67                          | D       |
| 645    | SR 29       | SR 29               | Agriculture Way                     | New Harvest Rd                      | C3C - Suburban Commercial                 | 1.15           | State        | 45           | 2U                   | D                |                           |                         | 30205              | 9,300         | 460                       | 22,785               | 1,124                         | 0.41                          | C       |
| 646    | SR 29       | SR 29               | New Harvest Rd                      | CR 29A South                        | C2T - Rural Town                          | 0.66           | State        | 45           | 2U                   | D                |                           |                         | 30002              | 10,400        | 543                       | 18,000               | 940                           | 0.58                          | C       |
| 647    | SR 29       | SR 29               | CR 29A South                        | 1st St                              | C2T - Rural Town                          | 0.41           | State        | 35           | 4D                   | D                | 664                       |                         | 30002              | 13,387        | 620                       | 32,970               | 1,722                         | 0.36                          | C       |
| 648    | SR 29       | SR 29               | 1st St                              | 9th Street                          | C2T - Rural Town                          | 0.50           | State        | 35           | 4D                   | D                | 664                       |                         | 30029              | 13,387        | 620                       | 32,970               | 1,722                         | 0.36                          | C       |
| 649    | SR 29       | SR 29               | 9th Street                          | Immokalee Dr                        | C2T - Rural Town                          | 0.87           | State        | 45           | 2D                   | D                | 663                       |                         | 30029              | 14,575        | 710                       | 18,900               | 987                           | 0.72                          | C       |
| 650    | SR 29       | SR 29               | Immokalee Dr                        | CR 29A North                        | C2T - Rural Town                          | 1.18           | State        | 45           | 2D                   | D                | 663                       |                         | 30038              | 14,575        | 710                       | 18,900               | 987                           | 0.72                          | C       |
| 651    | SR 29       | SR 29               | CR 29A North                        | SR 82                               | C2 - Rural                                | 2.95           | State        | 60           | 2U                   | D                | 663                       |                         | 30143              | 14,575        | 710                       | 14,000               | 730                           | 0.97                          | D       |
| 652    | SR 29       | SR 29               | SR 82                               | Hendry County Line                  | C2 - Rural                                | 2.06           | State        | 60           | 2U                   | D                |                           |                         | 30184              | 7,400         | 387                       | 14,000               | 730                           | 0.53                          | C       |
| 660    | SR 82       | SR 82               | Lee County Line                     | Corkscrew Rd                        | C2 - Rural                                | 1.70           | State        | 60           | 2U                   | D                |                           |                         | 30183              | 18,800        | 982                       | 14,000               | 730                           | 1.35                          | E       |
| 661    | SR 82       | SR 82               | Corkscrew Rd                        | SR 29                               | C2 - Rural                                | 5.36           | State        | 60           | 4D                   | D                |                           |                         | 30200              | 18,900        | 988                       | 55,700               | 2,910                         | 0.34                          | B       |
| 670    | US 41       | Tamiami Trail East  | Davis Boulevard                     | Airport Road                        | C3C - Suburban Commercial                 | 1.26           | State        | 45           | 6D                   | E                | 545                       |                         | 35001              | 33,676        | 1,850                     | 54,100               | 2,680                         | 0.69                          | C       |
| 671    | US 41       | Tamiami Trail East  | Airport Road                        | Rattlesnake Hammock Road            | C3C - Suburban Commercial                 | 1.69           | State        | 45           | 6D                   | E                | 604                       |                         | 30094              | 34,319        | 2,600                     | 54,100               | 2,680                         | 0.97                          | D       |
| 672    | US 41       | Tamiami Trail East  | Rattlesnake Hammock Road            | Treetops Dr                         | C3R - Suburban Residential                | 2.45           | State        | 55           | 6D                   | E                | 572                       |                         | 30015              | 42,533        | 2,100                     | 55,100               | 2,730                         | 0.77                          | C       |
| 673    | US 41       | Tamiami Trail East  | Treetops Dr                         | Triangle Boulevard                  | C3C - Suburban Commercial                 | 1.69           | State        | 55           | 6D                   | E                | 572                       |                         | 30014              | 42,533        | 2,100                     | 54,100               | 2,680                         | 0.78                          | C       |
| 674    | US 41       | Tamiami Trail East  | Triangle Boulevard                  | Collier Boulevard                   | C3C - Suburban Commercial                 | 0.30           | State        | 45           | 6D                   | E                | 571                       |                         | 30014              | 36,734        | 1,800                     | 54,100               | 2,680                         | 0.67                          | C       |
| 675    | US 41       | Tamiami Trail East  | Collier Boulevard                   | Imperial Wilderness Blvd            | C3R - Suburban Residential                | 2.64           | State        | 60           | 6D                   | D                | 608                       |                         | 30194              | 23,900        | 1,160                     | 55,100               | 2,730                         | 0.42                          | C       |
| 676    | US 41       | Tamiami Trail East  | Imperial Wilderness Blvd            | Joseph Lane                         | C2 - Rural                                | 0.27           | State        | 60           | 6D                   | D                | 608                       |                         | 30005              | 23,900        | 1,160                     | 83,700               | 4,370                         | 0.27                          | B       |
| 677    | US 41       | Tamiami Trail East  | Joseph Lane                         | Greenway Road                       | C2 - Rural                                | 0.48           | State        | 60           | 4D                   | D                | 608                       |                         | 30005              | 23,900        | 1,160                     | 55,700               | 2,910                         | 0.40                          | B       |
| 678    | US 41       | Tamiami Trail East  | Greenway Road                       | Royal Hammock Blvd                  | C2 - Rural                                | 2.33           | State        | 60           | 2U                   | D                | 608                       |                         | 30005              | 23,900        | 1,160                     | 14,000               | 730                           | 1.59                          | E       |
| 679    | US 41       | Tamiami Trail East  | Royal Hammock Blvd                  | San Marco Drive                     | C1 - Natural                              | 2.43           | State        | 60           | 2U                   | D                | 608                       |                         | 30005              | 23,900        | 1,160                     | 14,000               | 730                           | 1.59                          | E       |
| 680    | US 41       | Tamiami Trail East  | San Marco Drive                     | Brewski Canal (Port of The Islands) | C1 - Natural                              | 5.83           | State        | 60           | 2U                   | D                |                           |                         | 30111              | 3,900         | 204                       | 14,000               | 730                           | 0.28                          | B       |
| 681    | US 41       | Tamiami Trail East  | Brewski Canal (Port of The Islands) | SR 29                               | C1 - Natural                              | 9.91           | State        | 60           | 2U                   | D                |                           |                         | 30111              | 3,900         | 204                       | 14,000               | 730                           | 0.28                          | B       |
| 682    | US 41       | Tamiami Trail East  | SR 29                               | Turner River Rd                     | C1 - Natural                              | 6.68           | State        | 60           | 2U                   | D                |                           |                         | 30104              | 3,800         | 199                       | 14,000               | 730                           | 0.27                          | B       |
| 683    | US 41       | Tamiami Trail East  | Turner River Rd                     | Loop Rd                             | C1 - Natural                              | 10.30          | State        | 60           | 2U                   | D                |                           |                         | 30270              | 3,673         | 192                       | 14,000               | 730                           | 0.26                          | B       |
| 684    | US 41       | Tamiami Trail East  | Loop Rd                             | Dade County Line                    | C1 - Natural                              | 15.33          | State        | 60           | 2U                   | D                |                           |                         | 30011              | 3,400         | 178                       | 14,000               | 730                           | 0.24                          | B       |
| 690    | US 41       | Tamiami Trail North | SR 84 (Davis Blvd)                  | CR 851 (Goodlette Frank Rd South)   | C4 - Urban General                        | 0.55           | State        | 35           | 8D                   | E                |                           |                         | 30124              | 56,500        | 2,797                     | 70,900               | 3,510                         | 0.80                          | D       |
| 691    | US 41       | Tamiami Trail North | CR 851 (Goodlette Frank Rd South)   | 12th Ave                            | C4 - Urban General                        | 1.66           | State        | 30           | 6D                   | E                |                           |                         | 35007              | 36,000        | 1,782                     | 60,400               | 2,990                         | 0.60                          | C       |
| 692    | US 41       | Tamiami Trail North | 12th Ave                            | Park Shore Dr / Cypress Woods Dr    | C3C - Suburban Commercial                 | 2.12           | State        | 45           | 6D                   | E                |                           |                         | 35011              | 41,500        | 2,054                     | 54,100               | 2,680                         | 0.77                          | C       |
| 693    | US 41       | Tamiami Trail North | Park Shore Dr                       | Seagate Dr                          | C3C - Suburban Commercial                 | 1.28           | State        | 45           | 6D                   | E                |                           |                         | 30003              | 44,000        | 2,178                     | 54,100               | 2,680                         | 0.81                          | C       |

Collier MPO  
Congestion Management Process Network

2025 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street           | From Street                | To Street             | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2025 Number of Lanes | LOS Standard (1) | Collier County Station ID | Naples Count Station ID | FDOT Count Station | 2025 AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|---------------------|----------------------------|-----------------------|-------------------------------------------|----------------|--------------|--------------|----------------------|------------------|---------------------------|-------------------------|--------------------|---------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 694    | US 41       | Tamiami Trail North | Pine Ridge Rd / Seagate Dr | Gulf Park Drive       | C3R - Suburban Residential                | 1.43           | State        | 45           | 6D                   | E                | 562                       |                         | 30012              | 43,542        | 2,450                     | 55,100               | 2,730                         | 0.90                          | C       |
| 695    | US 41       | Tamiami Trail North | Gulf Park Drive            | Vanderbilt Beach Road | C3C - Suburban Commercial                 | 1.27           | State        | 55           | 6D                   | E                | 563                       |                         | 30017              | 41,342        | 2,320                     | 54,100               | 2,680                         | 0.87                          | C       |
| 696    | US 41       | Tamiami Trail North | Vanderbilt Beach Road      | Immokalee Road        | C3C - Suburban Commercial                 | 1.51           | State        | 50           | 6D                   | E                | 577                       |                         | 30192              | 48,265        | 2,520                     | 54,100               | 2,680                         | 0.94                          | D       |
| 697    | US 41       | Tamiami Trail North | Immokalee Road             | Wiggins Pass Road     | C3C - Suburban Commercial                 | 1.52           | State        | 55           | 6D                   | E                | 564                       |                         | 30018              | 55,658        | 3,350                     | 54,100               | 2,680                         | 1.25                          | F       |
| 698    | US 41       | Tamiami Trail North | Wiggins Pass Road          | Old US 41             | C3C - Suburban Commercial                 | 0.23           | State        | 55           | 6D                   | E                | 546                       |                         | 30018              | 37,724        | 2,370                     | 54,100               | 2,680                         | 0.88                          | D       |
| 699    | US 41       | Tamiami Trail North | Old US 41                  | Lee County Line       | C3C - Suburban Commercial                 | 1.30           | State        | 55           | 6D                   | E                | 546                       |                         | 30179              | 37,724        | 2,370                     | 54,100               | 2,680                         | 0.88                          | D       |

Notes:  
(1) based on local agency comprehensive plans  
(2) Pk Hr. Pk Dir. V/SV Ratio based on the Pk Hr. Pk Dir. Volume / Pk Hr. Pk Dir. Service Volume. 0.9 - 1.0 Yellow; 1.0 - 1.2 Orange; > 1.2 Red  
(3) LOS Letter grade based on Pk Hr. Pk Dir. Volume and FDOT Generalize Capacity Thresholds for arterial and collector roadways  
(4) assignment of volumes from count stations sources following the color pattern listed below.  
Collier County  
FDOT  
Naples

Collier MPO  
Congestion Management Process Network

2030 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street         | From Street                   | To Street                     | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2030 E+C Number of Lanes | LOS Standard (1) | Collier Count Station ID | Naples Count Station ID | FDOT Count Station | 2030 E+C AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|-------------------|-------------------------------|-------------------------------|-------------------------------------------|----------------|--------------|--------------|--------------------------|------------------|--------------------------|-------------------------|--------------------|-------------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 10     | CR 846      | 111th Avenue N.   | Gulfshore Drive               | Vanderbilt Drive              | Major Collector Urban                     | 0.51           | Collier      | 45           | 2U                       | D                | 585                      |                         |                    | 7,020             | 353                       | 15,930               | 792                           | 0.45                          | C       |
| 11     | CR 846      | 111th Avenue N.   | Vanderbilt Drive              | US 41 (Tamiami Trail)         | Major Collector Urban                     | 1.00           | Collier      | 35           | 2U                       | D                | 613                      |                         |                    | 13,352            | 701                       | 13,320               | 675                           | 1.04                          | E       |
| 30     |             | 5th Avenue S      | Gulf Shore Blvd S             | US 41                         | Minor Collector (Fed Aid) Urban           | 0.70           | Naples       | 25           | 2U                       | E                |                          | 70                      | 34103              | 7,118             | 712                       | 33,300               | 2,982                         | 0.24                          | B       |
| 40     | CR 31       | Airport Road      | US 41 (Tamiami Trail)         | Davis Boulevard               | Minor Arterial Urban                      | 0.80           | Collier      | 45           | 6D                       | E                | 552                      |                         |                    | 34,222            | 1,855                     | 59,900               | 3,020                         | 0.61                          | C       |
| 41     | CR 31       | Airport Road      | Davis Boulevard               | North Rd                      | Minor Arterial Urban                      | 0.52           | Collier      | 45           | 6D                       | E                | 553                      |                         |                    | 45,473            | 2,296                     | 59,900               | 3,020                         | 0.76                          | C       |
| 42     | CR 31       | Airport Road      | North Rd                      | Radio Road                    | Minor Arterial Urban                      | 0.50           | Collier      | 45           | 6D                       | E                | 553                      |                         |                    | 45,473            | 2,296                     | 59,900               | 3,020                         | 0.76                          | C       |
| 43     | CR 31       | Airport Road      | Radio Road                    | Golden Gate Parkway           | Minor Arterial Urban                      | 1.43           | Collier      | 45           | 6D                       | E                | 533                      |                         |                    | 45,836            | 2,484                     | 59,900               | 3,020                         | 0.82                          | C       |
| 44     | CR 31       | Airport Road      | Golden Gate Parkway           | Pine Ridge Road               | Minor Arterial Urban                      | 2.59           | Collier      | 45           | 6D                       | E                | 502                      |                         |                    | 46,261            | 2,440                     | 59,900               | 3,020                         | 0.81                          | C       |
| 45     | CR 31       | Airport Road      | Pine Ridge Road               | Orange Blossom Drive          | Minor Arterial Urban                      | 1.45           | Collier      | 45           | 6D                       | E                | 503                      |                         |                    | 48,163            | 2,539                     | 59,900               | 3,020                         | 0.84                          | C       |
| 46     | CR 31       | Airport Road      | Orange Blossom Drive          | Vanderbilt Beach Road         | Minor Arterial Urban                      | 0.76           | Collier      | 45           | 6D                       | E                | 599                      |                         |                    | 38,414            | 2,484                     | 59,900               | 3,020                         | 0.82                          | C       |
| 47     | CR 31       | Airport Road      | Vanderbilt Beach Road         | Immokalee Rd                  | Minor Arterial Urban                      | 1.98           | Collier      | 45           | 6D                       | E                | 554                      |                         |                    | 20,478            | 1,358                     | 59,900               | 3,020                         | 0.45                          | C       |
| 60     |             | Banyan Boulevard  | Gulf Shore Blvd N             | US 41                         | Minor Collector (Fed Aid) Urban           | 0.72           | Naples       | 30           | 2D                       | C                |                          | 49                      | 34101              | 3,404             | 462                       | 17,850               | 1,604                         | 0.29                          | B       |
| 70     |             | Bayshore Drive    | Thomasson Drive               | US 41 (Tamiami Trail)         | Major Collector Urban                     | 1.43           | Collier      | 35           | 4D                       | D                | 521                      |                         |                    | 16,065            | 839                       | 29,160               | 1,467                         | 0.57                          | D       |
| 80     | CR 865      | Bonita Beach Road | Hickory Boulevard             | West of Vanderbilt Drive      | Minor Arterial Urban                      | 1.53           | Collier      | 45           | 4D                       | D                | 653                      |                         |                    | 25,286            | 1,237                     | 35,820               | 1,800                         | 0.69                          | C       |
| 90     |             | Camp Keais Road   | Oil Well Rd                   | Immokalee Rd                  | Minor Collector Rural                     | 5.68           | Collier      | 55           | 2U                       | D                | 626                      |                         |                    | 11,352            | 552                       | 23,100               | 1,200                         | 0.46                          | C       |
| 100    |             | Capri Boulevard   | E Pelican St                  | Collier Blvd                  | Major Collector Urban                     | 2.57           | Marco        | 45           | 2U                       | D                |                          |                         | 34148              | 4,623             | 229                       | 15,930               | 792                           | 0.29                          | C       |
| 110    |             | Carson Road       | Immokalee Dr                  | Lake Trafford Rd              | Major Collector Urban                     | 0.50           | Collier      | 35           | 2U                       | D                | 610                      |                         |                    | 6,859             | 386                       | 13,320               | 675                           | 0.57                          | D       |
| 111    |             | Carson Road       | Lake Trafford Rd              | Westclox St                   | Major Collector Urban                     | 0.50           | Collier      | 25           | 2U                       | D                |                          |                         | 34118              | 7,015             | 347                       | 13,320               | 675                           | 0.51                          | D       |
| 120    |             | Charlotte St      | Immokalee Dr                  | New Market Rd E               | Major Collector Urban                     | 0.08           | Collier      | 30           | 2U                       | D                |                          |                         | 34121              | 11,599            | 574                       | 13,320               | 675                           | 0.85                          | D       |
| 130    | SR 951      | Collier Boulevard | Marco Island Bridge           | CR 952 (Capri Blvd)           | C1 - Natural                              | 1.24           | State        | 55           | 4D                       | D                | 627                      |                         | 30157              | 36,413            | 2,171                     | 55,700               | 2,910                         | 0.75                          | C       |
| 131    | SR 951      | Collier Boulevard | CR 952 (Capri Blvd)           | Mainsail Drive                | C3R - Suburban Residential                | 1.02           | State        | 55           | 4D                       | D                | 627                      |                         | 30157              | 36,413            | 2,171                     | 37,300               | 1,850                         | 1.17                          | F       |
| 132    | SR 951      | Collier Boulevard | Mainsail Drive                | Manatee Road                  | C3R - Suburban Residential                | 3.45           | State        | 55           | 4D                       | D                | 627                      |                         | 30157              | 36,413            | 2,171                     | 37,300               | 1,850                         | 1.17                          | F       |
| 133    | SR 951      | Collier Boulevard | Manatee Road                  | Henderson Creek Dr            | C3C - Suburban Commercial                 | 0.43           | State        | 45           | 6D                       | D                | 557                      |                         | 30157              | 44,989            | 2,528                     | 54,100               | 2,680                         | 0.94                          | D       |
| 134    | SR 951      | Collier Boulevard | Henderson Creek Dr            | Wal-Mart Driveway             | C3C - Suburban Commercial                 | 0.36           | State        | 45           | 6D                       | D                | 557                      |                         | 30157              | 44,989            | 2,528                     | 54,100               | 2,680                         | 0.94                          | D       |
| 135    | SR 951      | Collier Boulevard | Wal-Mart Driveway             | US 41 (Tamiami Trail)         | C3C - Suburban Commercial                 | 0.29           | State        | 45           | 6D                       | E                | 557                      |                         | 30157              | 44,989            | 2,528                     | 54,100               | 2,680                         | 0.94                          | D       |
| 136    | CR 951      | Collier Boulevard | US 41 (Tamiami Trail)         | Rattlesnake Hammock Road      | Principal Arterial-Other Urban            | 3.41           | Collier      | 55           | 6D                       | E                | 603                      |                         | 34657              | 49,043            | 2,561                     | 59,900               | 3,020                         | 0.85                          | C       |
| 137    | CR 951      | Collier Boulevard | Rattlesnake Hammock Road      | Davis Boulevard               | Principal Arterial-Other Urban            | 3.11           | Collier      | 55           | 6D                       | E                | 602                      |                         | 34602              | 52,354            | 2,749                     | 59,900               | 3,020                         | 0.91                          | C       |
| 138    | SR 951      | Collier Boulevard | Davis Boulevard               | I-75                          | Principal Arterial-Other Urban            | 0.38           | Collier      | 45           | 8D                       | E                | 573                      |                         | 30190              | 58,426            | 3,732                     | 80,100               | 4,040                         | 0.92                          | C       |
| 139    | CR 951      | Collier Boulevard | I-75                          | Golden Gate Main Canal        | Minor Arterial Urban                      | 0.65           | Collier      | 45           | 8D                       | E                | 607                      |                         |                    | 41,257            | 2,447                     | 80,100               | 4,040                         | 0.61                          | C       |
| 140    | CR 951      | Collier Boulevard | Golden Gate Main Canal        | Golden Gate Pwky              | Minor Arterial Urban                      | 1.01           | Collier      | 45           | 6D                       | D                | 607                      |                         |                    | 41,257            | 2,447                     | 59,900               | 3,020                         | 0.81                          | C       |
| 141    | CR 951      | Collier Boulevard | Golden Gate Pwky              | Green Boulevard               | Minor Arterial Urban                      | 1.04           | Collier      | 45           | 6D                       | D                | 525                      |                         |                    | 43,071            | 2,359                     | 59,900               | 3,020                         | 0.78                          | C       |
| 142    | CR 951      | Collier Boulevard | Green Boulevard               | Pine Ridge Road               | Minor Arterial Urban                      | 0.88           | Collier      | 45           | 6D                       | D                | 536                      |                         |                    | 53,061            | 3,278                     | 59,900               | 3,020                         | 1.09                          | F       |
| 143    | CR 951      | Collier Boulevard | Pine Ridge Road               | Golden Gate Boulevard         | Minor Arterial Urban                      | 1.13           | Collier      | 45           | 6D                       | D                | 536                      |                         |                    | 53,061            | 3,278                     | 59,900               | 3,020                         | 1.09                          | F       |
| 144    | CR 951      | Collier Boulevard | Golden Gate Boulevard         | Vanderbilt Beach Road         | Minor Arterial Urban                      | 1.03           | Collier      | 30           | 6D                       | E                | 584                      |                         |                    | 48,598            | 1,998                     | 50,900               | 2,560                         | 0.78                          | D       |
| 145    | CR 951      | Collier Boulevard | Vanderbilt Beach Road         | Immokalee Road                | Minor Arterial Urban                      | 2.02           | Collier      | 45           | 6D                       | E                | 655                      |                         |                    | 49,868            | 2,725                     | 59,900               | 3,020                         | 0.90                          | C       |
| 150    | CR 29       | Copeland Avenue   | Snook Aly                     | Broadway St                   | Major Collector Rural                     | 3.74           | Collier      | 45           | 2U                       | D                |                          |                         | 34185              | 1,423             | 70                        | 12,780               | 666                           | 0.11                          | C       |
| 160    | CR-850      | Corkscrew Rd      | Lee County Line               | Wildcat Drive                 | Major Collector Rural                     | 1.64           | Collier      | 55           | 2U                       | D                |                          |                         | 34126              | 8,517             | 445                       | 14,300               | 740                           | 0.60                          | D       |
| 170    |             | County Barn Road  | Rattlesnake Hammock Road      | Davis Boulevard               | Major Collector Urban                     | 2.05           | Collier      | 45           | 2U                       | D                | 519                      |                         |                    | 8,808             | 442                       | 15,930               | 792                           | 0.56                          | C       |
| 180    | CR 29       | CR 29             | Copeland Ave                  | US 41 (Tamiami Trail)         | Major Collector Rural                     | 4.00           | Collier      | 55           | 2U                       | D                | 582                      |                         |                    | 4,193             | 188                       | 23,100               | 1,200                         | 0.16                          | B       |
| 190    |             | CR-846 E          | SR 29/E Main St               | 1 Mile East of Tradeport Pkwy | Major Collector Urban                     | 1.63           | Collier      | 45           | 2U                       | D                |                          |                         | 34129              | 3,893             | 192                       | 15,930               | 792                           | 0.24                          | C       |
| 191    |             | CR-846 E          | 1 Mile East of Tradeport Pkwy | Hendry Coulty Line/CR-858     | Major Collector Rural                     | 6.95           | Collier      | 45           | 2U                       | D                |                          |                         | 34129              | 3,893             | 203                       | 14,300               | 740                           | 0.27                          | B       |
| 200    | CR-850      | Corkscrew Rd      | Wildcat Dr                    | SR 82                         | Major Collector Rural                     | 3.75           | Collier      | 55           | 2U                       | D                |                          |                         | 34139              | 8,517             | 445                       | 14,300               | 740                           | 0.60                          | D       |
| 210    |             | Crayton Road      | Banyan Blvd                   | Harbour Dr                    | Minor Collector (Fed Aid) Urban           | 1.33           | Naples       | 30           | 2U                       | C                |                          | 40                      |                    | 2,779             | 283                       | 17,000               | 1,527                         | 0.19                          | B       |
| 211    |             | Crayton Road      | Harbour Dr                    | Seagate Dr                    | Minor Collector (Fed Aid) Urban           | 2.10           | Naples       | 30           | 2U                       | C                |                          | 40                      |                    | 2,779             | 283                       | 17,000               | 1,527                         | 0.19                          | B       |
| 220    | SR 84       | Davis Boulevard   | US 41 (Tamiami Trail)         | Airport Road                  | C3C - Suburban Commercial                 | 1.01           | State        | 45           | 6D                       | E                | 558                      |                         | 30178              | 27,917            | 1,656                     | 54,100               | 2,680                         | 0.62                          | C       |
| 221    | SR 84       | Davis Boulevard   | Airport Road                  | Lakewood Boulevard            | C3R - Suburban Residential                | 0.55           | State        | 45           | 4D                       | D                | 559                      |                         | 30176              | 27,895            | 1,711                     | 37,300               | 1,850                         | 0.93                          | D       |
| 222    | SR 84       | Davis Boulevard   | Lakewood Boulevard            | County Barn Road              | C3R - Suburban Residential                | 1.68           | State        | 45           | 4D                       | D                | 658                      |                         | 30176              | 32,286            | 1,822                     | 37,300               | 1,850                         | 0.98                          | D       |
| 223    | SR 84       | Davis Boulevard   | County Barn Road              | Santa Barbara Blvd            | C3R - Suburban Residential                | 0.76           | State        | 50           | 4D                       | D                | 538                      |                         | 30195              | 25,420            | 1,667                     | 37,300               | 1,850                         | 0.90                          | C       |

Collier MPO  
Congestion Management Process Network

2030 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street              | From Street             | To Street               | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2030 E+C Number of Lanes | LOS Standard (1) | Collier Count Station ID | Naples Count Station ID | FDOT Count Station | 2030 E+C AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|------------------------|-------------------------|-------------------------|-------------------------------------------|----------------|--------------|--------------|--------------------------|------------------|--------------------------|-------------------------|--------------------|-------------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 224    | SR 84       | Davis Boulevard        | Santa Barbara Blvd      | Radio Road              | C3R - Suburban Residential                | 1.75           | State        | 50           | 6D                       | E                | 560                      |                         | 30170              | 17,719            | 983                       | 55,100               | 2,730                         | 0.36                          | C       |
| 225    | SR 84       | Davis Boulevard        | Radio Road              | Collier Boulevard       | C3R - Suburban Residential                | 0.70           | State        | 45           | 6D                       | E                | 601                      |                         | 30193              | 29,949            | 1,623                     | 55,100               | 2,730                         | 0.59                          | C       |
| 230    |             | DeSoto Blvd            | I-75                    | Golden Gate Blvd        | Local                                     | 5.30           | Collier      | 45           | 2U                       | D                | 639                      |                         |                    | 6,055             | 304                       | 23,100               | 1,200                         | 0.25                          | B       |
| 231    |             | DeSoto Blvd            | Golden Gate Blvd        | Oil Well Rd             | Local                                     | 4.31           | Collier      | 45           | 2U                       | D                | 638                      |                         |                    | 7,055             | 316                       | 23,100               | 1,200                         | 0.26                          | B       |
| 240    |             | Everglades Boulevard   | I-75                    | Golden Gate Blvd        | Minor Collector Rural                     | 5.35           | Collier      | 45           | 2U                       | D                | 637                      |                         |                    | 14,043            | 876                       | 23,100               | 1,200                         | 0.73                          | D       |
| 241    |             | Everglades Boulevard   | Golden Gate Blvd        | Oil Well Road           | Minor Collector Rural                     | 4.33           | Collier      | 45           | 2U                       | D                | 636                      |                         |                    | 13,056            | 654                       | 12,780               | 666                           | 0.98                          | D       |
| 242    |             | Everglades Boulevard   | Oil Well Road           | Immokalee Road          | Minor Collector Rural                     | 5.00           | Collier      | 45           | 2U                       | D                | 635                      |                         |                    | 20,206            | 1,144                     | 23,100               | 1,200                         | 0.95                          | D       |
| 250    | CR 876      | Golden Gate Boulevard  | Collier Boulevard       | Wilson Boulevard        | Major Collector Urban                     | 5.03           | Collier      | 45           | 4D                       | D                | 531                      |                         |                    | 40,136            | 2,674                     | 35,820               | 1,800                         | 1.49                          | F       |
| 251    |             | Golden Gate Boulevard  | Wilson Boulevard        | 18th Street NE/SE       | Major Collector Urban                     | 2.27           | Collier      | 45           | 4D                       | D                | 652                      |                         |                    | 35,954            | 2,271                     | 35,820               | 1,800                         | 1.26                          | F       |
| 252    |             | Golden Gate Boulevard  | 18th Street NE/SE       | Everglades Boulevard    | Major Collector Urban                     | 1.59           | Collier      | 45           | 4D                       | D                | 652                      |                         |                    | 35,954            | 2,271                     | 35,820               | 1,800                         | 1.26                          | F       |
| 253    |             | Golden Gate Boulevard  | Everglades Boulevard    | DeSoto Boulevard        | Major Collector Urban                     | 1.84           | Collier      | 45           | 2U                       | D                | 652                      |                         |                    | 35,954            | 2,271                     | 15,930               | 792                           | 2.87                          | F       |
| 260    | CR 886      | Golden Gate Parkway    | US 41 (Tamiami Trail)   | Goodlette-Frank Road    | Minor Arterial Urban                      | 0.50           | Collier      | 45           | 6D                       | E                | 530                      |                         |                    | 36,376            | 2,537                     | 59,900               | 3,020                         | 0.84                          | C       |
| 261    | CR 886      | Golden Gate Parkway    | Goodlette-Frank Road    | Airport Road            | Minor Arterial Urban                      | 1.56           | Collier      | 55           | 6D                       | E                | 507                      |                         |                    | 53,021            | 3,522                     | 59,900               | 3,020                         | 1.17                          | F       |
| 262    | CR 886      | Golden Gate Parkway    | Airport Road            | Livingston Road         | Minor Arterial Urban                      | 0.99           | Collier      | 45           | 6D                       | E                | 508                      |                         |                    | 50,338            | 3,966                     | 59,900               | 3,020                         | 1.31                          | F       |
| 263    | CR 886      | Golden Gate Parkway    | Livingston Road         | I-75                    | Minor Arterial Urban                      | 2.05           | Collier      | 45           | 6D                       | E                | 691                      |                         |                    | 52,144            | 3,928                     | 59,900               | 3,020                         | 1.30                          | F       |
| 264    | CR 886      | Golden Gate Parkway    | I-75                    | Santa Barbara Boulevard | Minor Arterial Urban                      | 0.97           | Collier      | 45           | 6D                       | E                | 509                      |                         |                    | 42,403            | 2,528                     | 59,900               | 3,020                         | 0.84                          | C       |
| 265    | CR 886      | Golden Gate Parkway    | Santa Barbara Boulevard | Collier Boulevard       | Minor Arterial Urban                      | 2.21           | Collier      | 35           | 4D                       | D                | 605                      |                         |                    | 33,156            | 1,722                     | 29,160               | 1,467                         | 1.17                          | F       |
| 270    | CR 851      | Goodlette-Frank Road   | US 41 (Tamiami Trail)   | Golden Gate Parkway     | Minor Arterial Urban                      | 2.03           | Collier      | 45           | 6D                       | E                | 504                      |                         |                    | 38,107            | 3,191                     | 59,900               | 3,020                         | 1.06                          | F       |
| 271    | CR 851      | Goodlette-Frank Road   | Golden Gate Parkway     | Pine Ridge Road         | Minor Arterial Urban                      | 2.72           | Collier      | 45           | 6D                       | E                | 505                      |                         |                    | 34,679            | 2,131                     | 59,900               | 3,020                         | 0.71                          | C       |
| 272    | CR 851      | Goodlette-Frank Road   | Pine Ridge Road         | Orange Blossom Drive    | Minor Arterial Urban                      | 1.53           | Collier      | 45           | 6D                       | E                | 581                      |                         |                    | 26,126            | 1,789                     | 59,900               | 3,020                         | 0.59                          | C       |
| 273    | CR 851      | Goodlette-Frank Road   | Orange Blossom Drive    | Vanderbilt Beach Road   | Minor Arterial Urban                      | 0.89           | Collier      | 45           | 4D                       | D                | 595                      |                         |                    | 24,562            | 1,524                     | 35,820               | 1,800                         | 0.85                          | C       |
| 274    | CR 851      | Goodlette-Frank Road   | Vanderbilt Beach Road   | Immokalee Road          | Minor Arterial Urban                      | 1.80           | Collier      | 45           | 4D                       | D                | 594                      |                         |                    | 16,740            | 861                       | 35,820               | 1,800                         | 0.48                          | C       |
| 280    |             | Grand Lely Drive       | US 41 (Tamiami Trail)   | Rattlesnake Hammock Rd  | Major Collector Urban                     | 3.05           | Collier      | 35           | 2U                       | D                |                          |                         | 34900              | 11,923            | 590                       | 13,320               | 675                           | 0.87                          | D       |
| 281    |             | Grand Lely Drive       | Lely Resort Boulevard   | Collier Blvd            | Major Collector Urban                     | 0.72           | Collier      | 35           | 4D                       | D                |                          |                         | 30057              | #N/A              | #N/A                      | 29,160               | 1,467                         | #N/A                          | #N/A    |
| 290    |             | Green Boulevard        | Santa Barbara Boulevard | Sunshine Boulevard      | Major Collector Urban                     | 1.00           | Collier      | 45           | 2U                       | D                | 642                      |                         |                    | 12,272            | 932                       | 15,930               | 792                           | 1.18                          | F       |
| 291    |             | Green Boulevard        | Sunshine Boulevard      | Collier Boulevard       | Major Collector Urban                     | 1.00           | Collier      | 45           | 4D                       | D                | 642                      |                         |                    | 12,272            | 932                       | 35,820               | 1,800                         | 0.52                          | C       |
| 300    |             | Gulf Shore Boulevard S | Broad Ave S             | 5th Ave S               | Minor Collector (Fed Aid) Urban           | 0.53           | Naples       | 30           | 2U                       | C                |                          | 85                      |                    | 5,638             | 815                       | 17,000               | 1,527                         | 0.53                          | C       |
| 301    |             | Gulf Shore Boulevard S | 5th Ave S               | Banyan Blvd             | Minor Collector (Fed Aid) Urban           | 1.50           | Naples       | 30           | 2U                       | C                |                          | 48                      |                    | 1,701             | 151                       | 17,000               | 1,527                         | 0.10                          | B       |
| 302    |             | Gulf Shore Boulevard N | Banyan Blvd             | Mooring Lane Drive      | Minor Collector (Fed Aid) Urban           | 0.71           | Naples       | 30           | 2D                       | C                |                          | 39                      |                    | 6,541             | 542                       | 17,850               | 1,604                         | 0.34                          | B       |
| 303    |             | Gulf Shore Boulevard N | South Of Via Miramar    | Villa Mar Ln            | Minor Collector (Fed Aid) Urban           | 2.05           | Naples       | 30           | 2D                       | C                |                          | 34                      |                    | 3,876             | 356                       | 17,850               | 1,604                         | 0.22                          | B       |
| 310    |             | Gulfshore Drive        | Vanderbilt Beach Road   | 111th Avenue            | Minor Collector (Fed Aid) Urban           | 1.31           | Collier      | 25           | 2U                       | D                | 583                      |                         |                    | 5,284             | 265                       | 13,320               | 675                           | 0.39                          | C       |
| 320    |             | Harbour Drive          | Gulf Shore Blvd N       | US 41 (Tamiami Trail)   | Minor Collector (Fed Aid) Urban           | 0.86           | Naples       | 30           | 2U                       | C                |                          | 37                      |                    | 6,669             | 605                       | 17,000               | 1,527                         | 0.40                          | B       |
| 330    | I-75        | I-75                   | Broward County Line     | SR 29                   | Limited Access - Rural                    | 29.13          | State        | 70           | 4F                       | C                |                          |                         | 30173              | 31,458            | 1,816                     | 48,000               | 2,770                         | 0.66                          | B       |
| 331    | I-75        | I-75                   | SR 29                   | SR 951 (Collier blvd)   | Limited Access - Rural                    | 21.23          | State        | 70           | 4F                       | C                |                          |                         | 30351              | 35,316            | 2,040                     | 48,000               | 2,770                         | 0.74                          | C       |
| 332    | I-75        | I-75                   | SR 951 (Collier Blvd)   | Golden Gate Pkwy        | Limited Access - Urban                    | 3.34           | State        | 70           | 6F                       | D                |                          |                         | 32000              | 61,069            | 3,023                     | 122,800              | 6,080                         | 0.50                          | B       |
| 333    | I-75        | I-75                   | Golden Gate Pkwy        | Pine Ridge Rd           | Limited Access - Urban                    | 2.58           | State        | 70           | 8F                       | D                |                          |                         | 32003              | 69,349            | 3,433                     | 163,400              | 8,090                         | 0.42                          | B       |
| 334    | I-75        | I-75                   | Pine Ridge Rd           | Immokalee Rd            | Limited Access - Urban                    | 4.27           | State        | 70           | 8F                       | D                |                          |                         | 30191              | 119,382           | 5,909                     | 163,400              | 8,090                         | 0.73                          | C       |
| 335    | I-75        | I-75                   | Immokalee Rd            | Lee County Line         | Limited Access - Urban                    | 3.06           | State        | 70           | 8F                       | D                |                          |                         | 39950              | 134,078           | 6,637                     | 163,400              | 8,090                         | 0.82                          | D       |
| 340    | CR 846      | Immokalee Rd           | US 41 (Tamiami Trail)   | Goodlette-Frank Rd      | Minor Arterial Urban                      | 0.73           | Collier      | 45           | 6D                       | E                | 566                      |                         |                    | 45,911            | 2,230                     | 59,900               | 3,020                         | 0.74                          | C       |
| 341    | CR 846      | Immokalee Rd           | Goodlette-Frank Rd      | Airport Road            | Minor Arterial Urban                      | 1.25           | Collier      | 45           | 6D                       | E                | 625                      |                         |                    | 47,113            | 2,738                     | 59,900               | 3,020                         | 0.91                          | C       |
| 342    | CR 846      | Immokalee Rd           | Airport Road            | Livingston Road         | Minor Arterial Urban                      | 0.98           | Collier      | 45           | 6D                       | E                | 567                      |                         |                    | 58,940            | 3,423                     | 59,900               | 3,020                         | 1.13                          | F       |
| 343    | CR 846      | Immokalee Rd           | Livingston Road         | I-75                    | Minor Arterial Urban                      | 0.71           | Collier      | 45           | 6D                       | E                | 679                      |                         |                    | 68,924            | 3,931                     | 59,900               | 3,020                         | 1.30                          | F       |
| 344    | CR 846      | Immokalee Rd           | I-75                    | Logan Boulevard         | Minor Arterial Urban                      | 1.37           | Collier      | 45           | 6D                       | E                | 656                      |                         |                    | 66,833            | 3,540                     | 59,900               | 3,020                         | 1.17                          | F       |
| 345    | CR 846      | Immokalee Rd           | Logan Boulevard         | Collier Boulevard       | Minor Arterial Urban                      | 1.94           | Collier      | 45           | 6D                       | E                | 656                      |                         |                    | 66,833            | 3,540                     | 59,900               | 3,020                         | 1.17                          | F       |
| 346    | CR 846      | Immokalee Rd           | Collier Boulevard       | Wilson Boulevard        | Minor Arterial Urban/Minor Arterial Rural | 5.10           | Collier      | 50           | 6D                       | E                | 674                      |                         |                    | 61,690            | 4,051                     | 53,500               | 2,740                         | 1.48                          | F       |
| 347    | CR 846      | Immokalee Rd           | Wilson Boulevard        | Oil Well Road           | Minor Arterial Rural                      | 1.61           | Collier      | 45           | 6D                       | E                | 675                      |                         |                    | 62,002            | 3,845                     | 53,500               | 2,740                         | 1.40                          | F       |
| 348    | CR 846      | Immokalee Rd           | Oil Well Road           | Stockade Rd             | Minor Arterial Rural/Minor Arterial Urban | 17.74          | Collier      | 45           | 2U                       | D                | 672                      |                         |                    | 11,887            | 815                       | 14,300               | 740                           | 1.10                          | E       |
| 349    |             | Immokalee Rd           | Stockade Rd             | SR 29                   | Minor Arterial Urban                      | 1.52           | Collier      | 35           | 2U                       | D                | 672                      |                         |                    | 11,887            | 815                       | 13,320               | 675                           | 1.21                          | F       |
| 350    |             | Immokalee Drive        | N 29th St               | Charlotte St            | Major Collector Urban                     | 1.97           | Collier      | 30           | 2U                       | D                |                          |                         | 34902              | 9,712             | 480                       | 13,320               | 675                           | 0.71                          | D       |
| 360    | CR 890      | Lake Trafford Rd       | Pepper Rd               | Carson Rd               | Major Collector Urban                     | 1.87           | Collier      | 45           | 2U                       | D                |                          |                         | 34174              | 11,680            | 578                       | 15,930               | 792                           | 0.73                          | C       |
| 361    |             | Lake Trafford Rd       | Carson Rd               | SR 29                   | Major Collector Urban                     | 1.00           | Collier      | 45           | 2U                       | D                | 609                      |                         |                    | 10,858            | 576                       | 15,930               | 792                           | 0.73                          | C       |

Collier MPO  
Congestion Management Process Network

2030 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street                         | From Street              | To Street               | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2030 E+C Number of Lanes | LOS Standard (1) | Collier Count Station ID | Naples Count Station ID | FDOT Count Station | 2030 E+C AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|-----------------------------------|--------------------------|-------------------------|-------------------------------------------|----------------|--------------|--------------|--------------------------|------------------|--------------------------|-------------------------|--------------------|-------------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 370    |             | Lely Cultural Parkway             | Grand Lely Dr            | Collier Blvd            | Minor Collector (Fed Aid) Urban           | 1.03           | Collier      | 35           | 4D                       | D                |                          |                         | 30056              | 4,648             | 230                       | 29,160               | 1,467                         | 0.16                          | C       |
| 380    | CR 881      | Livingston Road                   | Radio Road               | Golden Gate Parkway     | Minor Arterial Urban                      | 1.41           | Collier      | 45           | 6D                       | E                | 687                      |                         |                    | 32,224            | 2,175                     | 59,900               | 3,020                         | 0.72                          | C       |
| 381    | CR 881      | Livingston Road                   | Golden Gate Parkway      | Pine Ridge Road         | Minor Arterial Urban                      | 2.59           | Collier      | 45           | 6D                       | E                | 690                      |                         |                    | 25,380            | 1,380                     | 59,900               | 3,020                         | 0.46                          | C       |
| 382    | CR 881      | Livingston Road                   | Pine Ridge Road          | Vanderbilt Beach Road   | Minor Arterial Urban                      | 2.22           | Collier      | 45           | 6D                       | E                | 575                      |                         |                    | 31,531            | 1,833                     | 59,900               | 3,020                         | 0.61                          | C       |
| 383    | CR 881      | Livingston Road                   | Vanderbilt Beach Road    | Immokalee Road          | Minor Arterial Urban                      | 1.99           | Collier      | 45           | 6D                       | E                | 576                      |                         |                    | 31,105            | 2,241                     | 59,900               | 3,020                         | 0.74                          | C       |
| 384    | CR 881      | Livingston Road                   | Immokalee Road           | Imperial Street         | Minor Arterial Urban                      | 3.24           | Collier      | 45           | 6D                       | D                | 673                      |                         |                    | 35,804            | 1,965                     | 59,900               | 3,020                         | 0.65                          | C       |
| 390    |             | Logan Boulevard                   | Green Boulevard          | Pine Ridge Road         | Major Collector Urban                     | 0.89           | Collier      | 45           | 4D                       | D                | 588                      |                         |                    | 32,705            | 1,678                     | 35,820               | 1,800                         | 0.93                          | C       |
| 391    |             | Logan Boulevard                   | Pine Ridge Road          | Vanderbilt Beach Road   | Major Collector Urban                     | 2.20           | Collier      | 45           | 2U                       | D                | 587                      |                         |                    | 13,725            | 673                       | 15,930               | 792                           | 0.85                          | C       |
| 392    |             | Logan Boulevard                   | Vanderbilt Beach Road    | Immokalee Rd            | Minor Collector (Fed Aid) Urban           | 2.02           | Collier      | 45           | 2U                       | D                | 644                      |                         |                    | 16,353            | 925                       | 15,930               | 792                           | 1.17                          | F       |
| 393    |             | Logan Boulevard                   | Immokalee Rd             | Azalea Dr               | Future Designation                        | 2.31           | Collier      | 35           | 2U                       | D                |                          |                         | 30062              | 18,128            | 948                       | 24,200               | 1,190                         | 0.80                          | D       |
| 394    |             | Logan Boulevard                   | Azalea Dr                | Lee County Line         | Future Designation                        | 1.46           | Collier      | 25           | 2D                       | D                |                          |                         | 30062              | 18,128            | 948                       | 25,410               | 1,250                         | 0.76                          | D       |
| 400    |             | Mooring Lane Drive                | Gulf Shore Blvd N        | US 41 (Tamiami Trail)   | Minor Collector (Fed Aid) Urban           | 0.81           | Naples       | 30           | 2D                       | C                |                          | 39                      |                    | 6,541             | 542                       | 17,850               | 1,604                         | 0.34                          | B       |
| 410    |             | N 1st St                          | SR-29 (Main Street)      | Immokalee Dr            | Major Collector Urban                     | 0.51           | Collier      | 30           | 2U                       | D                | 590                      |                         |                    | 14,194            | 823                       | 13,320               | 675                           | 1.22                          | F       |
| 420    |             | N Barfield Drive                  | San Marco Rd             | Bald Eagle Dr           | Major Collector Urban                     | 3.03           | Marco        | 30           | 2U                       | D                |                          |                         | 34622              | 9,578             | 475                       | 13,320               | 675                           | 0.70                          | D       |
| 430    |             | Napa Boulevard /Vineyards Blvd    | Pine Ridge Rd            | Vanderbilt Beach Rd     | Major Collector Urban                     | 2.48           | Collier      | 35           | 4D                       | D                |                          |                         | 34124              | 8,517             | 422                       | 29,160               | 1,467                         | 0.29                          | C       |
| 440    |             | Naples Boulevard                  | Pine Ridge Rd            | Airport Rd              | Major Collector Urban                     | 0.87           | Collier      | 35           | 4D                       | D                |                          |                         | 34901              | 17,444            | 863                       | 29,160               | 1,467                         | 0.59                          | D       |
| 450    |             | New Market Road                   | SR 29                    | Charlotte St            | Major Collector Urban                     | 0.72           | Collier      | 35           | 2U                       | D                | 612                      |                         |                    | 19,379            | 980                       | 13,320               | 675                           | 1.45                          | F       |
| 451    |             | New Market Road                   | Charlotte St             | N 15th St/ SR 29        | Major Collector Urban                     | 1.51           | Collier      | 40           | 2U                       | D                |                          |                         | 34176              | 20,196            | 1,000                     | 15,930               | 792                           | 1.26                          | F       |
| 460    |             | North Collier Boulevard           | San Marco Rd             | N Barfield Dr           | Major Collector Urban                     | 2.16           | Marco        | 35           | 4D                       | C                |                          |                         | 30189              | 15,870            | 785                       | 13,050               | 657                           | 1.19                          | D       |
| 461    | SR-951      | North Collier Boulevard           | N Barfield Dr            | Jolley West Bridge      | Minor Arterial Urban                      | 0.45           | Marco        | 35           | 4D                       | C                |                          |                         | 30189              | 15,870            | 785                       | 13,050               | 657                           | 1.19                          | D       |
| 470    |             | Oaks Boulevard                    | Vanderbilt Beach Rd      | Immokalee Rd            | Minor Collector (Fed Aid) Urban           | 1.99           | Collier      | 35           | 2U                       | D                |                          |                         | 34125              | 10,407            | 515                       | 13,320               | 675                           | 0.76                          | D       |
| 480    | CR 858      | Oil Well Road                     | Immokalee Road           | Everglades Boulevard    | Minor Arterial Urban                      | 3.09           | Collier      | 45           | 4D                       | D                | 725                      |                         |                    | 30,812            | 1,983                     | 31,950               | 1,638                         | 1.21                          | F       |
| 481    | CR 858      | Oil Well Road                     | Everglades Boulevard     | Desoto Boulevard        | Minor Arterial Rural                      | 1.84           | Collier      | 45           | 2U                       | D                | 694                      |                         |                    | 16,164            | 873                       | 14,580               | 720                           | 1.21                          | F       |
| 482    | CR 858      | Oil Well Road                     | DeSoto Boulevard         | Oil Well Grade          | Minor Arterial Rural                      | 2.08           | Collier      | 45           | 2U                       | D                | 694                      |                         |                    | 16,164            | 873                       | 14,580               | 720                           | 1.21                          | F       |
| 483    | CR 858      | Oil Well Road                     | Oil Well Grade           | Ave Maria Blvd          | Minor Arterial Rural                      | 3.13           | Collier      | 50           | 4D                       | D                | 694                      |                         |                    | 16,164            | 873                       | 27,360               | 1,422                         | 0.61                          | C       |
| 484    | CR 858      | Oil Well Road                     | Ave Maria Blvd           | SR 29                   | Minor Arterial Rural                      | 5.73           | Collier      | 55           | 2U                       | D                | 694                      |                         |                    | 16,164            | 873                       | 14,300               | 740                           | 1.18                          | E       |
| 490    | CR 887      | Old US 41                         | US 41 (Tamiami Trail)    | Lee County Line         | Major Collector Urban                     | 1.55           | Collier      | 45           | 4D                       | D                | 547                      |                         |                    | 20,669            | 1,281                     | 35,820               | 1,800                         | 0.71                          | C       |
| 500    |             | Orange Blossom Drive              | Goodlette-Frank Road     | Airport Road            | Major Collector Urban                     | 1.36           | Collier      | 30           | 2D                       | D                | 647                      |                         |                    | 13,129            | 784                       | 13,986               | 709                           | 1.11                          | F       |
| 501    |             | Orange Blossom Drive              | Airport Road             | Livingston Road         | Major Collector Urban                     | 1.01           | Collier      | 30           | 2U                       | D                | 647                      |                         |                    | 13,129            | 784                       | 13,320               | 675                           | 1.16                          | F       |
| 510    |             | Park Shore Drive                  | Gulf Shore Blvd N        | US 41                   | Major Collector Urban                     | 0.88           | Naples       | 30           | 2D                       | C                |                          | 30                      |                    | 13,709            | 1,284                     | 17,850               | 1,604                         | 0.80                          | C       |
| 520    | CR 896      | Pine Ridge Road                   | US 41 (Tamiami Trail)    | Goodlette-Frank Road    | Minor Arterial Urban                      | 0.51           | Collier      | 35           | 6D                       | E                | 512                      |                         |                    | 40,309            | 2,341                     | 50,900               | 2,560                         | 0.91                          | D       |
| 521    | CR 896      | Pine Ridge Road                   | Goodlette-Frank Road     | Shirley Street          | Minor Arterial Urban                      | 0.67           | Collier      | 40           | 6D                       | E                | 514                      |                         |                    | 46,511            | 2,639                     | 59,900               | 3,020                         | 0.87                          | C       |
| 522    | CR 896      | Pine Ridge Road                   | Shirley Street           | Airport Road            | Minor Arterial Urban                      | 0.81           | Collier      | 40           | 6D                       | E                | 515                      |                         |                    | 60,919            | 3,732                     | 59,900               | 3,020                         | 1.24                          | F       |
| 523    | CR 896      | Pine Ridge Road                   | Airport Road             | Livingston Road         | Minor Arterial Urban                      | 1.05           | Collier      | 45           | 6D                       | E                | 526                      |                         |                    | 66,613            | 4,162                     | 59,900               | 3,020                         | 1.38                          | F       |
| 524    | CR 896      | Pine Ridge Road                   | Livingston Road          | I-75                    | Minor Arterial Urban                      | 0.95           | Collier      | 45           | 6D                       | E                | 628                      |                         |                    | 55,645            | 4,560                     | 59,900               | 3,020                         | 1.51                          | F       |
| 525    | CR 896      | Pine Ridge Road                   | I-75                     | Logan Boulevard         | Minor Arterial Urban                      | 1.13           | Collier      | 45           | 6D                       | E                | 600                      |                         |                    | 47,506            | 3,257                     | 59,900               | 3,020                         | 1.08                          | F       |
| 526    | CR 896      | Pine Ridge Road                   | Logan Boulevard          | Collier Boulevard       | Minor Arterial Urban                      | 1.89           | Collier      | 45           | 4D                       | D                | 535                      |                         |                    | 32,060            | 2,285                     | 35,820               | 1,800                         | 1.27                          | F       |
| 530    | CR 856      | Radio Road                        | Airport Road             | Livingston Road         | Minor Arterial Urban                      | 1.00           | Collier      | 45           | 4D                       | D                | 544                      |                         |                    | 21,633            | 1,270                     | 35,820               | 1,800                         | 0.71                          | C       |
| 531    | CR 856      | Radio Road                        | Livingston Road          | Santa Barbara Boulevard | Minor Arterial Urban                      | 1.99           | Collier      | 45           | 4D                       | D                | 527                      |                         |                    | 29,710            | 1,866                     | 35,820               | 1,800                         | 1.04                          | F       |
| 532    | CR 856      | Radio Road                        | Santa Barbara Boulevard  | Davis Boulevard         | Minor Arterial Urban                      | 1.45           | Collier      | 45           | 4D                       | D                | 685                      |                         |                    | 15,516            | 784                       | 35,820               | 1,800                         | 0.44                          | C       |
| 540    |             | Randall Blvd                      | Immokalee Road           | 8th St NE               | Minor Collector (Fed Aid) Urban           | 0.53           | Collier      | 45           | 4D                       | D                | 651                      |                         |                    | 18,412            | 961                       | 31,950               | 1,638                         | 0.59                          | C       |
| 541    |             | Randall Blvd                      | 8th St NE                | Everglades Blvd         | Minor Collector (Fed Aid) Urban           | 2.88           | Collier      | 45           | 2U                       | D                | 651                      |                         |                    | 18,412            | 961                       | 14,580               | 720                           | 1.33                          | F       |
| 542    |             | Randall Blvd                      | Everglades Blvd          | DeSoto Blvd             | Local                                     | 1.84           | Collier      | 45           | 2U                       | D                | 721                      |                         |                    | 3,865             | 210                       | 14,580               | 720                           | 0.29                          | C       |
| 550    | CR 864      | Rattlesnake Hammock Road          | US 41 (Tamiami Trail)    | Charlemagne Boulevard   | Minor Arterial Urban                      | 0.80           | Collier      | 45           | 4D                       | D                | 516                      |                         |                    | 24,689            | 1,369                     | 35,820               | 1,800                         | 0.76                          | C       |
| 551    | CR 864      | Rattlesnake Hammock Road          | Charlemagne Boulevard    | County Barn Road        | Minor Arterial Urban                      | 0.40           | Collier      | 45           | 4D                       | D                | 517                      |                         |                    | 20,736            | 1,060                     | 35,820               | 1,800                         | 0.59                          | C       |
| 552    | CR 864      | Rattlesnake Hammock Road          | County Barn Road         | Santa Barbara Boulevard | Minor Arterial Urban                      | 0.75           | Collier      | 45           | 4D                       | D                | 534                      |                         |                    | 19,049            | 983                       | 35,820               | 1,800                         | 0.55                          | C       |
| 553    | CR 864      | Rattlesnake Hammock Road          | Santa Barbara Boulevard  | Collier Boulevard       | Minor Arterial Urban                      | 1.91           | Collier      | 45           | 6D                       | E                | 518                      |                         |                    | 19,805            | 1,024                     | 59,900               | 3,020                         | 0.34                          | C       |
| 560    | CR 953      | S Heathwood Dr / Bald Eagle Drive | San Marco Rd             | Palm St                 | Major Collector Urban                     | 2.63           | Marco        | 45           | 2U                       | D                |                          |                         | 34144              | 16,303            | 807                       | 15,930               | 792                           | 1.02                          | F       |
| 570    |             | San Marco Drive                   | N Collier Blvd           | Barfield Dr             | Major Collector Urban                     | 2.03           | Marco        | 35           | 2U                       | D                |                          |                         | 34131              | 5,718             | 283                       | 13,320               | 675                           | 0.42                          | C       |
| 571    |             | San Marco Drive                   | Barfield Dr              | US 41 (Tamiami Trail)   | Minor Arterial Urban                      | 1.43           | Marco        | 35           | 2U                       | D                |                          |                         | 30048              | 3,363             | 166                       | 13,320               | 675                           | 0.25                          | C       |
| 580    |             | San Marco Rd                      | S Barfield Drive         | US 41 (Tamiami Trail)   | Minor Arterial Rural                      | 7.99           | Collier      | 55           | 2U                       | D                |                          |                         | 30048              | 3,363             | 176                       | 14,300               | 740                           | 0.24                          | B       |
| 590    |             | Santa Barbara Boulevard           | Rattlesnake-Hammock Road | Davis Boulevard         | Major Collector Urban                     | 2.05           | Collier      | 45           | 6D                       | E                | 702                      |                         |                    | 26,791            | 1,363                     | 59,900               | 3,020                         | 0.45                          | C       |
| 591    |             | Santa Barbara Boulevard           | Davis Boulevard          | Radio Road              | Major Collector Urban                     | 1.06           | Collier      | 45           | 6D                       | E                | 537                      |                         |                    | 36,453            | 1,865                     | 59,900               | 3,020                         | 0.62                          | C       |
| 592    |             | Santa Barbara Boulevard           | Radio Road               | Golden Gate Parkway     | Major Collector Urban                     | 1.39           | Collier      | 45           | 6D                       | E                | 528                      |                         |                    | 47,321            | 2,448                     | 59,900               | 3,020                         | 0.81                          | C       |
| 593    |             | Santa Barbara Boulevard           | Golden Gate Parkway      | Green Boulevard         | Major Collector Urban                     | 1.71           | Collier      | 45           | 4D                       | D                | 529                      |                         |                    | 30,072            | 1,844                     | 35,820               | 1,800                         | 1.02                          | F       |
| 600    | CR896       | Seagate Drive                     | Crayton Road             | US 41 (Tamiami Trail)   | Major Collector Urban                     | 0.49           | Collier      | 30           | 4D                       | D                | 511                      |                         |                    | 18,264            | 905                       | 29,160               | 1,467                         | 0.62                          | D       |
| 610    |             | Shadowlawn Dr                     | US 41                    | Davis Blvd              | Local                                     | 0.59           | Collier      | 25           | 2U                       | D                | 523                      |                         |                    | 6,239             | 331                       | 13,320               | 675                           | 0.49                          | C       |

Collier MPO  
Congestion Management Process Network

2030 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street               | From Street                         | To Street                           | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2030 E+C Number of Lanes | LOS Standard (1) | Collier Count Station ID | Naples Count Station ID | FDOT Count Station | 2030 E+C AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|-------------------------|-------------------------------------|-------------------------------------|-------------------------------------------|----------------|--------------|--------------|--------------------------|------------------|--------------------------|-------------------------|--------------------|-------------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 620    |             | South Barfield Drive    | Winterberry Dr                      | San Marco Rd                        | Major Collector Urban                     | 0.58           | Marco        | 30           | 4D                       | D                |                          |                         | 34127              | 7,787             | 386                       | 29,160               | 1,467                         | 0.26                          | C       |
| 630    |             | South Collier Boulevard | Winterberry Dr                      | San Marco Rd                        | Major Collector Urban                     | 1.09           | Marco        | 30           | 4D                       | D                |                          |                         | 34100              | 8,828             | 437                       | 29,160               | 1,467                         | 0.30                          | C       |
| 640    | SR 29       | SR 29                   | US 41 (Tamiami Trail)               | CR 837 (Janes Scenic Dr)            | C1 - Natural                              | 2.50           | State        | 55           | 2U                       | D                |                          |                         | 30006              | 3,125             | 163                       | 14,000               | 730                           | 0.22                          | B       |
| 641    | SR 29       | SR 29                   | CR 837 (Janes Scenic Dr)            | Wagon Wheel Rd                      | C1 - Natural                              | 1.35           | State        | 60           | 2U                       | D                |                          |                         | 30006              | 3,125             | 163                       | 14,000               | 730                           | 0.22                          | B       |
| 642    | SR 29       | SR 29                   | Wagon Wheel Rd                      | I-75                                | C1 - Natural                              | 13.14          | State        | 60           | 2U                       | D                |                          |                         | 30006              | 3,125             | 163                       | 14,000               | 730                           | 0.22                          | B       |
| 643    | SR 29       | SR 29                   | I-75                                | Oil Well Road                       | C1 - Natural                              | 10.24          | State        | 60           | 2U                       | D                |                          |                         | 30182              | 9,314             | 486                       | 14,000               | 730                           | 0.67                          | D       |
| 644    | SR 29       | SR 29                   | Oil Well Road                       | Agriculture Way                     | C2 - Rural                                | 7.89           | State        | 60           | 2U                       | D                |                          |                         | 30205              | 10,776            | 563                       | 14,000               | 730                           | 0.77                          | D       |
| 645    | SR 29       | SR 29                   | Agriculture Way                     | New Harvest Rd                      | C3C - Suburban Commercial                 | 1.15           | State        | 45           | 2U                       | D                |                          |                         | 30205              | 10,776            | 533                       | 22,785               | 1,124                         | 0.47                          | C       |
| 646    | SR 29       | SR 29                   | New Harvest Rd                      | CR 29A South                        | C2T - Rural Town                          | 0.66           | State        | 45           | 2U                       | D                |                          |                         | 30002              | 12,150            | 634                       | 18,000               | 940                           | 0.67                          | C       |
| 647    | SR 29       | SR 29                   | CR 29A South                        | 1st St                              | C2T - Rural Town                          | 0.41           | State        | 35           | 4D                       | D                | 664                      |                         | 30002              | 14,780            | 685                       | 32,970               | 1,722                         | 0.40                          | C       |
| 648    | SR 29       | SR 29                   | 1st St                              | 9th Street                          | C2T - Rural Town                          | 0.50           | State        | 35           | 4D                       | D                | 664                      |                         | 30029              | 14,780            | 685                       | 32,970               | 1,722                         | 0.40                          | C       |
| 649    | SR 29       | SR 29                   | 9th Street                          | Immokalee Dr                        | C2T - Rural Town                          | 0.87           | State        | 45           | 2D                       | D                | 663                      |                         | 30029              | 16,092            | 784                       | 18,900               | 987                           | 0.79                          | D       |
| 650    | SR 29       | SR 29                   | Immokalee Dr                        | CR 29A North                        | C2T - Rural Town                          | 1.18           | State        | 45           | 2D                       | D                | 663                      |                         | 30038              | 16,092            | 784                       | 18,900               | 987                           | 0.79                          | D       |
| 651    | SR 29       | SR 29                   | CR 29A North                        | SR 82                               | C2 - Rural                                | 2.95           | State        | 60           | 4D                       | D                | 663                      |                         | 30143              | 16,092            | 784                       | 55,700               | 2,910                         | 0.27                          | B       |
| 652    | SR 29       | SR 29                   | SR 82                               | Hendry County Line                  | C2 - Rural                                | 2.06           | State        | 60           | 4D                       | D                |                          |                         | 30184              | 8,319             | 435                       | 55,700               | 2,910                         | 0.15                          | B       |
| 660    | SR 82       | SR 82                   | Lee County Line                     | Corkscrew Rd                        | C2 - Rural                                | 1.70           | State        | 60           | 4D                       | D                |                          |                         | 30183              | 21,647            | 1,131                     | 55,700               | 2,910                         | 0.39                          | B       |
| 661    | SR 82       | SR 82                   | Corkscrew Rd                        | SR 29                               | C2 - Rural                                | 5.36           | State        | 60           | 4D                       | D                |                          |                         | 30200              | 21,300            | 1,113                     | 55,700               | 2,910                         | 0.38                          | B       |
| 670    | US 41       | Tamiami Trail East      | Davis Boulevard                     | Airport Road                        | C3C - Suburban Commercial                 | 1.26           | State        | 45           | 6D                       | E                | 545                      |                         | 35001              | 37,181            | 2,043                     | 54,100               | 2,680                         | 0.76                          | C       |
| 671    | US 41       | Tamiami Trail East      | Airport Road                        | Rattlesnake Hammock Road            | C3C - Suburban Commercial                 | 1.69           | State        | 45           | 6D                       | E                | 604                      |                         | 30094              | 37,891            | 2,871                     | 54,100               | 2,680                         | 1.07                          | F       |
| 672    | US 41       | Tamiami Trail East      | Rattlesnake Hammock Road            | Treetops Dr                         | C3R - Suburban Residential                | 2.45           | State        | 55           | 6D                       | E                | 572                      |                         | 30015              | 46,960            | 2,319                     | 55,100               | 2,730                         | 0.85                          | C       |
| 673    | US 41       | Tamiami Trail East      | Treetops Dr                         | Triangle Boulevard                  | C3C - Suburban Commercial                 | 1.69           | State        | 55           | 6D                       | E                | 572                      |                         | 30014              | 46,960            | 2,319                     | 54,100               | 2,680                         | 0.87                          | C       |
| 674    | US 41       | Tamiami Trail East      | Triangle Boulevard                  | Collier Boulevard                   | C3C - Suburban Commercial                 | 0.30           | State        | 45           | 6D                       | E                | 571                      |                         | 30014              | 40,557            | 1,987                     | 54,100               | 2,680                         | 0.74                          | C       |
| 675    | US 41       | Tamiami Trail East      | Collier Boulevard                   | Imperial Wilderness Blvd            | C3R - Suburban Residential                | 2.64           | State        | 60           | 6D                       | D                | 608                      |                         | 30194              | 29,078            | 1,411                     | 55,100               | 2,730                         | 0.52                          | C       |
| 676    | US 41       | Tamiami Trail East      | Imperial Wilderness Blvd            | Joseph Lane                         | C2 - Rural                                | 0.27           | State        | 60           | 6D                       | D                | 608                      |                         | 30005              | 29,078            | 1,411                     | 83,700               | 4,370                         | 0.32                          | B       |
| 677    | US 41       | Tamiami Trail East      | Joseph Lane                         | Greenway Road                       | C2 - Rural                                | 0.48           | State        | 60           | 4D                       | D                | 608                      |                         | 30005              | 29,078            | 1,411                     | 55,700               | 2,910                         | 0.48                          | B       |
| 678    | US 41       | Tamiami Trail East      | Greenway Road                       | Royal Hammock Blvd                  | C2 - Rural                                | 2.33           | State        | 60           | 2U                       | D                | 608                      |                         | 30005              | 29,078            | 1,411                     | 14,000               | 730                           | 1.93                          | E       |
| 679    | US 41       | Tamiami Trail East      | Royal Hammock Blvd                  | San Marco Drive                     | C1 - Natural                              | 2.43           | State        | 60           | 2U                       | D                | 608                      |                         | 30005              | 29,078            | 1,411                     | 14,000               | 730                           | 1.93                          | E       |
| 680    | US 41       | Tamiami Trail East      | San Marco Drive                     | Brewski Canal (Port of The Islands) | C1 - Natural                              | 5.83           | State        | 60           | 2U                       | D                |                          |                         | 30111              | 4,632             | 242                       | 14,000               | 730                           | 0.33                          | C       |
| 681    | US 41       | Tamiami Trail East      | Brewski Canal (Port of The Islands) | SR 29                               | C1 - Natural                              | 9.91           | State        | 60           | 2U                       | D                |                          |                         | 30111              | 4,632             | 242                       | 14,000               | 730                           | 0.33                          | C       |
| 682    | US 41       | Tamiami Trail East      | SR 29                               | Turner River Rd                     | C1 - Natural                              | 6.68           | State        | 60           | 2U                       | D                |                          |                         | 30104              | 4,392             | 230                       | 14,000               | 730                           | 0.32                          | B       |
| 683    | US 41       | Tamiami Trail East      | Turner River Rd                     | Loop Rd                             | C1 - Natural                              | 10.30          | State        | 60           | 2U                       | D                |                          |                         | 30270              | 3,860             | 202                       | 14,000               | 730                           | 0.28                          | B       |
| 684    | US 41       | Tamiami Trail East      | Loop Rd                             | Dade County Line                    | C1 - Natural                              | 15.33          | State        | 60           | 2U                       | D                |                          |                         | 30011              | 3,573             | 187                       | 14,000               | 730                           | 0.26                          | B       |
| 690    | US 41       | Tamiami Trail North     | SR 84 (Davis Blvd)                  | CR 851 (Goodlette Frank Rd South)   | C4 - Urban General                        | 0.55           | State        | 35           | 8D                       | E                |                          |                         | 30124              | 62,381            | 3,088                     | 70,900               | 3,510                         | 0.88                          | D       |
| 691    | US 41       | Tamiami Trail North     | CR 851 (Goodlette Frank Rd South)   | 12th Ave                            | C4 - Urban General                        | 1.66           | State        | 30           | 6D                       | E                |                          |                         | 35007              | 38,573            | 1,909                     | 60,400               | 2,990                         | 0.64                          | C       |
| 692    | US 41       | Tamiami Trail North     | 12th Ave                            | Park Shore Dr / Cypress Woods Dr    | C3C - Suburban Commercial                 | 2.12           | State        | 45           | 6D                       | E                |                          |                         | 35011              | 43,617            | 2,159                     | 54,100               | 2,680                         | 0.81                          | C       |
| 693    | US 41       | Tamiami Trail North     | Park Shore Dr                       | Seagate Dr                          | C3C - Suburban Commercial                 | 1.28           | State        | 45           | 6D                       | E                |                          |                         | 30003              | 48,580            | 2,405                     | 54,100               | 2,680                         | 0.90                          | D       |
| 694    | US 41       | Tamiami Trail North     | Pine Ridge Rd / Seagate Dr          | Gulf Park Drive                     | C3R - Suburban Residential                | 1.43           | State        | 45           | 6D                       | E                | 562                      |                         | 30012              | 48,074            | 2,705                     | 55,100               | 2,730                         | 0.99                          | D       |
| 695    | US 41       | Tamiami Trail North     | Gulf Park Drive                     | Vanderbilt Beach Road               | C3C - Suburban Commercial                 | 1.27           | State        | 55           | 6D                       | E                | 563                      |                         | 30017              | 45,645            | 2,561                     | 54,100               | 2,680                         | 0.96                          | D       |
| 696    | US 41       | Tamiami Trail North     | Vanderbilt Beach Road               | Immokalee Road                      | C3C - Suburban Commercial                 | 1.51           | State        | 50           | 6D                       | E                | 577                      |                         | 30192              | 53,288            | 2,782                     | 54,100               | 2,680                         | 1.04                          | F       |
| 697    | US 41       | Tamiami Trail North     | Immokalee Road                      | Wiggins Pass Road                   | C3C - Suburban Commercial                 | 1.52           | State        | 55           | 6D                       | E                | 564                      |                         | 30018              | 61,451            | 3,699                     | 54,100               | 2,680                         | 1.38                          | F       |
| 698    | US 41       | Tamiami Trail North     | Wiggins Pass Road                   | Old US 41                           | C3C - Suburban Commercial                 | 0.23           | State        | 55           | 6D                       | E                | 546                      |                         | 30018              | 41,650            | 2,617                     | 54,100               | 2,680                         | 0.98                          | D       |
| 699    | US 41       | Tamiami Trail North     | Old US 41                           | Lee County Line                     | C3C - Suburban Commercial                 | 1.30           | State        | 55           | 6D                       | E                | 546                      |                         | 30179              | 41,650            | 2,617                     | 54,100               | 2,680                         | 0.98                          | D       |
| 700    |             | Thomasson Drive         | Bayshore Drive                      | US 41 (Tamiami Trail)               | Major Collector Urban                     | 1.27           | Collier      | 45           | 2U                       | D                | 698                      |                         |                    | 10,003            | 475                       | 15,930               | 792                           | 0.60                          | C       |
| 710    | CR 862      | Vanderbilt Beach Road   | Gulfshore Drive                     | US 41 (Tamiami Trail)               | Major Collector Urban                     | 1.00           | Collier      | 35           | 2U                       | E                | 524                      |                         |                    | 22,193            | 1,226                     | 14,040               | 720                           | 1.70                          | F       |
| 711    | CR 862      | Vanderbilt Beach Road   | US 41 (Tamiami Trail)               | Goodlette-Frank Road                | Major Collector Urban                     | 0.93           | Collier      | 45           | 6D                       | D                | 646                      |                         |                    | 23,528            | 1,347                     | 59,900               | 3,020                         | 0.45                          | C       |
| 712    | CR 862      | Vanderbilt Beach Road   | Goodlette-Frank Road                | Airport Road                        | Major Collector Urban                     | 1.20           | Collier      | 45           | 6D                       | D                | 666                      |                         |                    | 34,674            | 2,098                     | 59,900               | 3,020                         | 0.69                          | C       |
| 713    | CR 862      | Vanderbilt Beach Road   | Airport Road                        | Livingston Road                     | Major Collector Urban                     | 1.01           | Collier      | 45           | 6D                       | E                | 579                      |                         |                    | 46,613            | 2,825                     | 59,900               | 3,020                         | 0.94                          | C       |
| 714    | CR 862      | Vanderbilt Beach Road   | Livingston Road                     | Logan Blvd                          | Major Collector Urban                     | 2.15           | Collier      | 45           | 6D                       | E                | 668                      |                         |                    | 49,310            | 3,723                     | 59,900               | 3,020                         | 1.23                          | F       |
| 715    | CR 862      | Vanderbilt Beach Road   | Logan Blvd                          | Collier Blvd                        | Major Collector Urban                     | 1.88           | Collier      | 55           | 6D                       | E                | 580                      |                         |                    | 37,707            | 2,336                     | 59,900               | 3,020                         | 0.77                          | C       |

Collier MPO  
Congestion Management Process Network

2030 Level of Service Conditions - June 2026

| MPO ID | Road Number | On Street                       | From Street           | To Street             | Functional Class / Context Classification | Length (miles) | Jurisdiction | Posted Speed | 2030 E+C Number of Lanes | LOS Standard (1) | Collier Count Station ID | Naples Count Station ID | FDOT Count Station | 2030 E+C AADT (4) | Pk Hr. Pk Dir. Volume (4) | Daily Service Volume | Pk Hr. Pk Dir. Service Volume | Pk Hr. Pk Dir. V/SV Ratio (2) | LOS (3) |
|--------|-------------|---------------------------------|-----------------------|-----------------------|-------------------------------------------|----------------|--------------|--------------|--------------------------|------------------|--------------------------|-------------------------|--------------------|-------------------|---------------------------|----------------------|-------------------------------|-------------------------------|---------|
| 720    |             | Vanderbilt Beach Road Extension | Collier Blvd          | Wilson Blvd           | Future Designation                        | 5.04           | Collier      |              | 4D                       | D                | Estimate                 |                         |                    | 20,000            | 1,026                     | 52,400               | 2,730                         | 0.38                          | B       |
| 721    |             | Vanderbilt Beach Road Extension | Wilson Blvd           | 8th St NE             | Future Designation                        | 1.01           | Collier      |              | 2U                       | D                | Estimate                 |                         |                    | 10,000            | 513                       | 23,100               | 1,200                         | 0.43                          | C       |
| 722    |             | Vanderbilt Beach Road Extension | 8th St NE             | 16th St NE            | Future Designation                        | 1.01           | Collier      |              | 2U                       | D                | Estimate                 |                         |                    | 10,000            | 513                       | 23,100               | 1,200                         | 0.43                          | C       |
| 723    |             | Vanderbilt Beach Road Extension | 16th St NE            | Everglades Blvd       | Future Designation                        | 1.84           | Collier      |              | 00                       | D                |                          |                         |                    | 0                 | 0                         | 0                    | 0                             | 0.00                          | -       |
| 730    | CR 901      | Vanderbilt Drive                | Vanderbilt Beach Rd   | 111th Avenue          | Major Collector Urban                     | 1.34           | Collier      | 25           | 2U                       | D                |                          |                         | 34112              | 5,657             | 281                       | 13,320               | 675                           | 0.42                          | C       |
| 731    | CR 901      | Vanderbilt Drive                | 111th Avenue          | Wiggins Pass Road     | Major Collector Urban                     | 1.49           | Collier      | 45           | 2U                       | D                | 578                      |                         |                    | 11,508            | 629                       | 15,930               | 792                           | 0.79                          | C       |
| 732    | CR 901      | Vanderbilt Drive                | Wiggins Pass Road     | Bonita Beach Road     | Major Collector Urban                     | 2.52           | Collier      | 45           | 2U                       | D                | 548                      |                         |                    | 11,793            | 541                       | 15,930               | 792                           | 0.68                          | C       |
| 735    |             | Veterans Memorial Blvd          | Old US 41             | Livingston Road       | Future Designation                        | 2.26           | Collier      | 45           | 4D                       | D                | Estimate                 |                         |                    | 10,000            | 495                       | 35,820               | 1,800                         | 0.28                          | C       |
| 740    |             | Westclox St/New Market Rd W     | Carson Road           | SR 29                 | Major Collector Urban                     | 1.09           | Collier      | 45           | 2U                       | D                | 611                      |                         |                    | 6,487             | 338                       | 15,930               | 792                           | 0.43                          | C       |
| 760    | CR 888      | Wiggins Pass Road               | Vanderbilt Drive      | US 41 (Tamiami Trail) | Major Collector Urban                     | 0.00           | Collier      | 45           | 2U                       | D                | 669                      |                         |                    | 10,000            | 495                       | 15,930               | 792                           | 0.63                          | C       |
| 770    |             | Wilson Blvd                     | Golden Gate Boulevard | Immokalee Road        | Major Collector Urban                     | 3.22           | Collier      | 45           | 2U                       | D                | 650                      |                         |                    | 11,051            | 563                       | 15,930               | 792                           | 0.71                          | C       |
| 780    |             | Winterberry Drive               | S Collier Blvd        | S Barfield Dr         | Major Collector Urban                     | 1.67           | Marco        | 30           | 2U                       | D                |                          |                         | 34712              | 4,951             | 245                       | 13,320               | 675                           | 0.36                          | C       |

- Notes:
- (1) based on local agency comprehensive plans
  - (2) Pk Hr. Pk Dir. V/SV Ratio based on the Pk Hr. Pk Dir. Volume / Pk Hr. Pk Dir. Service Volume. 0.9 - 1.0 Yellow; 1.0 - 1.2 Orange; > 1.2 Red
  - (3) LOS Letter grade based on Pk Hr. Pk Dir. Volume and FDOT Generalize Capacity Thresholds for arterial and collector roadways
  - (4) assignment of volumes from count stations sources following the color pattern listed below.

Collier County  
FDOT  
Naples



## APPENDIX C

### *Planning Community Trip Characteristic Summaries*

Total Origins

|           |        |
|-----------|--------|
| Ave Maria | 22,362 |
|-----------|--------|

Trip Purpose Breakdown %

|                     |       |     |
|---------------------|-------|-----|
| commercial          | 975   | 4%  |
| eat                 | 2,110 | 9%  |
| home                | 7,025 | 31% |
| lodging             | 6     | 0%  |
| maintenance         | 756   | 3%  |
| other_activity_type | 818   | 4%  |
| recreation          | 979   | 4%  |
| region_departure    | 5     | 0%  |
| school              | 1,317 | 6%  |
| shop                | 4,626 | 21% |
| social              | 1,649 | 7%  |
| work                | 2,096 | 9%  |

Land Use Breakdown (Origin) %

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 63    | 0%  |
| civic_institutional      | 54    | 0%  |
| education                | 4,144 | 19% |
| industrial               | 333   | 1%  |
| mixed_use                | 2,871 | 13% |
| non_retail_attraction    | 1,511 | 7%  |
| office                   | 1,436 | 6%  |
| retail                   | 2,742 | 12% |
| single_family            | 8,216 | 37% |
| transportation_utilities | 17    | 0%  |
| unknown                  | 975   | 4%  |

Land Use Breakdown (Destination) %

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 23    | 0%  |
| civic_institutional      | 227   | 1%  |
| education                | 2,827 | 13% |
| healthcare               | 68    | 0%  |
| industrial               | 105   | 0%  |
| mixed_use                | 3,070 | 14% |
| multi_family             | 396   | 2%  |
| non_retail_attraction    | 896   | 4%  |
| office                   | 1,871 | 8%  |
| open_space               | 69    | 0%  |
| retail                   | 4,589 | 21% |
| single_family            | 7,185 | 32% |
| transportation_utilities | 61    | 0%  |
| unknown                  | 975   | 4%  |

Ratio of Trip Takers who live in Origin %

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 14,953 | 67% |
| Do not live in Custom Origin | 6,386  | 29% |
| Unknown                      | 1,023  | 5%  |

Ave Maria Size

|              |          |
|--------------|----------|
| Square Miles | 6.17     |
| Acres        | 3,946.64 |

Planning Community Destination Breakdown %

|                      |        |     |
|----------------------|--------|-----|
| Ave Maria            | 10,805 | 48% |
| Bayshore             | 2      | 0%  |
| Big Cypress          | 5      | 0%  |
| Bonita Springs       | 142    | 1%  |
| Buckingham           | 8      | 0%  |
| Cape Coral           | 69     | 0%  |
| Central Naples       | 379    | 2%  |
| City of Marco        | 49     | 0%  |
| City of Naples       | 360    | 2%  |
| Corkscrew            | 232    | 1%  |
| Daniels Parkway      | 30     | 0%  |
| East Naples          | 125    | 1%  |
| Estero               | 34     | 0%  |
| Everglades City      | 1      | 0%  |
| Fort Myers           | 84     | 0%  |
| Fort Myers Beach     | 22     | 0%  |
| Fort Myers Shores    | 36     | 0%  |
| Gateway/Airport      | 44     | 0%  |
| Golden Gate          | 271    | 1%  |
| Heritage Bay         | 327    | 1%  |
| Immokalee            | 3,039  | 14% |
| Iona/McGregor        | 3      | 0%  |
| Lehigh Acres         | 283    | 1%  |
| Marco                | 7      | 0%  |
| North Fort Myers     | 57     | 0%  |
| North Naples         | 943    | 4%  |
| Northeast Lee County | 14     | 0%  |
| Orange Tree          | 716    | 3%  |
| Pine Island          | 1      | 0%  |
| Royal Fakapalm       | 26     | 0%  |
| Rural Estates        | 2,554  | 11% |
| San Carlos           | 36     | 0%  |
| Sanibel              | 22     | 0%  |
| South Fort Myers     | 68     | 0%  |
| South Naples         | 240    | 1%  |
| Southeast Lee County | 42     | 0%  |
| Urban Estates        | 1,285  | 6%  |

Primary Mode %

|                   |        |     |
|-------------------|--------|-----|
| auto_passenger    | 3,141  | 14% |
| biking            | 495    | 2%  |
| commercial        | 975    | 4%  |
| on_demand_auto    | 32     | 0%  |
| other_travel_mode | 371    | 2%  |
| private_auto      | 13,259 | 59% |
| public_transit    | 5      | 0%  |
| walking           | 4,084  | 18% |

Trip Density

|                       |          |
|-----------------------|----------|
| Trips per Square Mile | 3,626.31 |
| Trips per Acre        | 5.67     |

Start Time Breakdown by Hour %

|          |       |    |
|----------|-------|----|
| 12:00 AM | 14    | 0% |
| 1:00 AM  | 8     | 0% |
| 2:00 AM  | 2     | 0% |
| 3:00 AM  | 103   | 0% |
| 4:00 AM  | 127   | 1% |
| 5:00 AM  | 270   | 1% |
| 6:00 AM  | 635   | 3% |
| 7:00 AM  | 1,512 | 7% |
| 8:00 AM  | 1,329 | 6% |
| 9:00 AM  | 1,164 | 5% |
| 10:00 AM | 1,217 | 5% |
| 11:00 AM | 1,571 | 7% |
| 12:00 PM | 1,609 | 7% |
| 1:00 PM  | 1,495 | 7% |
| 2:00 PM  | 1,869 | 8% |
| 3:00 PM  | 1,952 | 9% |
| 4:00 PM  | 1,713 | 8% |
| 5:00 PM  | 1,579 | 7% |
| 6:00 PM  | 1,390 | 6% |
| 7:00 PM  | 1,184 | 5% |
| 8:00 PM  | 822   | 4% |
| 9:00 PM  | 440   | 2% |
| 10:00 PM | 263   | 1% |
| 11:00 PM | 94    | 0% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 10.44 |
| Minutes | 17.55 |

Peak Times # of daily trips % of total

|            |       |     |
|------------|-------|-----|
| 6 - 9 AM   | 3,476 | 16% |
| 4 - 7 PM   | 4,682 | 21% |
| Total Peak | 8,158 | 36% |

Day vs Night Breakdown % of total

|           |        |     |
|-----------|--------|-----|
| Morning   | 7,952  | 36% |
| Afternoon | 14,410 | 64% |

Work Trips

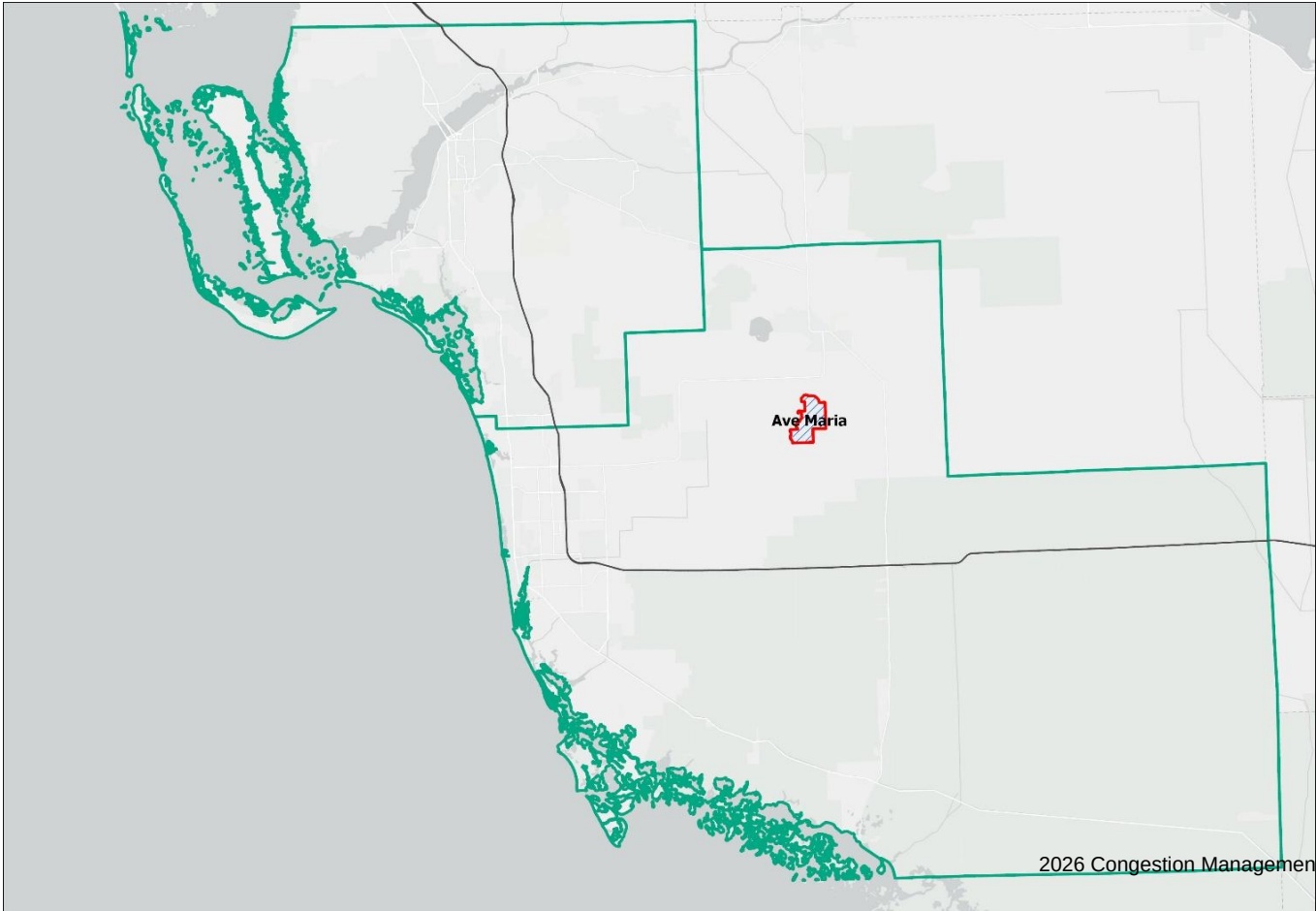
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 20.20 |
| Avg Duration (Minutes)  | 30.91 |
| % Crossing County Lines | 9%    |

Trips Under 3 Miles % of total

|  |        |     |
|--|--------|-----|
|  | 10,449 | 47% |
|--|--------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 0.58 |
| multi_family  | 0.00 |
| single_family | 1.66 |
| Total         | 2.24 |



| Total Origins          |       |     |
|------------------------|-------|-----|
| Big Cypress            | 1,347 |     |
|                        |       |     |
| Trip Purpose Breakdown |       | %   |
| commercial             | 536   | 40% |
| eat                    | 103   | 8%  |
| home                   | 187   | 14% |
| maintenance            | 23    | 2%  |
| other_activity_type    | 12    | 1%  |
| recreation             | 72    | 5%  |
| school                 | 132   | 10% |
| shop                   | 143   | 11% |
| social                 | 51    | 4%  |
| work                   | 88    | 7%  |

| Land Use Breakdown       | (Origin) | %   |
|--------------------------|----------|-----|
| agriculture              | 48       | 4%  |
| civic_institutional      | 48       | 4%  |
| mixed_use                | 233      | 17% |
| non_retail_attraction    | 20       | 1%  |
| office                   | 4        | 0%  |
| open_space               | 1        | 0%  |
| other                    | 2        | 0%  |
| retail                   | 118      | 9%  |
| single_family            | 290      | 22% |
| transportation_utilities | 47       | 3%  |
| unknown                  | 536      | 40% |

| Land Use Breakdown       | (Destination) | %   |
|--------------------------|---------------|-----|
| civic_institutional      | 16            | 1%  |
| education                | 147           | 11% |
| healthcare               | 1             | 0%  |
| industrial               | 5             | 0%  |
| mixed_use                | 121           | 9%  |
| multi_family             | 21            | 2%  |
| non_retail_attraction    | 51            | 4%  |
| office                   | 26            | 2%  |
| open_space               | 9             | 1%  |
| retail                   | 237           | 18% |
| single_family            | 176           | 13% |
| transportation_utilities | 1             | 0%  |
| unknown                  | 536           | 40% |

| Ratio of Trip Takers who live in Origin |     | %   |
|-----------------------------------------|-----|-----|
| Live in Custom Origin                   | 483 | 36% |
| Do not live in Custom Origin            | 323 | 24% |
| Unknown                                 | 541 | 40% |

| Big Cypress Size |            |
|------------------|------------|
| Square Miles     | 934.59     |
| Acres            | 598,138.40 |

| Planning Community Destination Breakdown |     | %   |
|------------------------------------------|-----|-----|
| Ave Maria                                | 10  | 1%  |
| Bayshore                                 | 1   | 0%  |
| Big Cypress                              | 248 | 18% |
| Bonita Springs                           | 25  | 2%  |
| Cape Coral                               | 17  | 1%  |
| Central Naples                           | 15  | 1%  |
| City of Marco                            | 32  | 2%  |
| City of Naples                           | 55  | 4%  |
| Corkscrew                                | 9   | 1%  |
| East Naples                              | 33  | 2%  |
| Estero                                   | 2   | 0%  |
| Everglades City                          | 194 | 14% |
| Fort Myers                               | 34  | 3%  |
| Fort Myers Shores                        | 2   | 0%  |
| Gateway/Airport                          | 22  | 2%  |
| Golden Gate                              | 30  | 2%  |
| Immokalee                                | 74  | 5%  |
| Iona/McGregor                            | 3   | 0%  |
| Lehigh Acres                             | 21  | 2%  |
| Marco                                    | 2   | 0%  |
| North Fort Myers                         | 27  | 2%  |
| North Naples                             | 56  | 4%  |
| Orange Tree                              | 14  | 1%  |
| Pine Island                              | 1   | 0%  |
| Royal Fakapalm                           | 102 | 8%  |
| Rural Estates                            | 50  | 4%  |
| San Carlos                               | 9   | 1%  |
| South Fort Myers                         | 30  | 2%  |
| South Naples                             | 198 | 15% |
| Southeast Lee County                     | 3   | 0%  |
| Urban Estates                            | 28  | 2%  |

| Primary Mode      |     | %   |
|-------------------|-----|-----|
| auto_passenger    | 273 | 20% |
| biking            | 3   | 0%  |
| commercial        | 536 | 40% |
| on_demand_auto    | 1   | 0%  |
| other_travel_mode | 100 | 7%  |
| private_auto      | 413 | 31% |
| walking           | 21  | 2%  |

| Trip Density          |      |
|-----------------------|------|
| Trips per Square Mile | 1.44 |
| Trips per Acre        | 0.00 |

| Start Time Breakdown by Hour |     | %   |
|------------------------------|-----|-----|
| 12:00 AM                     | 23  | 2%  |
| 1:00 AM                      | 13  | 1%  |
| 2:00 AM                      | 6   | 0%  |
| 3:00 AM                      | 10  | 1%  |
| 4:00 AM                      | 15  | 1%  |
| 5:00 AM                      | 26  | 2%  |
| 6:00 AM                      | 45  | 3%  |
| 7:00 AM                      | 154 | 11% |
| 8:00 AM                      | 139 | 10% |
| 9:00 AM                      | 63  | 5%  |
| 10:00 AM                     | 95  | 7%  |
| 11:00 AM                     | 93  | 7%  |
| 12:00 PM                     | 69  | 5%  |
| 1:00 PM                      | 71  | 5%  |
| 2:00 PM                      | 101 | 7%  |
| 3:00 PM                      | 85  | 6%  |
| 4:00 PM                      | 109 | 8%  |
| 5:00 PM                      | 74  | 5%  |
| 6:00 PM                      | 51  | 4%  |
| 7:00 PM                      | 27  | 2%  |
| 8:00 PM                      | 33  | 2%  |
| 9:00 PM                      | 20  | 1%  |
| 10:00 PM                     | 14  | 1%  |
| 11:00 PM                     | 11  | 1%  |

| Average Trip Distance/Duration |       |
|--------------------------------|-------|
| Miles                          | 37.37 |
| Minutes                        | 45.42 |

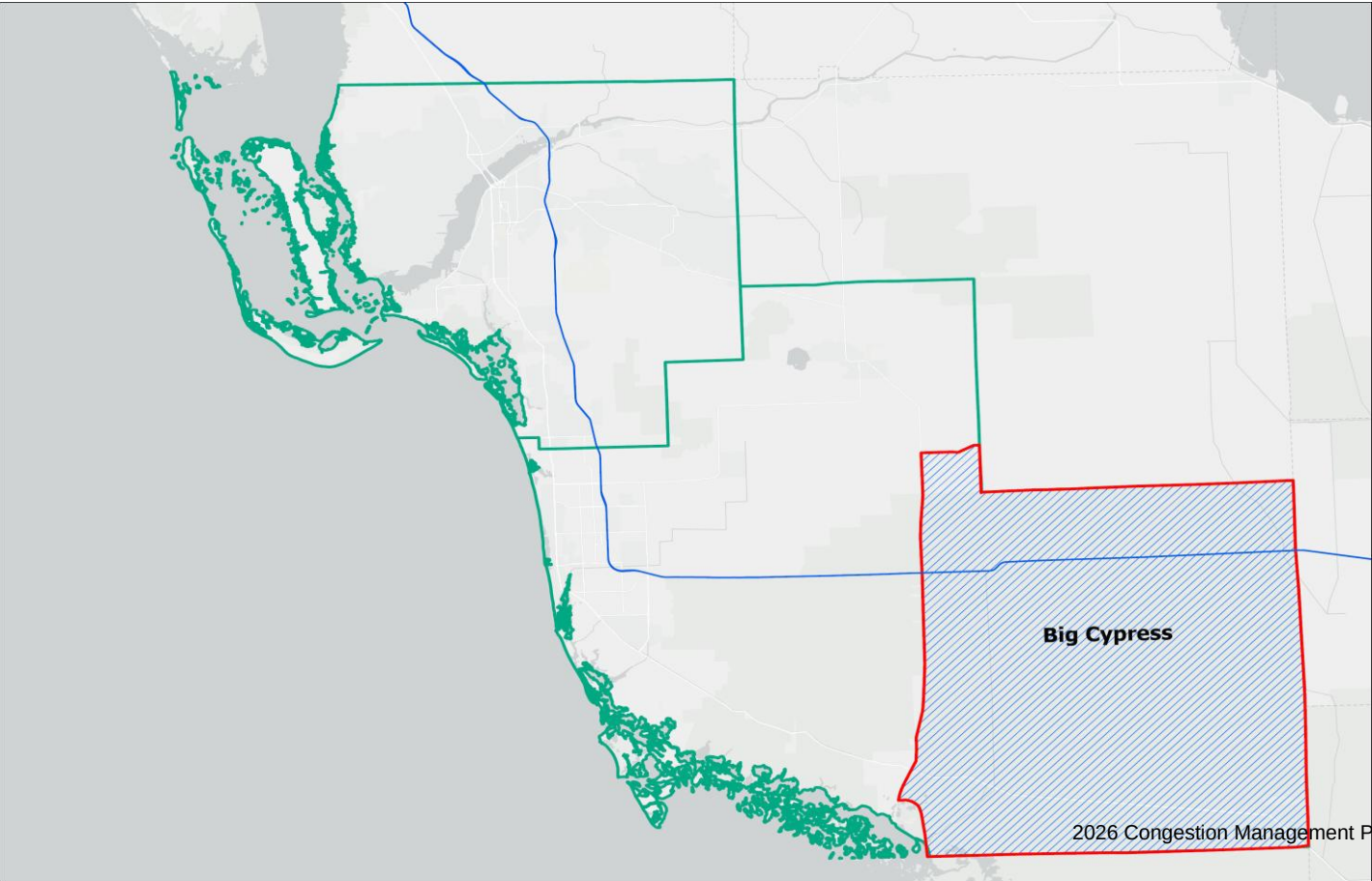
| Peak Times # of daily trips |     | % of total |
|-----------------------------|-----|------------|
| 6 - 9 AM                    | 338 | 25%        |
| 4 - 7 PM                    | 234 | 17%        |
| Total Peak                  | 572 | 42%        |

| Day vs Night Breakdown |     | % of total |
|------------------------|-----|------------|
| Morning                | 682 | 51%        |
| Afternoon              | 665 | 49%        |

| Work Trips              |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 33.65 |
| Avg Duration (Minutes)  | 44.74 |
| % Crossing County Lines | 10%   |

| Trips Under 3 Miles |     | % of total |
|---------------------|-----|------------|
|                     | 121 | 9%         |

| Residential Origins Per Dwelling Unit |      |
|---------------------------------------|------|
| mixed_use                             | 0.86 |
| single_family                         | 1.07 |
| Total                                 | 1.92 |



Total Origins

|                |         |
|----------------|---------|
| Central Naples | 105,318 |
|----------------|---------|

Trip Purpose Breakdown %

|                     |        |     |
|---------------------|--------|-----|
| commercial          | 7,189  | 7%  |
| eat                 | 8,827  | 8%  |
| home                | 38,657 | 37% |
| lodging             | 765    | 1%  |
| maintenance         | 3,836  | 4%  |
| other_activity_type | 2,161  | 2%  |
| recreation          | 4,160  | 4%  |
| region_departure    | 17     | 0%  |
| school              | 2,217  | 2%  |
| shop                | 19,077 | 18% |
| social              | 5,267  | 5%  |
| work                | 13,145 | 12% |

Land Use Breakdown (Origin) %

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 263    | 0%  |
| civic_institutional      | 820    | 1%  |
| education                | 1,915  | 2%  |
| industrial               | 1,046  | 1%  |
| mixed_use                | 29,697 | 28% |
| multi_family             | 4,248  | 4%  |
| non_retail_attraction    | 4,608  | 4%  |
| office                   | 11,044 | 10% |
| open_space               | 72     | 0%  |
| other                    | 6      | 0%  |
| retail                   | 24,165 | 23% |
| single_family            | 19,716 | 19% |
| transportation_utilities | 529    | 1%  |
| unknown                  | 7,189  | 7%  |

Land Use Breakdown (Destination) %

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 93     | 0%  |
| civic_institutional      | 1,177  | 1%  |
| education                | 4,235  | 4%  |
| healthcare               | 635    | 1%  |
| industrial               | 493    | 0%  |
| mixed_use                | 22,465 | 21% |
| multi_family             | 6,028  | 6%  |
| non_retail_attraction    | 3,670  | 3%  |
| office                   | 7,552  | 7%  |
| open_space               | 350    | 0%  |
| other                    | 8      | 0%  |
| retail                   | 21,169 | 20% |
| single_family            | 29,780 | 28% |
| transportation_utilities | 474    | 0%  |
| unknown                  | 7,189  | 7%  |

Ratio of Trip Takers who live in Origin %

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 39,169 | 37% |
| Do not live in Custom Origin | 56,808 | 54% |
| Unknown                      | 9,341  | 9%  |

Central Naples Size

|              |          |
|--------------|----------|
| Square Miles | 10.84    |
| Acres        | 6,937.49 |

Planning Community Destination Breakdown %

|                      |        |     |
|----------------------|--------|-----|
| Ave Maria            | 359    | 0%  |
| Bayshore             | 12     | 0%  |
| Big Cypress          | 16     | 0%  |
| Bonita Springs       | 1,832  | 2%  |
| Buckingham           | 9      | 0%  |
| Burnt Store          | 1      | 0%  |
| Cape Coral           | 502    | 0%  |
| Captiva              | 2      | 0%  |
| Central Naples       | 26,721 | 25% |
| City of Marco        | 642    | 1%  |
| City of Naples       | 14,598 | 14% |
| Corkscrew            | 100    | 0%  |
| Daniels Parkway      | 79     | 0%  |
| East Naples          | 7,237  | 7%  |
| Estero               | 866    | 1%  |
| Everglades City      | 20     | 0%  |
| Fort Myers           | 739    | 1%  |
| Fort Myers Beach     | 33     | 0%  |
| Fort Myers Shores    | 112    | 0%  |
| Gateway/Airport      | 235    | 0%  |
| Golden Gate          | 10,081 | 10% |
| Heritage Bay         | 270    | 0%  |
| Immokalee            | 682    | 1%  |
| Iona/McGregor        | 111    | 0%  |
| Lehigh Acres         | 705    | 1%  |
| Marco                | 63     | 0%  |
| North Fort Myers     | 237    | 0%  |
| North Naples         | 17,337 | 16% |
| Northeast Lee County | 9      | 0%  |
| Orange Tree          | 486    | 0%  |
| Pine Island          | 38     | 0%  |
| Royal Fakapalm       | 342    | 0%  |
| Rural Estates        | 5,092  | 5%  |
| San Carlos           | 997    | 1%  |
| Sanibel              | 9      | 0%  |
| South Fort Myers     | 529    | 1%  |
| South Naples         | 5,937  | 6%  |
| Southeast Lee County | 119    | 0%  |
| Urban Estates        | 8,146  | 8%  |

Primary Mode %

|                   |        |     |
|-------------------|--------|-----|
| auto_passenger    | 14,810 | 14% |
| biking            | 1,040  | 1%  |
| commercial        | 7,189  | 7%  |
| on_demand_auto    | 586    | 1%  |
| other_travel_mode | 1,082  | 1%  |
| private_auto      | 73,983 | 70% |
| public_transit    | 127    | 0%  |
| walking           | 6,501  | 6%  |

Trip Density

|                       |          |
|-----------------------|----------|
| Trips per Square Mile | 9,715.84 |
| Trips per Acre        | 15.18    |

Start Time Breakdown by Hour %

|          |       |    |
|----------|-------|----|
| 12:00 AM | 48    | 0% |
| 1:00 AM  | 36    | 0% |
| 2:00 AM  | 20    | 0% |
| 3:00 AM  | 366   | 0% |
| 4:00 AM  | 333   | 0% |
| 5:00 AM  | 849   | 1% |
| 6:00 AM  | 2,683 | 3% |
| 7:00 AM  | 5,836 | 6% |
| 8:00 AM  | 5,939 | 6% |
| 9:00 AM  | 5,792 | 5% |
| 10:00 AM | 5,650 | 5% |
| 11:00 AM | 7,105 | 7% |
| 12:00 PM | 7,536 | 7% |
| 1:00 PM  | 7,011 | 7% |
| 2:00 PM  | 8,057 | 8% |
| 3:00 PM  | 8,828 | 8% |
| 4:00 PM  | 8,543 | 8% |
| 5:00 PM  | 8,400 | 8% |
| 6:00 PM  | 7,507 | 7% |
| 7:00 PM  | 5,834 | 6% |
| 8:00 PM  | 4,421 | 4% |
| 9:00 PM  | 2,660 | 3% |
| 10:00 PM | 1,257 | 1% |
| 11:00 PM | 607   | 1% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 7.12  |
| Minutes | 13.20 |

Peak Times # of daily trips % of total

|            |        |     |
|------------|--------|-----|
| 6 - 9 AM   | 14,458 | 14% |
| 4 - 7 PM   | 24,450 | 23% |
| Total Peak | 38,908 | 37% |

Day vs Night Breakdown % of total

|           |        |     |
|-----------|--------|-----|
| Morning   | 34,657 | 33% |
| Afternoon | 70,661 | 67% |

Work Trips

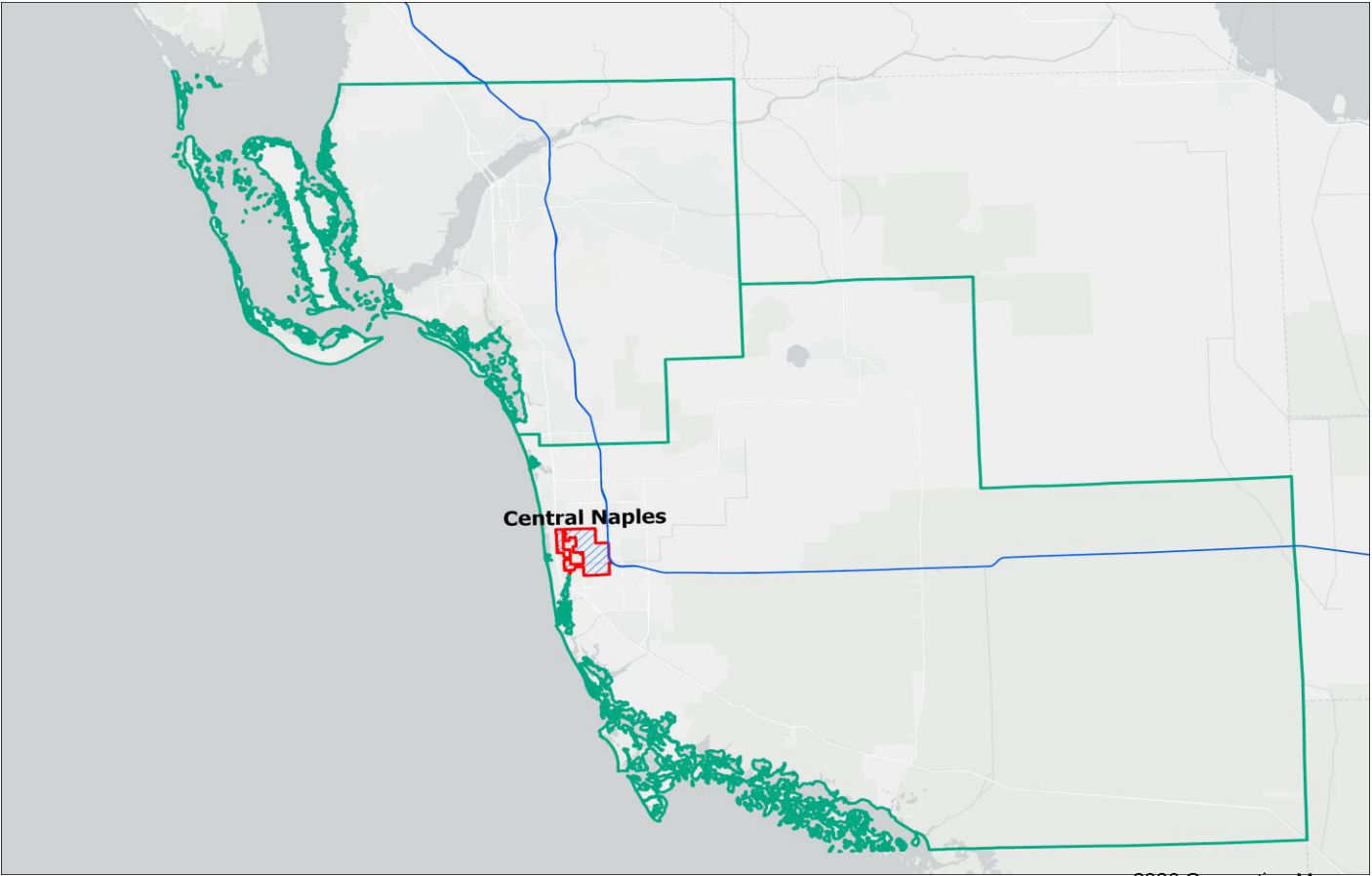
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 6.86  |
| Avg Duration (Minutes)  | 13.11 |
| % Crossing County Lines | 5%    |

Trips Under 3 Miles % of total

|  |        |     |
|--|--------|-----|
|  | 38,038 | 36% |
|--|--------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 2.24 |
| multi_family  | 0.32 |
| single_family | 1.48 |
| Total         | 4.04 |



Total Origins

|               |        |
|---------------|--------|
| City of Marco | 79,522 |
|---------------|--------|

Trip Purpose Breakdown %

|                     |        |     |
|---------------------|--------|-----|
| commercial          | 7,901  | 10% |
| eat                 | 7,603  | 10% |
| home                | 29,109 | 37% |
| lodging             | 1,081  | 1%  |
| maintenance         | 2,625  | 3%  |
| other_activity_type | 1,249  | 2%  |
| recreation          | 3,730  | 5%  |
| region_departure    | 44     | 0%  |
| school              | 905    | 1%  |
| shop                | 13,799 | 17% |
| social              | 5,626  | 7%  |
| work                | 5,850  | 7%  |

Land Use Breakdown (Origin) %

|                          |        |     |
|--------------------------|--------|-----|
| civic_institutional      | 891    | 1%  |
| education                | 1,480  | 2%  |
| industrial               | 100    | 0%  |
| mixed_use                | 18,074 | 23% |
| multi_family             | 1,144  | 1%  |
| non_retail_attraction    | 2,153  | 3%  |
| office                   | 3,825  | 5%  |
| open_space               | 739    | 1%  |
| other                    | 25     | 0%  |
| retail                   | 22,935 | 29% |
| single_family            | 20,014 | 25% |
| transportation_utilities | 241    | 0%  |
| unknown                  | 7,901  | 10% |

Land Use Breakdown (Destination) %

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 10     | 0%  |
| civic_institutional      | 826    | 1%  |
| education                | 1,590  | 2%  |
| healthcare               | 47     | 0%  |
| industrial               | 130    | 0%  |
| mixed_use                | 16,846 | 21% |
| multi_family             | 2,719  | 3%  |
| non_retail_attraction    | 1,850  | 2%  |
| office                   | 3,527  | 4%  |
| open_space               | 642    | 1%  |
| other                    | 17     | 0%  |
| retail                   | 18,761 | 24% |
| single_family            | 24,359 | 31% |
| transportation_utilities | 297    | 0%  |
| unknown                  | 7,901  | 10% |

Ratio of Trip Takers who live in Origin %

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 48,677 | 61% |
| Do not live in Custom Origin | 19,588 | 25% |
| Unknown                      | 11,257 | 14% |

City of Marco Size

|              |           |
|--------------|-----------|
| Square Miles | 24.64     |
| Acres        | 15,766.83 |

Planning Community Destination Breakdown %

|                      |        |     |
|----------------------|--------|-----|
| Ave Maria            | 48     | 0%  |
| Bayshore             | 2      | 0%  |
| Big Cypress          | 29     | 0%  |
| Bonita Springs       | 319    | 0%  |
| Buckingham           | 3      | 0%  |
| Cape Coral           | 162    | 0%  |
| Central Naples       | 622    | 1%  |
| City of Marco        | 58,384 | 73% |
| City of Naples       | 958    | 1%  |
| Corkscrew            | 15     | 0%  |
| Daniels Parkway      | 13     | 0%  |
| East Naples          | 1,405  | 2%  |
| Estero               | 112    | 0%  |
| Everglades City      | 49     | 0%  |
| Fort Myers           | 204    | 0%  |
| Fort Myers Beach     | 34     | 0%  |
| Fort Myers Shores    | 25     | 0%  |
| Gateway/Airport      | 242    | 0%  |
| Golden Gate          | 2,125  | 3%  |
| Heritage Bay         | 13     | 0%  |
| Immokalee            | 188    | 0%  |
| Iona/McGregor        | 73     | 0%  |
| Lehigh Acres         | 289    | 0%  |
| Marco                | 1,916  | 2%  |
| North Fort Myers     | 26     | 0%  |
| North Naples         | 1,175  | 1%  |
| Northeast Lee County | 3      | 0%  |
| Orange Tree          | 73     | 0%  |
| Pine Island          | 1      | 0%  |
| Royal Fakapalm       | 432    | 1%  |
| Rural Estates        | 885    | 1%  |
| San Carlos           | 136    | 0%  |
| Sanibel              | 57     | 0%  |
| South Fort Myers     | 154    | 0%  |
| South Naples         | 8,359  | 11% |
| Southeast Lee County | 12     | 0%  |
| Urban Estates        | 966    | 1%  |

Primary Mode %

|                   |        |     |
|-------------------|--------|-----|
| auto_passenger    | 8,614  | 11% |
| biking            | 817    | 1%  |
| commercial        | 7,901  | 10% |
| on_demand_auto    | 214    | 0%  |
| other_travel_mode | 783    | 1%  |
| private_auto      | 53,876 | 68% |
| public_transit    | 24     | 0%  |
| walking           | 7,293  | 9%  |

Trip Density

|                       |          |
|-----------------------|----------|
| Trips per Square Mile | 3,227.35 |
| Trips per Acre        | 5.04     |

Start Time Breakdown by Hour %

|          |       |    |
|----------|-------|----|
| 12:00 AM | 89    | 0% |
| 1:00 AM  | 52    | 0% |
| 2:00 AM  | 44    | 0% |
| 3:00 AM  | 238   | 0% |
| 4:00 AM  | 244   | 0% |
| 5:00 AM  | 507   | 1% |
| 6:00 AM  | 1,261 | 2% |
| 7:00 AM  | 3,124 | 4% |
| 8:00 AM  | 3,873 | 5% |
| 9:00 AM  | 4,504 | 6% |
| 10:00 AM | 5,192 | 7% |
| 11:00 AM | 6,386 | 8% |
| 12:00 PM | 6,004 | 8% |
| 1:00 PM  | 6,045 | 8% |
| 2:00 PM  | 6,574 | 8% |
| 3:00 PM  | 7,031 | 9% |
| 4:00 PM  | 5,685 | 7% |
| 5:00 PM  | 5,674 | 7% |
| 6:00 PM  | 5,368 | 7% |
| 7:00 PM  | 4,676 | 6% |
| 8:00 PM  | 3,441 | 4% |
| 9:00 PM  | 1,860 | 2% |
| 10:00 PM | 1,183 | 1% |
| 11:00 PM | 467   | 1% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 6.23  |
| Minutes | 11.13 |

Peak Times # of daily trips % of total

|            |        |     |
|------------|--------|-----|
| 6 - 9 AM   | 8,258  | 10% |
| 4 - 7 PM   | 16,727 | 21% |
| Total Peak | 24,985 | 31% |

Day vs Night Breakdown % of total

|           |        |     |
|-----------|--------|-----|
| Morning   | 25,514 | 32% |
| Afternoon | 54,008 | 68% |

Work Trips

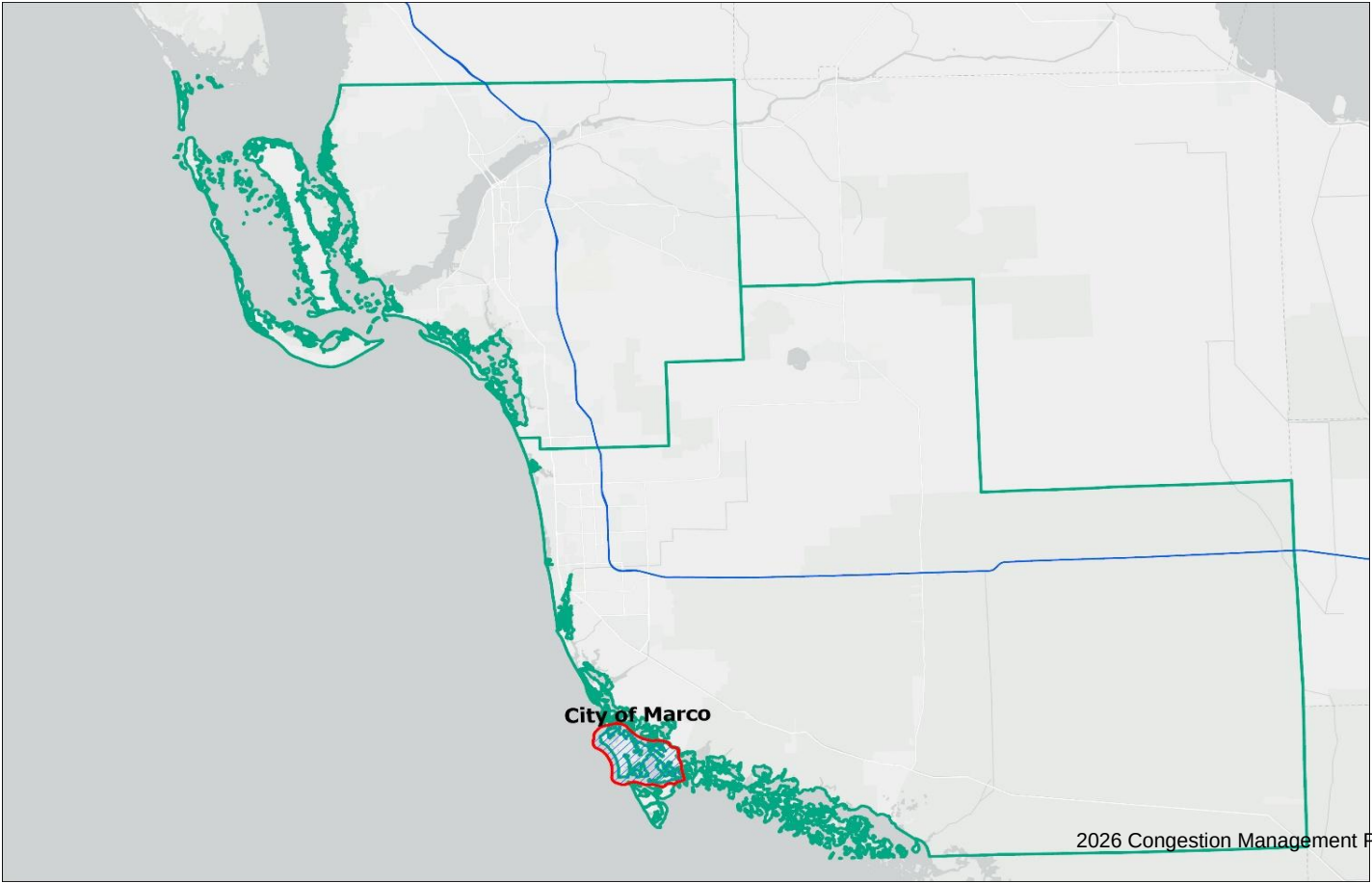
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 7.11  |
| Avg Duration (Minutes)  | 12.37 |
| % Crossing County Lines | 3%    |

Trips Under 3 Miles % of total

|  |        |     |
|--|--------|-----|
|  | 50,290 | 63% |
|--|--------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 0.92 |
| multi_family  | 0.06 |
| single_family | 1.02 |
| Total         | 2.01 |



Total Origins

|                |         |
|----------------|---------|
| City of Naples | 148,303 |
|----------------|---------|

Trip Purpose BreakdownPercent

|                     |        |     |
|---------------------|--------|-----|
| commercial          | 7,723  | 5%  |
| eat                 | 12,528 | 8%  |
| home                | 64,749 | 44% |
| lodging             | 1,073  | 1%  |
| maintenance         | 6,250  | 4%  |
| other_activity_type | 2,741  | 2%  |
| recreation          | 6,044  | 4%  |
| region_departure    | 31     | 0%  |
| school              | 1,818  | 1%  |
| shop                | 25,491 | 17% |
| social              | 7,143  | 5%  |
| work                | 12,712 | 9%  |

Land Use Breakdown(Destination)Percent

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 35     | 0%  |
| civic_institutional      | 1,623  | 1%  |
| education                | 3,889  | 3%  |
| healthcare               | 1,476  | 1%  |
| industrial               | 350    | 0%  |
| mixed_use                | 31,078 | 21% |
| multi_family             | 10,426 | 7%  |
| non_retail_attraction    | 4,046  | 3%  |
| office                   | 8,235  | 6%  |
| open_space               | 1,064  | 1%  |
| other                    | 14     | 0%  |
| retail                   | 30,571 | 21% |
| single_family            | 47,275 | 32% |
| transportation_utilities | 498    | 0%  |
| unknown                  | 7,723  | 5%  |

Land Use Breakdown(Origin)Percent

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 20     | 0%  |
| civic_institutional      | 3,809  | 3%  |
| education                | 8,799  | 6%  |
| healthcare               | 5,911  | 4%  |
| industrial               | 240    | 0%  |
| mixed_use                | 33,875 | 23% |
| multi_family             | 5,324  | 4%  |
| non_retail_attraction    | 6,250  | 4%  |
| office                   | 12,514 | 8%  |
| open_space               | 2,083  | 1%  |
| other                    | 16     | 0%  |
| retail                   | 42,202 | 28% |
| single_family            | 18,250 | 12% |
| transportation_utilities | 1,287  | 1%  |
| unknown                  | 7,723  | 5%  |

Ratio of Trip Takers who live in OriginPercent

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 47,616 | 32% |
| Do not live in Custom Origin | 88,910 | 60% |
| Unknown                      | 11,777 | 8%  |

City of Naples Size

|              |          |
|--------------|----------|
| Square Miles | 15.01    |
| Acres        | 9,609.57 |

Planned Community Destination Breakdown%

|                      |        |     |
|----------------------|--------|-----|
| Ave Maria            | 354    | 0%  |
| Bayshore             | 9      | 0%  |
| Big Cypress          | 43     | 0%  |
| Bonita Springs       | 2,532  | 2%  |
| Buckingham           | 8      | 0%  |
| Burnt Store          | 5      | 0%  |
| Cape Coral           | 982    | 1%  |
| Captiva              | 4      | 0%  |
| Central Naples       | 14,646 | 10% |
| City of Marco        | 971    | 1%  |
| City of Naples       | 53,931 | 36% |
| Corkscrew            | 68     | 0%  |
| Daniels Parkway      | 61     | 0%  |
| East Naples          | 11,460 | 8%  |
| Estero               | 1,393  | 1%  |
| Everglades City      | 20     | 0%  |
| Fort Myers           | 1,248  | 1%  |
| Fort Myers Beach     | 39     | 0%  |
| Fort Myers Shores    | 103    | 0%  |
| Gateway/Airport      | 379    | 0%  |
| Golden Gate          | 11,272 | 8%  |
| Heritage Bay         | 169    | 0%  |
| Immokalee            | 805    | 1%  |
| Iona/McGregor        | 129    | 0%  |
| Lehigh Acres         | 1,091  | 1%  |
| Marco                | 141    | 0%  |
| North Fort Myers     | 101    | 0%  |
| North Naples         | 18,433 | 12% |
| Northeast Lee County | 11     | 0%  |
| Orange Tree          | 773    | 1%  |
| Pine Island          | 19     | 0%  |
| Royal Fakapalm       | 630    | 0%  |
| Rural Estates        | 6,133  | 4%  |
| San Carlos           | 1,005  | 1%  |
| Sanibel              | 22     | 0%  |
| South Fort Myers     | 715    | 0%  |
| South Naples         | 10,146 | 7%  |
| Southeast Lee County | 94     | 0%  |
| Urban Estates        | 8,322  | 6%  |

Primary Mode%

|                   |         |     |
|-------------------|---------|-----|
| auto_passenger    | 20,416  | 14% |
| biking            | 1,492   | 1%  |
| commercial        | 7,723   | 5%  |
| on_demand_auto    | 1,030   | 1%  |
| other_travel_mode | 1,375   | 1%  |
| private_auto      | 105,583 | 71% |
| public_transit    | 271     | 0%  |
| walking           | 10,413  | 7%  |

Trip Density

|                       |          |
|-----------------------|----------|
| Trips per Square Mile | 9,880.28 |
| Trips per Acre        | 15.43    |

Start Time Breakdown by Hour%

|          |        |     |
|----------|--------|-----|
| 12:00 AM | 96     | 0%  |
| 1:00 AM  | 71     | 0%  |
| 2:00 AM  | 59     | 0%  |
| 3:00 AM  | 387    | 0%  |
| 4:00 AM  | 375    | 0%  |
| 5:00 AM  | 957    | 1%  |
| 6:00 AM  | 2,171  | 1%  |
| 7:00 AM  | 4,756  | 3%  |
| 8:00 AM  | 6,136  | 4%  |
| 9:00 AM  | 7,421  | 5%  |
| 10:00 AM | 7,851  | 5%  |
| 11:00 AM | 10,544 | 7%  |
| 12:00 PM | 11,017 | 7%  |
| 1:00 PM  | 10,414 | 7%  |
| 2:00 PM  | 12,796 | 9%  |
| 3:00 PM  | 15,770 | 11% |
| 4:00 PM  | 13,417 | 9%  |
| 5:00 PM  | 11,819 | 8%  |
| 6:00 PM  | 10,404 | 7%  |
| 7:00 PM  | 8,162  | 6%  |
| 8:00 PM  | 6,363  | 4%  |
| 9:00 PM  | 3,872  | 3%  |
| 10:00 PM | 2,365  | 2%  |
| 11:00 PM | 1,080  | 1%  |

Average Trip Distance/Duration

|         |      |
|---------|------|
| Miles   | 7.5  |
| Minutes | 13.8 |

Peak Times # of daily trips% of total

|            |        |     |
|------------|--------|-----|
| 6 - 9 AM   | 13,063 | 9%  |
| 4 - 7 PM   | 35,640 | 24% |
| Total Peak | 48,703 | 33% |

Day vs Night Breakdown% of total

|           |         |     |
|-----------|---------|-----|
| Morning   | 40,824  | 28% |
| Afternoon | 107,479 | 72% |

Work Trips

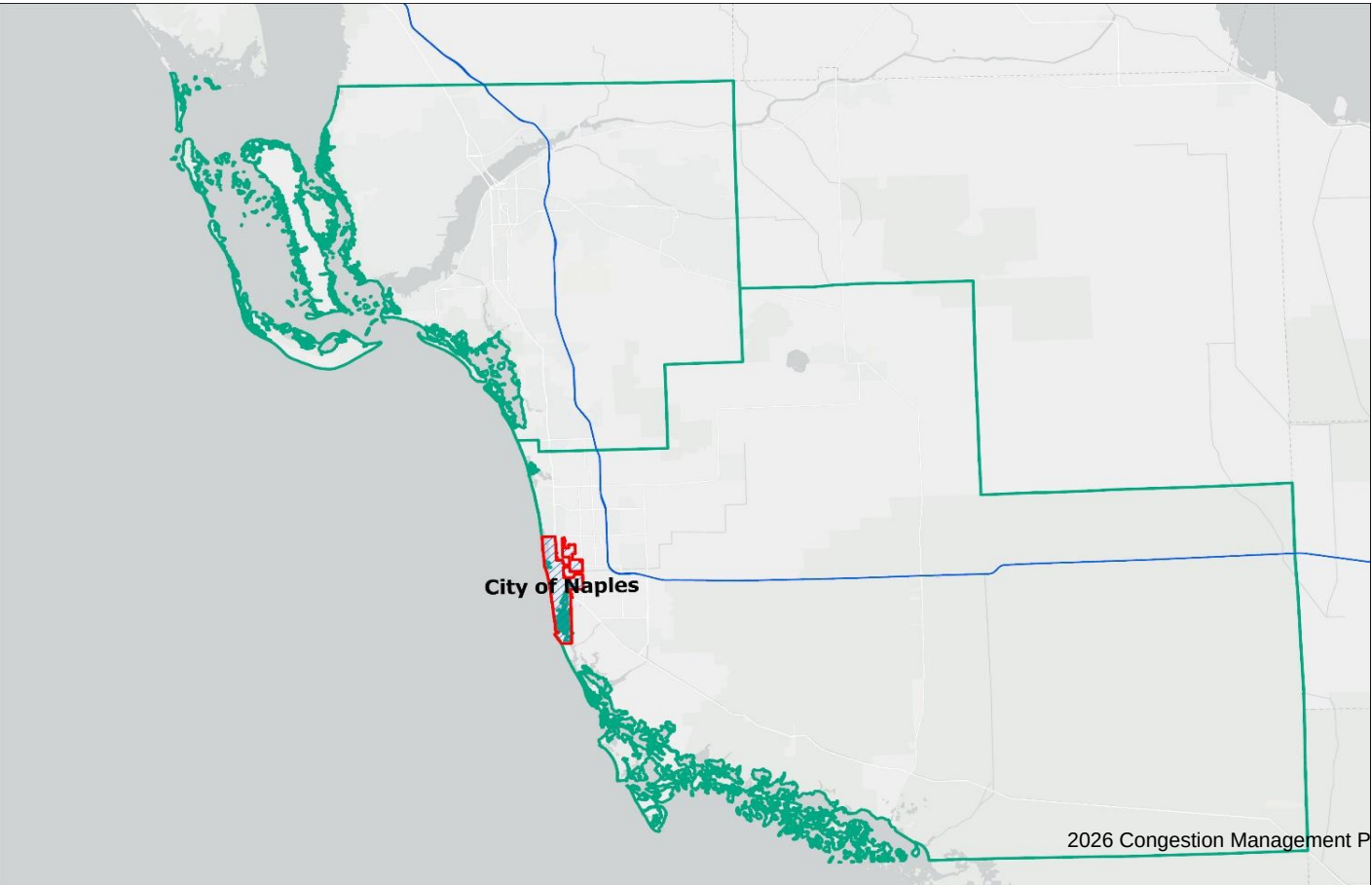
|                         |      |
|-------------------------|------|
| Avg Distance (Miles)    | 6.1  |
| Avg Duration (Minutes)  | 11.6 |
| % Crossing County Lines | 6%   |

Trips Under 3 Miles% of total

|  |        |     |
|--|--------|-----|
|  | 55,670 | 38% |
|--|--------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 1.51 |
| multi_family  | 0.51 |
| single_family | 2.30 |
| Total         | 4.31 |



Total Origins

|           |       |
|-----------|-------|
| Corkscrew | 5,465 |
|-----------|-------|

Trip Purpose Breakdown %

|                     |       |     |
|---------------------|-------|-----|
| commercial          | 940   | 17% |
| eat                 | 352   | 6%  |
| home                | 1,347 | 25% |
| lodging             | 4     | 0%  |
| maintenance         | 146   | 3%  |
| other_activity_type | 122   | 2%  |
| recreation          | 192   | 4%  |
| school              | 260   | 5%  |
| shop                | 949   | 17% |
| social              | 551   | 10% |
| work                | 602   | 11% |

Land Use Breakdown (Origin) %

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 720   | 13% |
| civic_institutional      | 11    | 0%  |
| education                | 159   | 3%  |
| industrial               | 211   | 4%  |
| mixed_use                | 587   | 11% |
| multi_family             | 2     | 0%  |
| open_space               | 14    | 0%  |
| other                    | 1     | 0%  |
| retail                   | 685   | 13% |
| single_family            | 2,115 | 39% |
| transportation_utilities | 20    | 0%  |
| unknown                  | 940   | 17% |

Land Use Breakdown (Destination) %

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 50    | 1%  |
| civic_institutional      | 56    | 1%  |
| education                | 457   | 8%  |
| healthcare               | 14    | 0%  |
| industrial               | 15    | 0%  |
| mixed_use                | 632   | 12% |
| multi_family             | 147   | 3%  |
| non_retail_attraction    | 147   | 3%  |
| office                   | 292   | 5%  |
| open_space               | 24    | 0%  |
| other                    | 1     | 0%  |
| retail                   | 1,029 | 19% |
| single_family            | 1,638 | 30% |
| transportation_utilities | 23    | 0%  |
| unknown                  | 940   | 17% |

Ratio of Trip Takers who live in Origin %

|                              |       |     |
|------------------------------|-------|-----|
| Live in Custom Origin        | 1,931 | 35% |
| Do not live in Custom Origin | 2,555 | 47% |
| Unknown                      | 979   | 18% |

Corkscrew Size

|              |            |
|--------------|------------|
| Square Miles | 270.04     |
| Acres        | 172,825.20 |

Planning Community Destination Breakdown %

|                      |       |     |
|----------------------|-------|-----|
| Ave Maria            | 252   | 5%  |
| Bayshore             | 2     | 0%  |
| Big Cypress          | 12    | 0%  |
| Bonita Springs       | 128   | 2%  |
| Buckingham           | 3     | 0%  |
| Burnt Store          | 3     | 0%  |
| Cape Coral           | 12    | 0%  |
| Central Naples       | 106   | 2%  |
| City of Marco        | 7     | 0%  |
| City of Naples       | 55    | 1%  |
| Corkscrew            | 808   | 15% |
| Daniels Parkway      | 8     | 0%  |
| East Naples          | 45    | 1%  |
| Estero               | 38    | 1%  |
| Everglades City      | 1     | 0%  |
| Fort Myers           | 89    | 2%  |
| Fort Myers Beach     | 4     | 0%  |
| Fort Myers Shores    | 18    | 0%  |
| Gateway/Airport      | 17    | 0%  |
| Golden Gate          | 52    | 1%  |
| Heritage Bay         | 52    | 1%  |
| Immokalee            | 2,127 | 39% |
| Iona/McGregor        | 14    | 0%  |
| Lehigh Acres         | 190   | 3%  |
| North Fort Myers     | 8     | 0%  |
| North Naples         | 198   | 4%  |
| Orange Tree          | 185   | 3%  |
| Royal Fakapalm       | 16    | 0%  |
| Rural Estates        | 538   | 10% |
| San Carlos           | 43    | 1%  |
| Sanibel              | 2     | 0%  |
| South Fort Myers     | 29    | 1%  |
| South Naples         | 79    | 1%  |
| Southeast Lee County | 39    | 1%  |
| Urban Estates        | 285   | 5%  |

Primary Mode %

|                   |       |     |
|-------------------|-------|-----|
| auto_passenger    | 1,045 | 19% |
| biking            | 30    | 1%  |
| commercial        | 940   | 17% |
| on_demand_auto    | 7     | 0%  |
| other_travel_mode | 360   | 7%  |
| private_auto      | 2,873 | 53% |
| walking           | 210   | 4%  |

Trip Density

|                       |       |
|-----------------------|-------|
| Trips per Square Mile | 20.24 |
| Trips per Acre        | 0.03  |

Start Time Breakdown by Hour %

|          |     |    |
|----------|-----|----|
| 12:00 AM | 4   | 0% |
| 1:00 AM  | 1   | 0% |
| 2:00 AM  | 1   | 0% |
| 3:00 AM  | 18  | 0% |
| 4:00 AM  | 27  | 0% |
| 5:00 AM  | 96  | 2% |
| 6:00 AM  | 247 | 5% |
| 7:00 AM  | 475 | 9% |
| 8:00 AM  | 421 | 8% |
| 9:00 AM  | 297 | 5% |
| 10:00 AM | 320 | 6% |
| 11:00 AM | 416 | 8% |
| 12:00 PM | 366 | 7% |
| 1:00 PM  | 352 | 6% |
| 2:00 PM  | 424 | 8% |
| 3:00 PM  | 450 | 8% |
| 4:00 PM  | 377 | 7% |
| 5:00 PM  | 392 | 7% |
| 6:00 PM  | 280 | 5% |
| 7:00 PM  | 194 | 4% |
| 8:00 PM  | 153 | 3% |
| 9:00 PM  | 70  | 1% |
| 10:00 PM | 51  | 1% |
| 11:00 PM | 33  | 1% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 12.43 |
| Minutes | 22.33 |

Peak Times # of daily trips % of total

|            |       |     |
|------------|-------|-----|
| 6 - 9 AM   | 1,143 | 21% |
| 4 - 7 PM   | 1,049 | 19% |
| Total Peak | 2,192 | 40% |

Day vs Night Breakdown % of total

|           |       |     |
|-----------|-------|-----|
| Morning   | 2,323 | 43% |
| Afternoon | 3,142 | 57% |

Work Trips

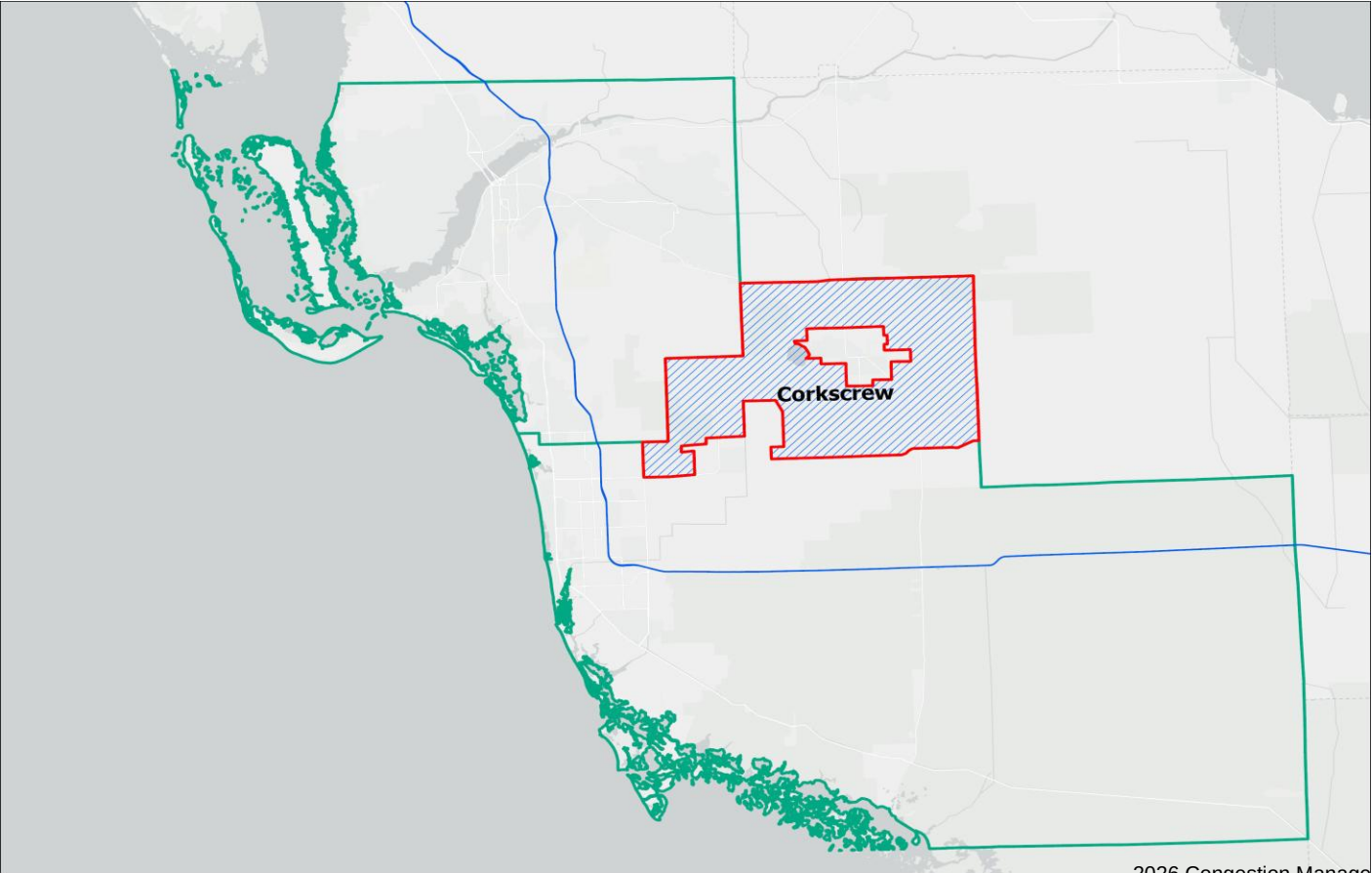
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 19.03 |
| Avg Duration (Minutes)  | 29.66 |
| % Crossing County Lines | 11%   |

Trips Under 3 Miles % of total

|     |     |
|-----|-----|
| 889 | 16% |
|-----|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 0.58 |
| multi_family  | 0.00 |
| single_family | 2.10 |
| Total         | 2.68 |



Total Origins

|             |         |  |
|-------------|---------|--|
| East Naples | 105,741 |  |
|-------------|---------|--|

| Trip Purpose Breakdown | %      |     |
|------------------------|--------|-----|
| commercial             | 3,851  | 4%  |
| eat                    | 9,627  | 9%  |
| home                   | 40,433 | 38% |
| lodging                | 702    | 1%  |
| maintenance            | 3,804  | 4%  |
| other_activity_type    | 2,071  | 2%  |
| recreation             | 3,986  | 4%  |
| region_departure       | 32     | 0%  |
| school                 | 2,559  | 2%  |
| shop                   | 19,448 | 18% |
| social                 | 6,139  | 6%  |
| work                   | 13,089 | 12% |

| Land Use Breakdown       | (Origin) | %   |
|--------------------------|----------|-----|
| civic_institutional      | 2,037    | 2%  |
| education                | 6,542    | 6%  |
| industrial               | 421      | 0%  |
| mixed_use                | 20,484   | 19% |
| multi_family             | 8,807    | 8%  |
| non_retail_attraction    | 2,933    | 3%  |
| office                   | 5,475    | 5%  |
| open_space               | 305      | 0%  |
| other                    | 38       | 0%  |
| retail                   | 31,885   | 30% |
| single_family            | 22,447   | 21% |
| transportation_utilities | 516      | 0%  |
| unknown                  | 3,851    | 4%  |

Land Use Breakdown (Destination) %

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 32     | 0%  |
| civic_institutional      | 1,661  | 2%  |
| education                | 4,947  | 5%  |
| healthcare               | 638    | 1%  |
| industrial               | 423    | 0%  |
| mixed_use                | 20,209 | 19% |
| multi_family             | 8,573  | 8%  |
| non_retail_attraction    | 3,253  | 3%  |
| office                   | 5,783  | 5%  |
| open_space               | 458    | 0%  |
| other                    | 7      | 0%  |
| retail                   | 24,405 | 23% |
| single_family            | 31,018 | 29% |
| transportation_utilities | 483    | 0%  |
| unknown                  | 3,851  | 4%  |

Ratio of Trip Takers who live in Origin %

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 51,652 | 49% |
| Do not live in Custom Origin | 48,016 | 45% |
| Unknown                      | 6,073  | 6%  |

East Naples Size

|              |          |
|--------------|----------|
| Square Miles | 10.19    |
| Acres        | 6,523.77 |

Planning Community Destination Breakdown %

|                      |        |     |
|----------------------|--------|-----|
| North Naples         | 6,562  | 6%  |
| Immokalee            | 579    | 1%  |
| Big Cypress          | 33     | 0%  |
| Urban Estates        | 3,440  | 3%  |
| Central Naples       | 7,084  | 7%  |
| Golden Gate          | 9,613  | 9%  |
| East Naples          | 40,819 | 39% |
| South Naples         | 15,485 | 15% |
| Marco                | 304    | 0%  |
| Royal Fakapalm       | 767    | 1%  |
| Rural Estates        | 2,793  | 3%  |
| Corkscrew            | 59     | 0%  |
| Ave Maria            | 153    | 0%  |
| Bayshore             | 12     | 0%  |
| Bonita Springs       | 1,432  | 1%  |
| Buckingham           | 2      | 0%  |
| Cape Coral           | 450    | 0%  |
| Captiva              | 3      | 0%  |
| City of Marco        | 1,458  | 1%  |
| City of Naples       | 11,227 | 11% |
| Daniels Parkway      | 112    | 0%  |
| Estero               | 532    | 1%  |
| Everglades City      | 33     | 0%  |
| Fort Myers           | 547    | 1%  |
| Fort Myers Beach     | 69     | 0%  |
| Fort Myers Shores    | 48     | 0%  |
| Gateway/Airport      | 168    | 0%  |
| Heritage Bay         | 121    | 0%  |
| Iona/McGregor        | 49     | 0%  |
| Lehigh Acres         | 355    | 0%  |
| North Fort Myers     | 126    | 0%  |
| Northeast Lee County | 4      | 0%  |
| Orange Tree          | 339    | 0%  |
| Pine Island          | 5      | 0%  |
| San Carlos           | 464    | 0%  |
| Sanibel              | 31     | 0%  |
| South Fort Myers     | 401    | 0%  |
| Southeast Lee County | 52     | 0%  |

Primary Mode %

|                   |        |     |
|-------------------|--------|-----|
| auto_passenger    | 13,865 | 13% |
| biking            | 1,187  | 1%  |
| commercial        | 3,851  | 4%  |
| on_demand_auto    | 687    | 1%  |
| other_travel_mode | 1,089  | 1%  |
| private_auto      | 77,487 | 73% |
| public_transit    | 217    | 0%  |
| walking           | 7,358  | 7%  |

Trip Density

|                       |           |
|-----------------------|-----------|
| Trips per Square Mile | 10,376.94 |
| Trips per Acre        | 16.21     |

Start Time Breakdown by Hour %

|          |       |    |
|----------|-------|----|
| 12:00 AM | 72    | 0% |
| 1:00 AM  | 33    | 0% |
| 2:00 AM  | 17    | 0% |
| 3:00 AM  | 512   | 0% |
| 4:00 AM  | 496   | 0% |
| 5:00 AM  | 912   | 1% |
| 6:00 AM  | 2,602 | 2% |
| 7:00 AM  | 5,656 | 5% |
| 8:00 AM  | 5,293 | 5% |
| 9:00 AM  | 5,389 | 5% |
| 10:00 AM | 5,324 | 5% |
| 11:00 AM | 7,096 | 7% |
| 12:00 PM | 7,161 | 7% |
| 1:00 PM  | 7,019 | 7% |
| 2:00 PM  | 8,140 | 8% |
| 3:00 PM  | 9,147 | 9% |
| 4:00 PM  | 8,338 | 8% |
| 5:00 PM  | 7,976 | 8% |
| 6:00 PM  | 7,777 | 7% |
| 7:00 PM  | 6,388 | 6% |
| 8:00 PM  | 4,971 | 5% |
| 9:00 PM  | 3,015 | 3% |
| 10:00 PM | 1,686 | 2% |
| 11:00 PM | 721   | 1% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 6.36  |
| Minutes | 11.89 |

Peak Times # of daily trips % of total

|            |        |     |
|------------|--------|-----|
| 6 - 9 AM   | 13,551 | 13% |
| 4 - 7 PM   | 24,091 | 23% |
| Total Peak | 37,642 | 36% |

Day vs Night Breakdown % of total

|           |        |     |
|-----------|--------|-----|
| Morning   | 33,402 | 32% |
| Afternoon | 72,339 | 68% |

Work Trips

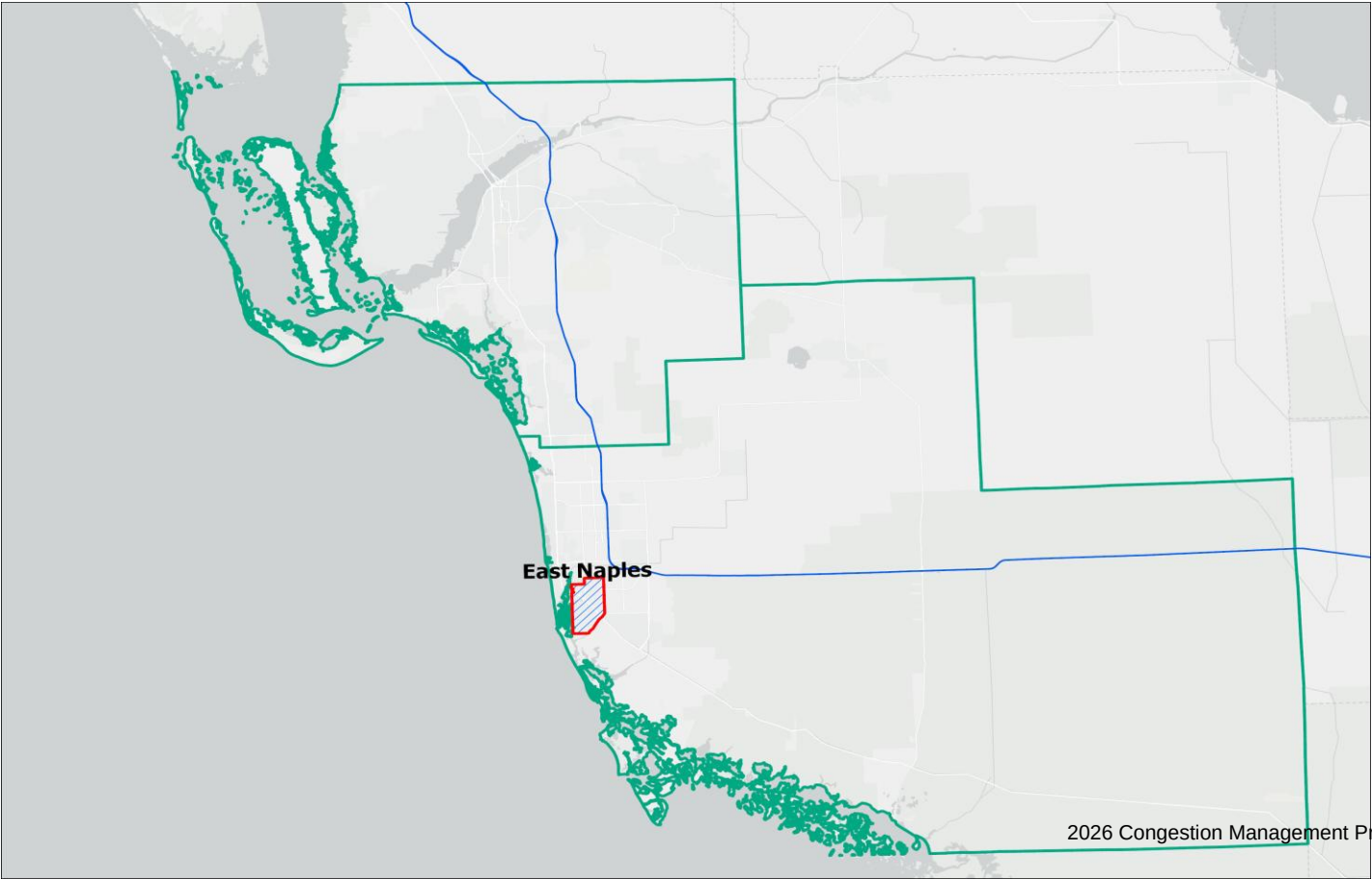
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 6.76  |
| Avg Duration (Minutes)  | 12.54 |
| % Crossing County Lines | 4%    |

Trips Under 3 Miles % of total

|  |        |     |
|--|--------|-----|
|  | 46,848 | 44% |
|--|--------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 1.29 |
| multi_family  | 0.55 |
| single_family | 1.41 |
| Total         | 3.25 |



| Total Origins   |       |  |
|-----------------|-------|--|
| Everglades City | 2,126 |  |

| Trip Purpose Breakdown |     | Percent |
|------------------------|-----|---------|
| commercial             | 74  | 3%      |
| eat                    | 205 | 10%     |
| home                   | 886 | 42%     |
| lodging                | 52  | 2%      |
| maintenance            | 76  | 4%      |
| other_activity_type    | 38  | 2%      |
| recreation             | 124 | 6%      |
| region_departure       | 1   | 0%      |
| school                 | 25  | 1%      |
| shop                   | 375 | 18%     |
| social                 | 80  | 4%      |
| work                   | 190 | 9%      |

| Land Use Breakdown       | (Destination) | Percent |
|--------------------------|---------------|---------|
| agriculture              | 10            | 0%      |
| civic_institutional      | 24            | 1%      |
| education                | 44            | 2%      |
| healthcare               | 4             | 0%      |
| industrial               | 10            | 0%      |
| mixed_use                | 426           | 20%     |
| multi_family             | 76            | 4%      |
| non_retail_attraction    | 116           | 5%      |
| office                   | 68            | 3%      |
| open_space               | 1             | 0%      |
| retail                   | 585           | 28%     |
| single_family            | 677           | 32%     |
| transportation_utilities | 11            | 1%      |
| unknown                  | 74            | 3%      |

| Land Use Breakdown       | (Origin) | Percent |
|--------------------------|----------|---------|
| civic_institutional      | 45       | 2%      |
| education                | 230      | 11%     |
| industrial               | 85       | 4%      |
| mixed_use                | 481      | 23%     |
| multi_family             | 28       | 1%      |
| non_retail_attraction    | 182      | 9%      |
| office                   | 31       | 1%      |
| retail                   | 751      | 35%     |
| single_family            | 202      | 10%     |
| transportation_utilities | 17       | 1%      |
| unknown                  | 74       | 3%      |

| Ratio of Trip Takers who live in Origin |       | Percent |
|-----------------------------------------|-------|---------|
| Live in Custom Origin                   | 410   | 19%     |
| Do not live in Custom Origin            | 1,436 | 68%     |
| Unknown                                 | 280   | 13%     |

| Everglades City Size |        |  |
|----------------------|--------|--|
| Square Miles         | 1.2    |  |
| Acres                | 768.10 |  |

| Planned Community Destination Breakdown |     | %   |  |
|-----------------------------------------|-----|-----|--|
| Ave Maria                               | 2   | 0%  |  |
| Big Cypress                             | 147 | 7%  |  |
| Bonita Springs                          | 8   | 0%  |  |
| Cape Coral                              | 23  | 1%  |  |
| Central Naples                          | 19  | 1%  |  |
| City of Marco                           | 38  | 2%  |  |
| City of Naples                          | 37  | 2%  |  |
| Corkscrew                               | 1   | 0%  |  |
| East Naples                             | 47  | 2%  |  |
| Estero                                  | 1   | 0%  |  |
| Everglades City                         | 567 | 27% |  |
| Fort Myers                              | 3   | 0%  |  |
| Fort Myers Beach                        | 4   | 0%  |  |
| Gateway/Airport                         | 4   | 0%  |  |
| Golden Gate                             | 36  | 2%  |  |
| Immokalee                               | 10  | 0%  |  |
| Iona/McGregor                           | 2   | 0%  |  |
| Lehigh Acres                            | 7   | 0%  |  |
| Marco                                   | 1   | 0%  |  |
| North Fort Myers                        | 1   | 0%  |  |
| North Naples                            | 79  | 4%  |  |
| Royal Fakapalm                          | 523 | 25% |  |
| Rural Estates                           | 26  | 1%  |  |
| San Carlos                              | 1   | 0%  |  |
| Sanibel                                 | 1   | 0%  |  |
| South Fort Myers                        | 23  | 1%  |  |
| South Naples                            | 475 | 22% |  |
| Urban Estates                           | 40  | 2%  |  |

| Primary Mode      |       | %   |  |
|-------------------|-------|-----|--|
| auto_passenger    | 440   | 21% |  |
| biking            | 31    | 1%  |  |
| commercial        | 74    | 3%  |  |
| on_demand_auto    | 3     | 0%  |  |
| other_travel_mode | 35    | 2%  |  |
| private_auto      | 1,314 | 62% |  |
| walking           | 229   | 11% |  |

| Trip Density          |          |  |
|-----------------------|----------|--|
| Trips per Square Mile | 1,771.67 |  |
| Trips per Acre        | 2.77     |  |

| Start Time Breakdown by Hour |     | %   |  |
|------------------------------|-----|-----|--|
| 12:00 AM                     | 2   | 0%  |  |
| 1:00 AM                      | 2   | 0%  |  |
| 2:00 AM                      | 1   | 0%  |  |
| 3:00 AM                      | 6   | 0%  |  |
| 4:00 AM                      | 6   | 0%  |  |
| 5:00 AM                      | 25  | 1%  |  |
| 6:00 AM                      | 57  | 3%  |  |
| 7:00 AM                      | 88  | 4%  |  |
| 8:00 AM                      | 103 | 5%  |  |
| 9:00 AM                      | 84  | 4%  |  |
| 10:00 AM                     | 110 | 5%  |  |
| 11:00 AM                     | 123 | 6%  |  |
| 12:00 PM                     | 153 | 7%  |  |
| 1:00 PM                      | 145 | 7%  |  |
| 2:00 PM                      | 197 | 9%  |  |
| 3:00 PM                      | 269 | 13% |  |
| 4:00 PM                      | 204 | 10% |  |
| 5:00 PM                      | 146 | 7%  |  |
| 6:00 PM                      | 143 | 7%  |  |
| 7:00 PM                      | 97  | 5%  |  |
| 8:00 PM                      | 88  | 4%  |  |
| 9:00 PM                      | 43  | 2%  |  |
| 10:00 PM                     | 19  | 1%  |  |
| 11:00 PM                     | 15  | 1%  |  |

| Average Trip Distance/Duration |       |  |
|--------------------------------|-------|--|
| Miles                          | 18.62 |  |
| Minutes                        | 22.46 |  |

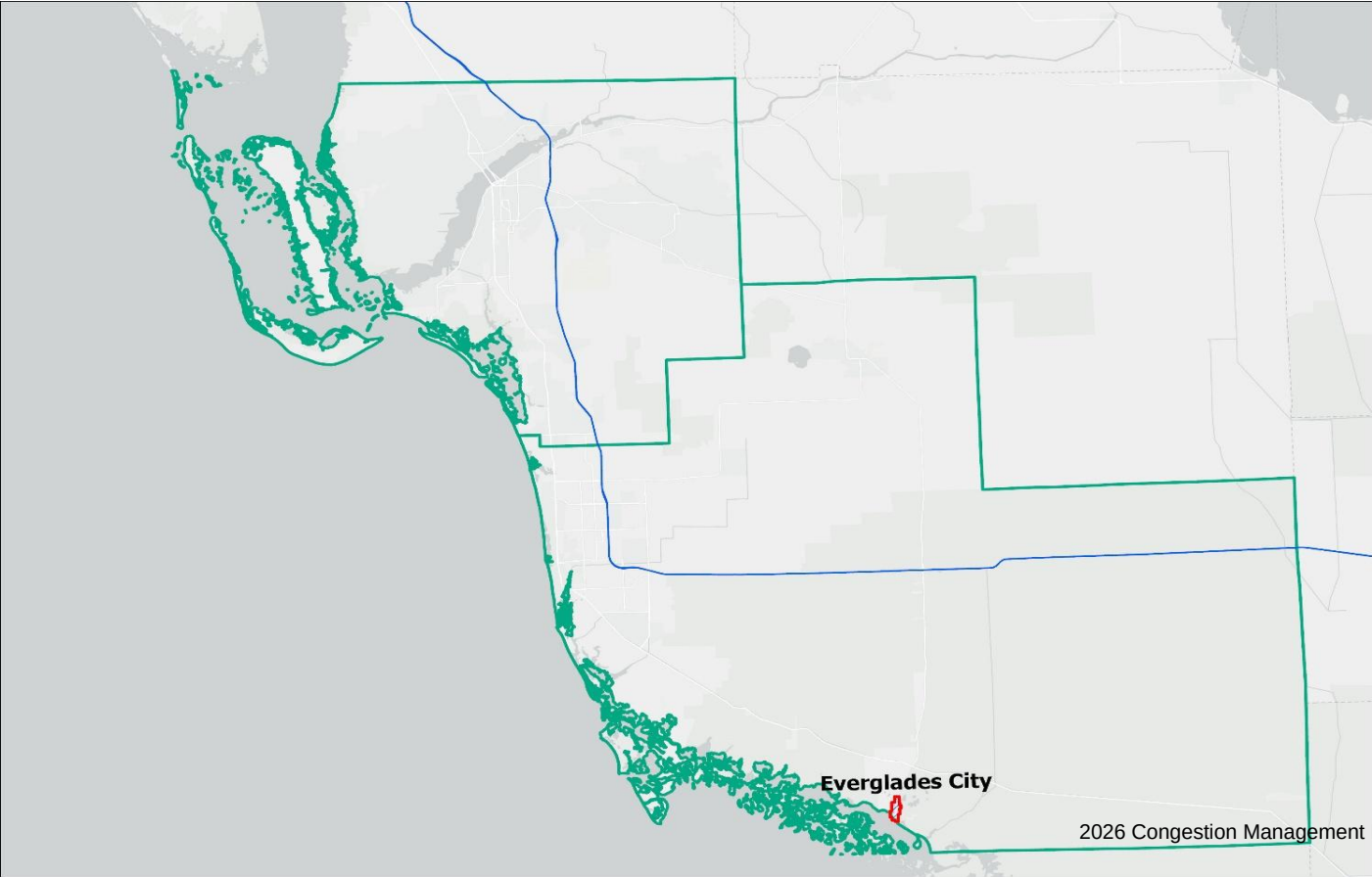
| Peak Times # of daily trips |     | % of total |  |
|-----------------------------|-----|------------|--|
| 6 - 9 AM                    | 248 | 12%        |  |
| 4 - 7 PM                    | 493 | 23%        |  |
| Total Peak                  | 741 | 35%        |  |

| Day vs Night Breakdown |       | % of total |  |
|------------------------|-------|------------|--|
| Morning                | 607   | 29%        |  |
| Afternoon              | 1,519 | 71%        |  |

| Work Trips              |       |  |
|-------------------------|-------|--|
| Avg Distance (Miles)    | 25.33 |  |
| Avg Duration (Minutes)  | 29.45 |  |
| % Crossing County Lines | 4%    |  |

| Trips Under 3 Miles |     | % of total |  |
|---------------------|-----|------------|--|
|                     | 599 | 28%        |  |

| Residential Origins Per Dwelling Unit |      |  |
|---------------------------------------|------|--|
| mixed_use                             | 0.80 |  |
| multi_family                          | 0.14 |  |
| single_family                         | 1.27 |  |
| Total                                 | 2.21 |  |

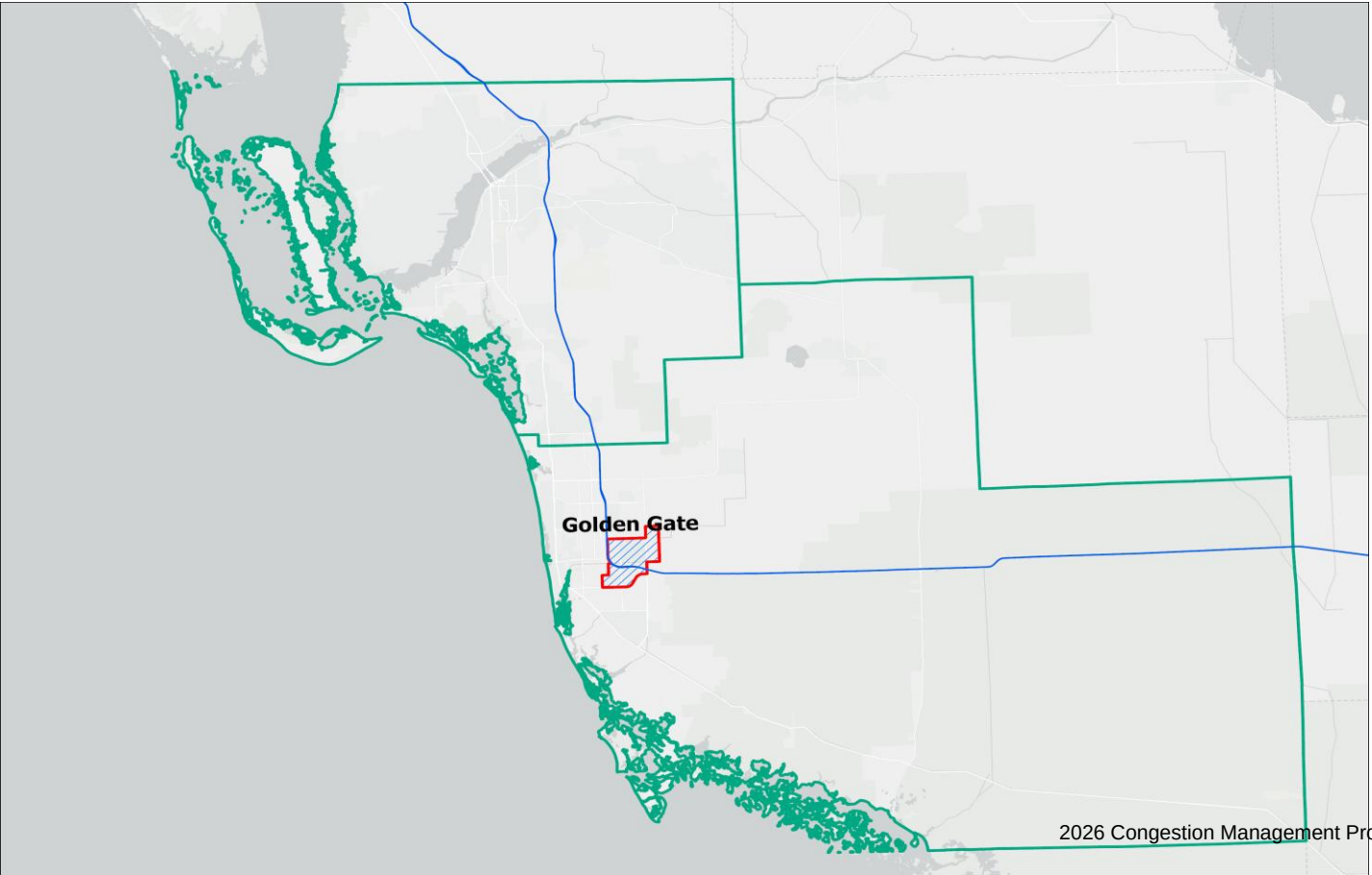


| Total Origins                           |               |     |
|-----------------------------------------|---------------|-----|
| Golden Gate                             | 152,075       |     |
|                                         |               |     |
| Trip Purpose Breakdown                  |               | %   |
| commercial                              | 5,340         | 4%  |
| eat                                     | 13,558        | 9%  |
| home                                    | 45,772        | 30% |
| lodging                                 | 897           | 1%  |
| maintenance                             | 5,455         | 4%  |
| other_activity_type                     | 3,072         | 2%  |
| recreation                              | 4,877         | 3%  |
| region_departure                        | 33            | 0%  |
| school                                  | 8,412         | 6%  |
| shop                                    | 27,431        | 18% |
| social                                  | 10,458        | 7%  |
| work                                    | 26,770        | 18% |
|                                         |               |     |
| Land Use Breakdown                      | (Origin)      | %   |
| agriculture                             | 35            | 0%  |
| civic_institutional                     | 1,039         | 1%  |
| education                               | 8,851         | 6%  |
| industrial                              | 70            | 0%  |
| mixed_use                               | 24,294        | 16% |
| multi_family                            | 19,586        | 13% |
| non_retail_attraction                   | 2,862         | 2%  |
| office                                  | 7,889         | 5%  |
| open_space                              | 673           | 0%  |
| other                                   | 19            | 0%  |
| retail                                  | 28,836        | 19% |
| single_family                           | 52,231        | 34% |
| transportation_utilities                | 350           | 0%  |
| unknown                                 | 5,340         | 4%  |
|                                         |               |     |
| Land Use Breakdown                      | (Destination) | %   |
| agriculture                             | 78            | 0%  |
| civic_institutional                     | 1,974         | 1%  |
| education                               | 11,829        | 8%  |
| healthcare                              | 1,112         | 1%  |
| industrial                              | 703           | 0%  |
| mixed_use                               | 26,347        | 17% |
| multi_family                            | 9,526         | 6%  |
| non_retail_attraction                   | 5,291         | 3%  |
| office                                  | 12,061        | 8%  |
| open_space                              | 592           | 0%  |
| other                                   | 33            | 0%  |
| retail                                  | 35,789        | 24% |
| single_family                           | 40,497        | 27% |
| transportation_utilities                | 903           | 1%  |
| unknown                                 | 5,340         | 4%  |
|                                         |               |     |
| Ratio of Trip Takers who live in Origin |               | %   |
| Live in Custom Origin                   | 107,589       | 71% |
| Do not live in Custom Origin            | 36,611        | 24% |
| Unknown                                 | 7,875         | 5%  |

| Golden Gate Size                         |          |     |
|------------------------------------------|----------|-----|
| Square Miles                             | 14.90    |     |
| Acres                                    | 9,538.50 |     |
|                                          |          |     |
| Planning Community Destination Breakdown |          | %   |
| Ave Maria                                | 318      | 0%  |
| Bayshore                                 | 33       | 0%  |
| Big Cypress                              | 36       | 0%  |
| Bonita Springs                           | 2,092    | 1%  |
| Buckingham                               | 4        | 0%  |
| Burnt Store                              | 2        | 0%  |
| Cape Coral                               | 446      | 0%  |
| Captiva                                  | 1        | 0%  |
| Central Naples                           | 9,852    | 6%  |
| City of Marco                            | 2,160    | 1%  |
| City of Naples                           | 11,293   | 7%  |
| Corkscrew                                | 80       | 0%  |
| Daniels Parkway                          | 73       | 0%  |
| East Naples                              | 9,330    | 6%  |
| Estero                                   | 932      | 1%  |
| Everglades City                          | 64       | 0%  |
| Fort Myers                               | 907      | 1%  |
| Fort Myers Beach                         | 41       | 0%  |
| Fort Myers Shores                        | 58       | 0%  |
| Gateway/Airport                          | 171      | 0%  |
| Golden Gate                              | 64,162   | 42% |
| Heritage Bay                             | 231      | 0%  |
| Immokalee                                | 509      | 0%  |
| Iona/McGregor                            | 146      | 0%  |
| Lehigh Acres                             | 507      | 0%  |
| Marco                                    | 93       | 0%  |
| North Fort Myers                         | 130      | 0%  |
| North Naples                             | 14,329   | 9%  |
| Northeast Lee County                     | 48       | 0%  |
| Orange Tree                              | 741      | 0%  |
| Pine Island                              | 3        | 0%  |
| Royal Fakapalm                           | 569      | 0%  |
| Rural Estates                            | 8,973    | 6%  |
| San Carlos                               | 943      | 1%  |
| Sanibel                                  | 23       | 0%  |
| South Fort Myers                         | 706      | 0%  |
| South Naples                             | 12,256   | 8%  |
| Southeast Lee County                     | 72       | 0%  |
| Urban Estates                            | 9,729    | 6%  |
|                                          |          |     |
| Primary Mode                             |          | %   |
| auto_passenger                           | 31,489   | 21% |
| biking                                   | 1,289    | 1%  |
| commercial                               | 5,340    | 4%  |
| on_demand_auto                           | 1,017    | 1%  |
| other_travel_mode                        | 1,487    | 1%  |
| private_auto                             | 99,319   | 65% |
| public_transit                           | 510      | 0%  |
| walking                                  | 11,624   | 8%  |

| Trip Density                 |           |    |
|------------------------------|-----------|----|
| Trips per Square Mile        | 10,206.38 |    |
| Trips per Acre               | 15.94     |    |
|                              |           |    |
| Start Time Breakdown by Hour |           | %  |
| 12:00 AM                     | 62        | 0% |
| 1:00 AM                      | 31        | 0% |
| 2:00 AM                      | 30        | 0% |
| 3:00 AM                      | 939       | 1% |
| 4:00 AM                      | 776       | 1% |
| 5:00 AM                      | 2,249     | 1% |
| 6:00 AM                      | 6,460     | 4% |
| 7:00 AM                      | 13,701    | 9% |
| 8:00 AM                      | 11,210    | 7% |
| 9:00 AM                      | 7,339     | 5% |
| 10:00 AM                     | 7,079     | 5% |
| 11:00 AM                     | 8,791     | 6% |
| 12:00 PM                     | 8,431     | 6% |
| 1:00 PM                      | 9,019     | 6% |
| 2:00 PM                      | 10,772    | 7% |
| 3:00 PM                      | 12,284    | 8% |
| 4:00 PM                      | 10,061    | 7% |
| 5:00 PM                      | 10,811    | 7% |
| 6:00 PM                      | 10,345    | 7% |
| 7:00 PM                      | 8,761     | 6% |
| 8:00 PM                      | 6,316     | 4% |
| 9:00 PM                      | 3,599     | 2% |
| 10:00 PM                     | 2,065     | 1% |
| 11:00 PM                     | 944       | 1% |

| Average Trip Distance/Duration        |        |            |
|---------------------------------------|--------|------------|
| Miles                                 | 6.60   |            |
| Minutes                               | 13.03  |            |
|                                       |        |            |
| Peak Times # of daily trips           |        | % of total |
| 6 - 9 AM                              | 31,371 | 21%        |
| 4 - 7 PM                              | 31,217 | 21%        |
| Total Peak                            | 62,588 | 41%        |
|                                       |        |            |
| Day vs Night Breakdown                |        | %          |
| Morning                               | 58,667 | 39%        |
| Afternoon                             | 93,408 | 61%        |
|                                       |        |            |
| Work Trips                            |        |            |
| Avg Distance (Miles)                  | 8.61   |            |
| Avg Duration (Minutes)                | 16.38  |            |
| % Crossing County Lines               | 6%     |            |
|                                       |        |            |
| Trips Under 3 Miles                   |        | % of total |
|                                       | 78,640 | 52%        |
|                                       |        |            |
| Residential Origins Per Dwelling Unit |        |            |
| mixed_use                             | 1.08   |            |
| multi_family                          | 0.87   |            |
| single_family                         | 2.31   |            |
| Total                                 | 4.25   |            |



| Total Origins          |        |         |
|------------------------|--------|---------|
| Heritage Bay           | 12,352 |         |
|                        |        |         |
| Trip Purpose Breakdown |        | Percent |
| commercial             | 439    | 4%      |
| eat                    | 1,173  | 9%      |
| home                   | 4,995  | 40%     |
| lodging                | 9      | 0%      |
| maintenance            | 396    | 3%      |
| other_activity_type    | 209    | 2%      |
| recreation             | 867    | 7%      |
| region_departure       | 3      | 0%      |
| school                 | 210    | 2%      |
| shop                   | 2,020  | 16%     |
| social                 | 954    | 8%      |
| work                   | 1,077  | 9%      |

| Land Use Breakdown       | (Destination) | Percent |
|--------------------------|---------------|---------|
| agriculture              | 18            | 0%      |
| civic_institutional      | 62            | 1%      |
| education                | 353           | 3%      |
| healthcare               | 59            | 0%      |
| industrial               | 48            | 0%      |
| mixed_use                | 2,164         | 18%     |
| multi_family             | 385           | 3%      |
| non_retail_attraction    | 664           | 5%      |
| office                   | 625           | 5%      |
| open_space               | 15            | 0%      |
| other                    | 3             | 0%      |
| retail                   | 2,596         | 21%     |
| single_family            | 4,890         | 40%     |
| transportation_utilities | 31            | 0%      |
| unknown                  | 439           | 4%      |

| Land Use Breakdown       | (Origin) | Percent |
|--------------------------|----------|---------|
| agriculture              | 18       | 0%      |
| healthcare               | 218      | 2%      |
| mixed_use                | 1,544    | 13%     |
| non_retail_attraction    | 1,342    | 11%     |
| office                   | 56       | 0%      |
| other                    | 1        | 0%      |
| retail                   | 5,049    | 41%     |
| single_family            | 3,661    | 30%     |
| transportation_utilities | 24       | 0%      |
| unknown                  | 439      | 4%      |

| Ratio of Trip Takers who live in Origin |       |     | Percent |
|-----------------------------------------|-------|-----|---------|
| Live in Custom Origin                   | 5,779 | 47% |         |
| Do not live in Custom Origin            | 6,092 | 49% |         |
| Unknown                                 | 481   | 4%  |         |

| Heritage Bay Size |          |  |
|-------------------|----------|--|
| Square Miles      | 8.02     |  |
| Acres             | 5,132.96 |  |

| Planned Community Destination Breakdown |       | %   |  |
|-----------------------------------------|-------|-----|--|
| Ave Maria                               | 264   | 2%  |  |
| Bonita Springs                          | 608   | 5%  |  |
| Buckingham                              | 4     | 0%  |  |
| Burnt Store                             | 1     | 0%  |  |
| Cape Coral                              | 161   | 1%  |  |
| Central Naples                          | 260   | 2%  |  |
| City of Marco                           | 10    | 0%  |  |
| City of Naples                          | 205   | 2%  |  |
| Corkscrew                               | 36    | 0%  |  |
| Daniels Parkway                         | 2     | 0%  |  |
| East Naples                             | 100   | 1%  |  |
| Estero                                  | 53    | 0%  |  |
| Fort Myers                              | 104   | 1%  |  |
| Fort Myers Beach                        | 3     | 0%  |  |
| Fort Myers Shores                       | 8     | 0%  |  |
| Gateway/Airport                         | 26    | 0%  |  |
| Golden Gate                             | 245   | 2%  |  |
| Heritage Bay                            | 4,091 | 33% |  |
| Immokalee                               | 214   | 2%  |  |
| Iona/McGregor                           | 3     | 0%  |  |
| Lehigh Acres                            | 97    | 1%  |  |
| Marco                                   | 3     | 0%  |  |
| North Fort Myers                        | 18    | 0%  |  |
| North Naples                            | 903   | 7%  |  |
| Northeast Lee County                    | 4     | 0%  |  |
| Orange Tree                             | 383   | 3%  |  |
| Royal Fakapalm                          | 10    | 0%  |  |
| Rural Estates                           | 1,921 | 16% |  |
| San Carlos                              | 65    | 1%  |  |
| South Fort Myers                        | 53    | 0%  |  |
| South Naples                            | 193   | 2%  |  |
| Southeast Lee County                    | 56    | 0%  |  |
| Urban Estates                           | 2,248 | 18% |  |

| Primary Mode      |       | %   |  |
|-------------------|-------|-----|--|
| auto_passenger    | 1,728 | 14% |  |
| biking            | 148   | 1%  |  |
| commercial        | 439   | 4%  |  |
| on_demand_auto    | 23    | 0%  |  |
| other_travel_mode | 835   | 7%  |  |
| private_auto      | 8,051 | 65% |  |
| public_transit    | 7     | 0%  |  |
| walking           | 1,121 | 9%  |  |

| Trip Density          |          |  |
|-----------------------|----------|--|
| Trips per Square Mile | 1,540.15 |  |
| Trips per Acre        | 2.41     |  |

| Start Time Breakdown by Hour |       | %  |  |
|------------------------------|-------|----|--|
| 12:00 AM                     | 6     | 0% |  |
| 1:00 AM                      | 7     | 0% |  |
| 2:00 AM                      | -     | 0% |  |
| 3:00 AM                      | 16    | 0% |  |
| 4:00 AM                      | 29    | 0% |  |
| 5:00 AM                      | 89    | 1% |  |
| 6:00 AM                      | 245   | 2% |  |
| 7:00 AM                      | 503   | 4% |  |
| 8:00 AM                      | 659   | 5% |  |
| 9:00 AM                      | 623   | 5% |  |
| 10:00 AM                     | 680   | 6% |  |
| 11:00 AM                     | 877   | 7% |  |
| 12:00 PM                     | 918   | 7% |  |
| 1:00 PM                      | 991   | 8% |  |
| 2:00 PM                      | 942   | 8% |  |
| 3:00 PM                      | 1,013 | 8% |  |
| 4:00 PM                      | 888   | 7% |  |
| 5:00 PM                      | 822   | 7% |  |
| 6:00 PM                      | 919   | 7% |  |
| 7:00 PM                      | 782   | 6% |  |
| 8:00 PM                      | 628   | 5% |  |
| 9:00 PM                      | 397   | 3% |  |
| 10:00 PM                     | 218   | 2% |  |
| 11:00 PM                     | 100   | 1% |  |

| Average Trip Distance/Duration |       |  |
|--------------------------------|-------|--|
| Miles                          | 7.46  |  |
| Minutes                        | 17.16 |  |

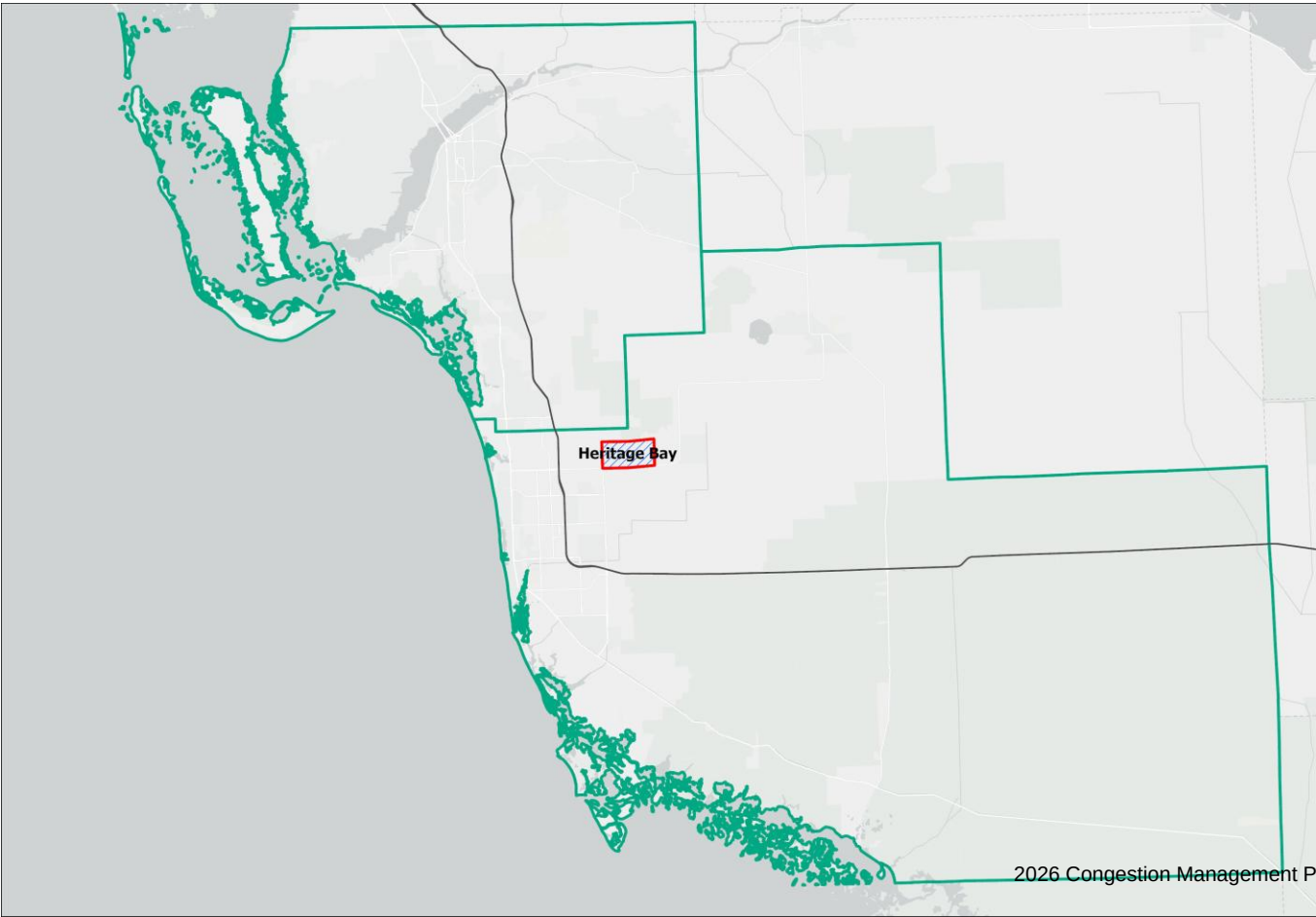
| Peak Times # of daily trips |       | % of total |  |
|-----------------------------|-------|------------|--|
| 6 - 9 AM                    | 1,407 | 11%        |  |
| 4 - 7 PM                    | 2,629 | 21%        |  |
| Total Peak                  | 4,036 | 33%        |  |

| Day vs Night Breakdown |       | % of total |  |
|------------------------|-------|------------|--|
| Morning                | 3,734 | 30%        |  |
| Afternoon              | 8,618 | 70%        |  |

| Work Trips              |       |  |
|-------------------------|-------|--|
| Avg Distance (Miles)    | 10.05 |  |
| Avg Duration (Minutes)  | 19.79 |  |
| % Crossing County Lines | 8%    |  |

| Trips Under 3 Miles |       | % of total |  |
|---------------------|-------|------------|--|
|                     | 4,977 | 40%        |  |

| Residential Origins Per Dwelling Unit |      |  |
|---------------------------------------|------|--|
| mixed_use                             | 0.70 |  |
| multi_family                          | 0.12 |  |
| single_family                         | 1.58 |  |
| Total                                 | 2.41 |  |

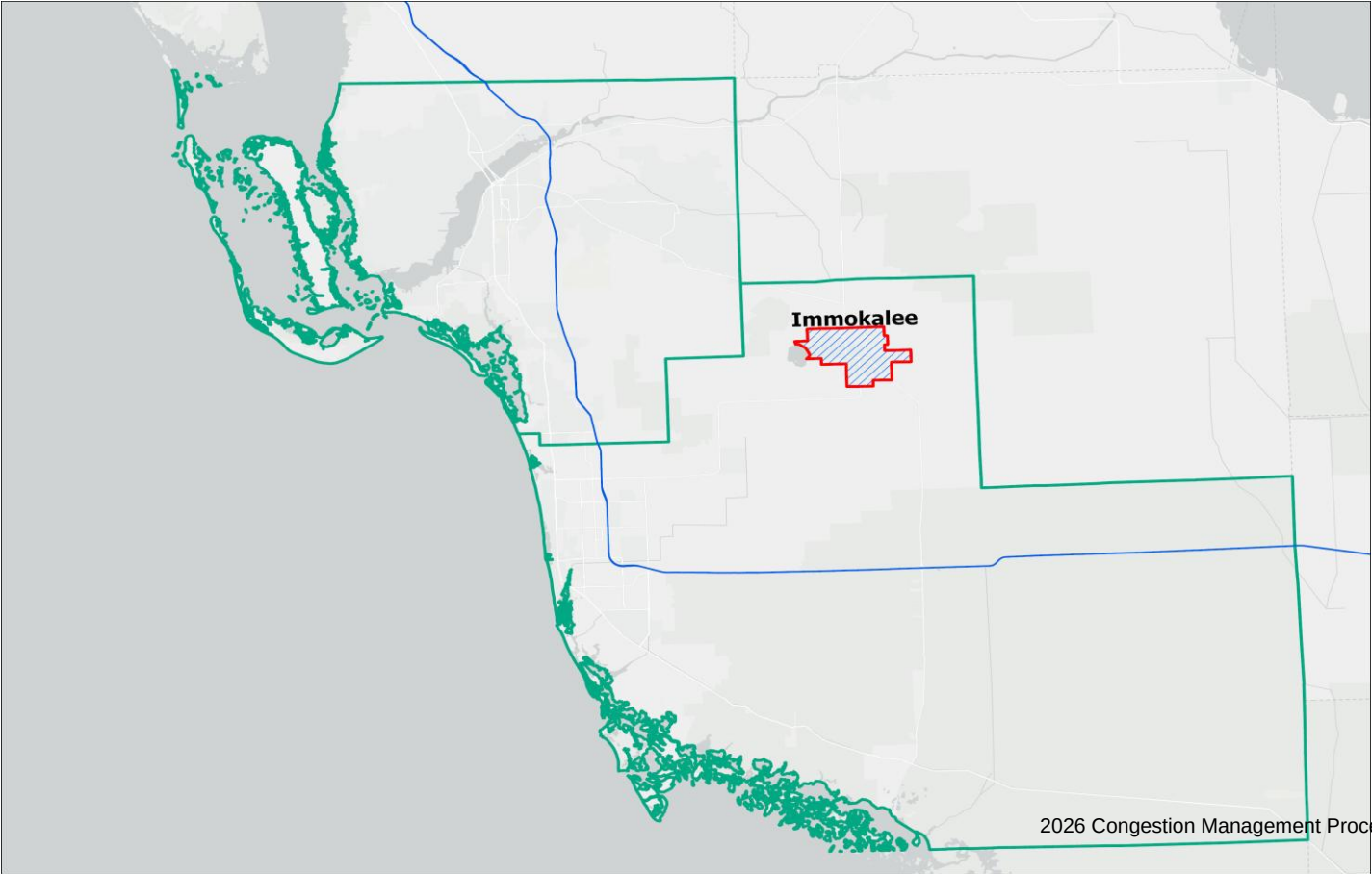


| Total Origins                           |               |     |
|-----------------------------------------|---------------|-----|
| Immokalee                               | 92,403        |     |
|                                         |               |     |
| Trip Purpose Breakdown                  |               | %   |
| commercial                              | 2,263         | 2%  |
| eat                                     | 6,188         | 7%  |
| home                                    | 32,977        | 36% |
| lodging                                 | 78            | 0%  |
| maintenance                             | 2,998         | 3%  |
| other_activity_type                     | 1,935         | 2%  |
| recreation                              | 2,047         | 2%  |
| region_departure                        | 3             | 0%  |
| school                                  | 6,319         | 7%  |
| shop                                    | 15,453        | 17% |
| social                                  | 7,978         | 9%  |
| work                                    | 14,164        | 15% |
|                                         |               |     |
| Land Use Breakdown                      | (Origin)      | %   |
| agriculture                             | 391           | 0%  |
| civic_institutional                     | 1,859         | 2%  |
| education                               | 9,615         | 10% |
| healthcare                              | 126           | 0%  |
| industrial                              | 350           | 0%  |
| mixed_use                               | 8,402         | 9%  |
| multi_family                            | 6,603         | 7%  |
| non_retail_attraction                   | 1,042         | 1%  |
| office                                  | 3,947         | 4%  |
| open_space                              | 356           | 0%  |
| other                                   | 8             | 0%  |
| retail                                  | 22,213        | 24% |
| single_family                           | 34,541        | 37% |
| transportation_utilities                | 687           | 1%  |
| unknown                                 | 2,263         | 2%  |
|                                         |               |     |
| Land Use Breakdown                      | (Destination) | %   |
| agriculture                             | 1,166         | 1%  |
| civic_institutional                     | 1,430         | 2%  |
| education                               | 9,505         | 10% |
| healthcare                              | 272           | 0%  |
| industrial                              | 453           | 0%  |
| mixed_use                               | 9,010         | 10% |
| multi_family                            | 5,439         | 6%  |
| non_retail_attraction                   | 1,704         | 2%  |
| office                                  | 4,480         | 5%  |
| open_space                              | 299           | 0%  |
| other                                   | 10            | 0%  |
| retail                                  | 21,927        | 24% |
| single_family                           | 33,638        | 36% |
| transportation_utilities                | 807           | 1%  |
| unknown                                 | 2,263         | 2%  |
|                                         |               |     |
| Ratio of Trip Takers who live in Origin |               | %   |
| Live in Custom Origin                   | 75,699        | 82% |
| Do not live in Custom Origin            | 14,084        | 15% |
| Unknown                                 | 2,620         | 3%  |

| Immokalee Size                           |           |     |
|------------------------------------------|-----------|-----|
| Square Miles                             | 26.59     |     |
| Acres                                    | 17,017.51 |     |
|                                          |           |     |
| Planning Community Destination Breakdown |           | %   |
| Ave Maria                                | 2,717     | 3%  |
| Bayshore                                 | 5         | 0%  |
| Big Cypress                              | 63        | 0%  |
| Bonita Springs                           | 343       | 0%  |
| Buckingham                               | 15        | 0%  |
| Burnt Store                              | 33        | 0%  |
| Cape Coral                               | 178       | 0%  |
| Central Naples                           | 680       | 1%  |
| City of Marco                            | 217       | 0%  |
| City of Naples                           | 851       | 1%  |
| Corkscrew                                | 2,154     | 2%  |
| Daniels Parkway                          | 22        | 0%  |
| East Naples                              | 576       | 1%  |
| Estero                                   | 430       | 0%  |
| Everglades City                          | 11        | 0%  |
| Fort Myers                               | 1,206     | 1%  |
| Fort Myers Beach                         | 13        | 0%  |
| Fort Myers Shores                        | 184       | 0%  |
| Gateway/Airport                          | 210       | 0%  |
| Golden Gate                              | 468       | 1%  |
| Heritage Bay                             | 262       | 0%  |
| Immokalee                                | 71,451    | 77% |
| Iona/McGregor                            | 130       | 0%  |
| Lehigh Acres                             | 2,564     | 3%  |
| Marco                                    | 5         | 0%  |
| North Fort Myers                         | 109       | 0%  |
| North Naples                             | 1,365     | 1%  |
| Northeast Lee County                     | 11        | 0%  |
| Orange Tree                              | 322       | 0%  |
| Pine Island                              | 2         | 0%  |
| Royal Fakapalm                           | 100       | 0%  |
| Rural Estates                            | 3,024     | 3%  |
| San Carlos                               | 457       | 0%  |
| Sanibel                                  | 9         | 0%  |
| South Fort Myers                         | 538       | 1%  |
| South Naples                             | 620       | 1%  |
| Southeast Lee County                     | 143       | 0%  |
| Urban Estates                            | 914       | 1%  |
|                                          |           |     |
| Primary Mode                             |           | %   |
| auto_passenger                           | 21,196    | 23% |
| biking                                   | 882       | 1%  |
| commercial                               | 2,263     | 2%  |
| on_demand_auto                           | 174       | 0%  |
| other_travel_mode                        | 1,469     | 2%  |
| private_auto                             | 53,436    | 58% |
| public_transit                           | 240       | 0%  |
| walking                                  | 12,743    | 14% |

| Trip Density                 |          |     |
|------------------------------|----------|-----|
| Trips per Square Mile        | 3,475.12 |     |
| Trips per Acre               | 5.43     |     |
|                              |          |     |
| Start Time Breakdown by Hour |          | %   |
| 12:00 AM                     | 56       | 0%  |
| 1:00 AM                      | 26       | 0%  |
| 2:00 AM                      | 42       | 0%  |
| 3:00 AM                      | 564      | 1%  |
| 4:00 AM                      | 355      | 0%  |
| 5:00 AM                      | 1,042    | 1%  |
| 6:00 AM                      | 2,945    | 3%  |
| 7:00 AM                      | 7,986    | 9%  |
| 8:00 AM                      | 6,710    | 7%  |
| 9:00 AM                      | 4,401    | 5%  |
| 10:00 AM                     | 3,884    | 4%  |
| 11:00 AM                     | 5,091    | 6%  |
| 12:00 PM                     | 5,112    | 6%  |
| 1:00 PM                      | 5,101    | 6%  |
| 2:00 PM                      | 7,180    | 8%  |
| 3:00 PM                      | 9,302    | 10% |
| 4:00 PM                      | 6,815    | 7%  |
| 5:00 PM                      | 6,693    | 7%  |
| 6:00 PM                      | 5,915    | 6%  |
| 7:00 PM                      | 5,209    | 6%  |
| 8:00 PM                      | 3,825    | 4%  |
| 9:00 PM                      | 2,296    | 2%  |
| 10:00 PM                     | 1,206    | 1%  |
| 11:00 PM                     | 647      | 1%  |

| Average Trip Distance/Duration        |        |            |
|---------------------------------------|--------|------------|
| Miles                                 | 7.32   |            |
| Minutes                               | 13.09  |            |
|                                       |        |            |
| Peak Times # of daily trips           |        | % of total |
| 6 - 9 AM                              | 17,641 | 19%        |
| 4 - 7 PM                              | 19,423 | 21%        |
| Total Peak                            | 37,064 | 40%        |
|                                       |        |            |
| Day vs Night Breakdown                |        | % of total |
| Morning                               | 33,102 | 36%        |
| Afternoon                             | 59,301 | 64%        |
|                                       |        |            |
| Work Trips                            |        |            |
| Avg Distance (Miles)                  | 14.92  |            |
| Avg Duration (Minutes)                | 22.72  |            |
| % Crossing County Lines               | 9%     |            |
|                                       |        |            |
| Trips Under 3 Miles                   |        | % of total |
|                                       | 60,437 | 65%        |
|                                       |        |            |
| Residential Origins Per Dwelling Unit |        |            |
| mixed_use                             | 1.29   |            |
| multi_family                          | 1.02   |            |
| single_family                         | 5.31   |            |
| Total                                 | 7.62   |            |



Total Origins

|       |       |
|-------|-------|
| Marco | 4,339 |
|-------|-------|

Trip Purpose Breakdown %

|                     |       |     |
|---------------------|-------|-----|
| commercial          | 321   | 7%  |
| eat                 | 580   | 13% |
| home                | 1,059 | 24% |
| lodging             | 21    | 0%  |
| maintenance         | 98    | 2%  |
| other_activity_type | 49    | 1%  |
| recreation          | 345   | 8%  |
| school              | 96    | 2%  |
| shop                | 933   | 22% |
| social              | 321   | 7%  |
| work                | 516   | 12% |

Land Use Breakdown (Origin) %

|                          |       |     |
|--------------------------|-------|-----|
| civic_institutional      | 102   | 2%  |
| industrial               | 5     | 0%  |
| mixed_use                | 759   | 17% |
| multi_family             | 511   | 12% |
| non_retail_attraction    | 160   | 4%  |
| office                   | 17    | 0%  |
| open_space               | 130   | 3%  |
| retail                   | 499   | 12% |
| single_family            | 1,825 | 42% |
| transportation_utilities | 10    | 0%  |
| unknown                  | 321   | 7%  |

Land Use Breakdown (Destination) %

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 3     | 0%  |
| civic_institutional      | 57    | 1%  |
| education                | 127   | 3%  |
| healthcare               | 21    | 0%  |
| industrial               | 11    | 0%  |
| mixed_use                | 962   | 22% |
| multi_family             | 158   | 4%  |
| non_retail_attraction    | 196   | 5%  |
| office                   | 222   | 5%  |
| open_space               | 27    | 1%  |
| other                    | 2     | 0%  |
| retail                   | 1,196 | 28% |
| single_family            | 1,008 | 23% |
| transportation_utilities | 28    | 1%  |
| unknown                  | 321   | 7%  |

Ratio of Trip Takers who live in Origin %

|                              |       |     |
|------------------------------|-------|-----|
| Live in Custom Origin        | 2,350 | 54% |
| Do not live in Custom Origin | 1,588 | 37% |
| Unknown                      | 401   | 9%  |

Marco Size

|              |           |
|--------------|-----------|
| Square Miles | 40.84     |
| Acres        | 26,136.62 |

Planning Community Destination Breakdown %

|                      |       |     |
|----------------------|-------|-----|
| Ave Maria            | 4     | 0%  |
| Big Cypress          | 1     | 0%  |
| Bonita Springs       | 23    | 1%  |
| Buckingham           | 1     | 0%  |
| Burnt Store          | 1     | 0%  |
| Cape Coral           | 15    | 0%  |
| Central Naples       | 49    | 1%  |
| City of Marco        | 1,992 | 46% |
| City of Naples       | 114   | 3%  |
| East Naples          | 345   | 8%  |
| Estero               | 8     | 0%  |
| Everglades City      | 1     | 0%  |
| Fort Myers           | 11    | 0%  |
| Fort Myers Shores    | 1     | 0%  |
| Gateway/Airport      | 2     | 0%  |
| Golden Gate          | 81    | 2%  |
| Heritage Bay         | 2     | 0%  |
| Immokalee            | 6     | 0%  |
| Iona/McGregor        | 1     | 0%  |
| Lehigh Acres         | 15    | 0%  |
| Marco                | 462   | 11% |
| North Fort Myers     | 5     | 0%  |
| North Naples         | 163   | 4%  |
| Orange Tree          | 4     | 0%  |
| Royal Fakapalm       | 26    | 1%  |
| Rural Estates        | 43    | 1%  |
| San Carlos           | 7     | 0%  |
| South Fort Myers     | 10    | 0%  |
| South Naples         | 888   | 20% |
| Southeast Lee County | 2     | 0%  |
| Urban Estates        | 55    | 1%  |

Primary Mode %

|                   |       |     |
|-------------------|-------|-----|
| auto_passenger    | 410   | 9%  |
| biking            | 55    | 1%  |
| commercial        | 321   | 7%  |
| on_demand_auto    | 21    | 0%  |
| other_travel_mode | 145   | 3%  |
| private_auto      | 3,124 | 72% |
| walking           | 263   | 6%  |

Trip Density

|                       |        |
|-----------------------|--------|
| Trips per Square Mile | 106.25 |
| Trips per Acre        | 0.17   |

Start Time Breakdown by Hour %

|          |     |    |
|----------|-----|----|
| 12:00 AM | -   | 0% |
| 1:00 AM  | 1   | 0% |
| 2:00 AM  | -   | 0% |
| 3:00 AM  | 9   | 0% |
| 4:00 AM  | 25  | 1% |
| 5:00 AM  | 64  | 1% |
| 6:00 AM  | 150 | 3% |
| 7:00 AM  | 283 | 7% |
| 8:00 AM  | 259 | 6% |
| 9:00 AM  | 255 | 6% |
| 10:00 AM | 234 | 5% |
| 11:00 AM | 259 | 6% |
| 12:00 PM | 321 | 7% |
| 1:00 PM  | 331 | 8% |
| 2:00 PM  | 317 | 7% |
| 3:00 PM  | 316 | 7% |
| 4:00 PM  | 340 | 8% |
| 5:00 PM  | 356 | 8% |
| 6:00 PM  | 356 | 8% |
| 7:00 PM  | 207 | 5% |
| 8:00 PM  | 135 | 3% |
| 9:00 PM  | 62  | 1% |
| 10:00 PM | 38  | 1% |
| 11:00 PM | 21  | 0% |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 9.01  |
| Minutes | 17.08 |

Peak Times # of daily trips % of total

|            |       |     |
|------------|-------|-----|
| 6 - 9 AM   | 692   | 16% |
| 4 - 7 PM   | 1,052 | 24% |
| Total Peak | 1,744 | 40% |

Day vs Night Breakdown %

|           |       |     |
|-----------|-------|-----|
| Morning   | 1,539 | 35% |
| Afternoon | 2,800 | 65% |

Work Trips

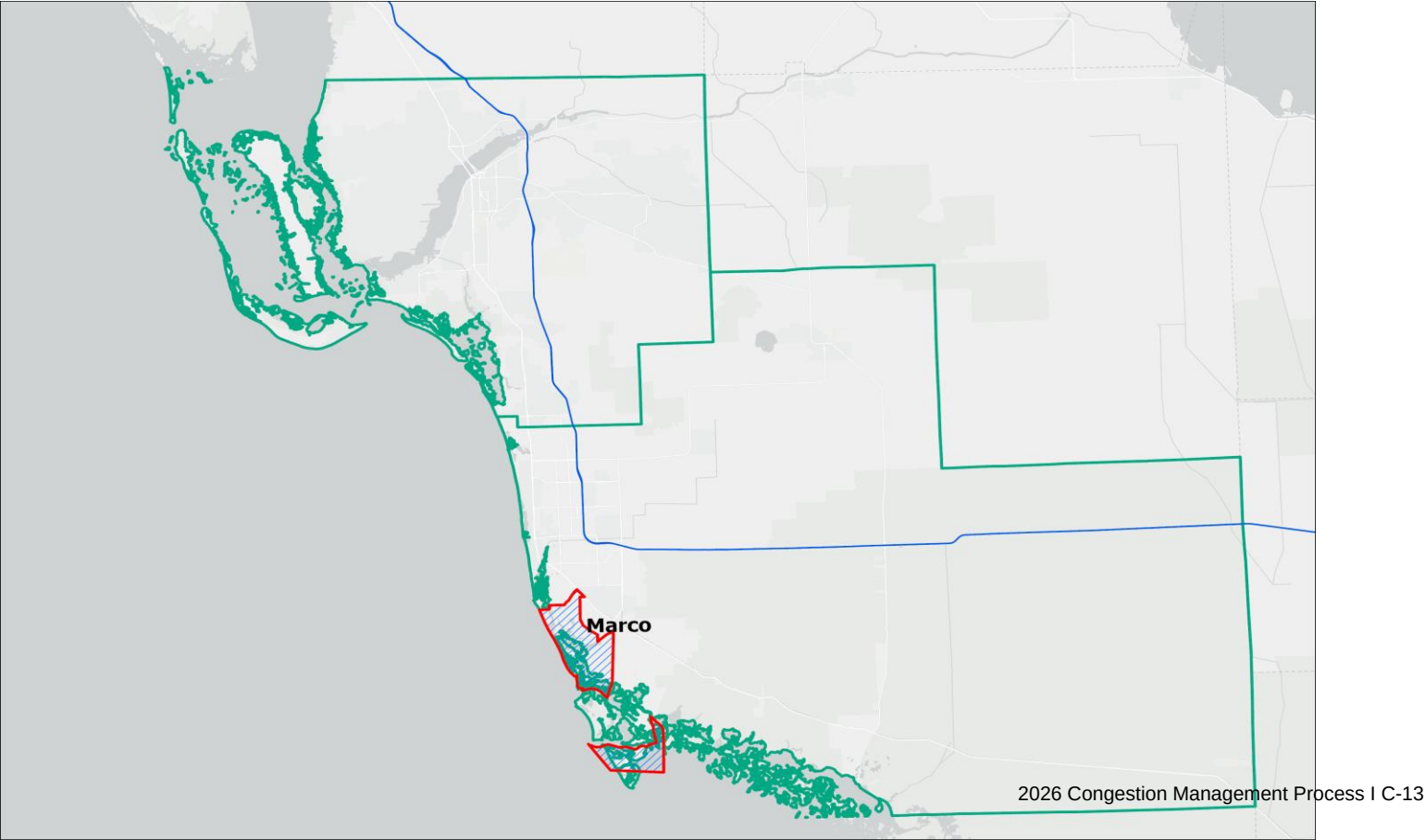
|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 12.53 |
| Avg Duration (Minutes)  | 20.85 |
| % Crossing County Lines | 3%    |

Trips Under 3 Miles % of total

|     |     |
|-----|-----|
| 643 | 15% |
|-----|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 0.30 |
| multi_family  | 0.20 |
| single_family | 0.71 |
| Total         | 1.21 |





Total Origins

|             |        |
|-------------|--------|
| Orange Tree | 22,643 |
|-------------|--------|

Trip Purpose Breakdown

Percent

|                     |       |     |
|---------------------|-------|-----|
| commercial          | 1,102 | 5%  |
| eat                 | 1,469 | 6%  |
| home                | 9,324 | 41% |
| lodging             | 50    | 0%  |
| maintenance         | 615   | 3%  |
| other_activity_type | 659   | 3%  |
| recreation          | 656   | 3%  |
| school              | 1,212 | 5%  |
| shop                | 3,273 | 14% |
| social              | 1,599 | 7%  |
| work                | 2,684 | 12% |

Land Use Breakdown

(Destination)

Percent

|                          |        |     |
|--------------------------|--------|-----|
| agriculture              | 45     | 0%  |
| civic_institutional      | 268    | 1%  |
| education                | 1,940  | 9%  |
| healthcare               | 161    | 1%  |
| industrial               | 108    | 0%  |
| mixed_use                | 2,772  | 12% |
| multi_family             | 324    | 1%  |
| non_retail_attraction    | 714    | 3%  |
| office                   | 1,116  | 5%  |
| open_space               | 34     | 0%  |
| other                    | 1      | 0%  |
| retail                   | 3,852  | 17% |
| single_family            | 10,158 | 45% |
| transportation_utilities | 48     | 0%  |
| unknown                  | 1,102  | 5%  |

Land Use Breakdown

(Origin)

Percent

|                          |       |     |
|--------------------------|-------|-----|
| agriculture              | 10    | 0%  |
| education                | 4,746 | 21% |
| industrial               | 10    | 0%  |
| mixed_use                | 2,430 | 11% |
| non_retail_attraction    | 592   | 3%  |
| office                   | 1,342 | 6%  |
| retail                   | 3,684 | 16% |
| single_family            | 8,719 | 39% |
| transportation_utilities | 8     | 0%  |
| unknown                  | 1,102 | 5%  |

Ratio of Trip Takers who live in Origin

Percent

|                              |        |     |
|------------------------------|--------|-----|
| Live in Custom Origin        | 10,862 | 48% |
| Do not live in Custom Origin | 10,538 | 47% |
| Unknown                      | 1,243  | 5%  |

Orange Tree Size

|              |          |
|--------------|----------|
| Square Miles | 4.43     |
| Acres        | 2,832.94 |

Planned Community Destination Breakdown

%

|                      |       |     |
|----------------------|-------|-----|
| Ave Maria            | 603   | 3%  |
| Bayshore             | 2     | 0%  |
| Big Cypress          | 14    | 0%  |
| Bonita Springs       | 294   | 1%  |
| Buckingham           | 1     | 0%  |
| Burnt Store          | 1     | 0%  |
| Cape Coral           | 120   | 1%  |
| Central Naples       | 553   | 2%  |
| City of Marco        | 86    | 0%  |
| City of Naples       | 819   | 4%  |
| Corkscrew            | 167   | 1%  |
| Daniels Parkway      | 19    | 0%  |
| East Naples          | 311   | 1%  |
| Estero               | 93    | 0%  |
| Fort Myers           | 119   | 1%  |
| Fort Myers Beach     | 3     | 0%  |
| Fort Myers Shores    | 9     | 0%  |
| Gateway/Airport      | 44    | 0%  |
| Golden Gate          | 819   | 4%  |
| Heritage Bay         | 388   | 2%  |
| Immokalee            | 292   | 1%  |
| Iona/McGregor        | 2     | 0%  |
| Lehigh Acres         | 78    | 0%  |
| Marco                | 8     | 0%  |
| North Fort Myers     | 40    | 0%  |
| North Naples         | 1,466 | 6%  |
| Northeast Lee County | 3     | 0%  |
| Orange Tree          | 6,575 | 29% |
| Royal Fakapalm       | 40    | 0%  |
| Rural Estates        | 7,146 | 32% |
| San Carlos           | 82    | 0%  |
| Sanibel              | 15    | 0%  |
| South Fort Myers     | 82    | 0%  |
| South Naples         | 586   | 3%  |
| Southeast Lee County | 31    | 0%  |
| Urban Estates        | 1,729 | 8%  |

Primary Mode

%

|                   |        |     |
|-------------------|--------|-----|
| auto_passenger    | 5,417  | 24% |
| biking            | 169    | 1%  |
| commercial        | 1,102  | 5%  |
| on_demand_auto    | 58     | 0%  |
| other_travel_mode | 217    | 1%  |
| private_auto      | 13,852 | 61% |
| public_transit    | 11     | 0%  |
| walking           | 1,817  | 8%  |

Trip Density

|                       |          |
|-----------------------|----------|
| Trips per Square Mile | 5,115.91 |
| Trips per Acre        | 7.99     |

Start Time Breakdown by Hour

%

|          |       |     |
|----------|-------|-----|
| 12:00 AM | 21    | 0%  |
| 1:00 AM  | 8     | 0%  |
| 2:00 AM  | 7     | 0%  |
| 3:00 AM  | 65    | 0%  |
| 4:00 AM  | 96    | 0%  |
| 5:00 AM  | 260   | 1%  |
| 6:00 AM  | 903   | 4%  |
| 7:00 AM  | 1,612 | 7%  |
| 8:00 AM  | 1,358 | 6%  |
| 9:00 AM  | 1,169 | 5%  |
| 10:00 AM | 1,067 | 5%  |
| 11:00 AM | 1,189 | 5%  |
| 12:00 PM | 1,164 | 5%  |
| 1:00 PM  | 1,238 | 5%  |
| 2:00 PM  | 2,170 | 10% |
| 3:00 PM  | 2,948 | 13% |
| 4:00 PM  | 1,823 | 8%  |
| 5:00 PM  | 1,568 | 7%  |
| 6:00 PM  | 1,313 | 6%  |
| 7:00 PM  | 1,127 | 5%  |
| 8:00 PM  | 706   | 3%  |
| 9:00 PM  | 408   | 2%  |
| 10:00 PM | 320   | 1%  |
| 11:00 PM | 103   | 0%  |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 9.46  |
| Minutes | 17.57 |

Peak Times # of daily trips

% of total

|            |       |     |
|------------|-------|-----|
| 6 - 9 AM   | 3,873 | 17% |
| 4 - 7 PM   | 4,704 | 21% |
| Total Peak | 8,577 | 38% |

Day vs Night Breakdown

% of total

|           |        |     |
|-----------|--------|-----|
| Morning   | 7,755  | 34% |
| Afternoon | 14,888 | 66% |

Work Trips

|                         |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 17.03 |
| Avg Duration (Minutes)  | 28.04 |
| % Crossing County Lines | 9%    |

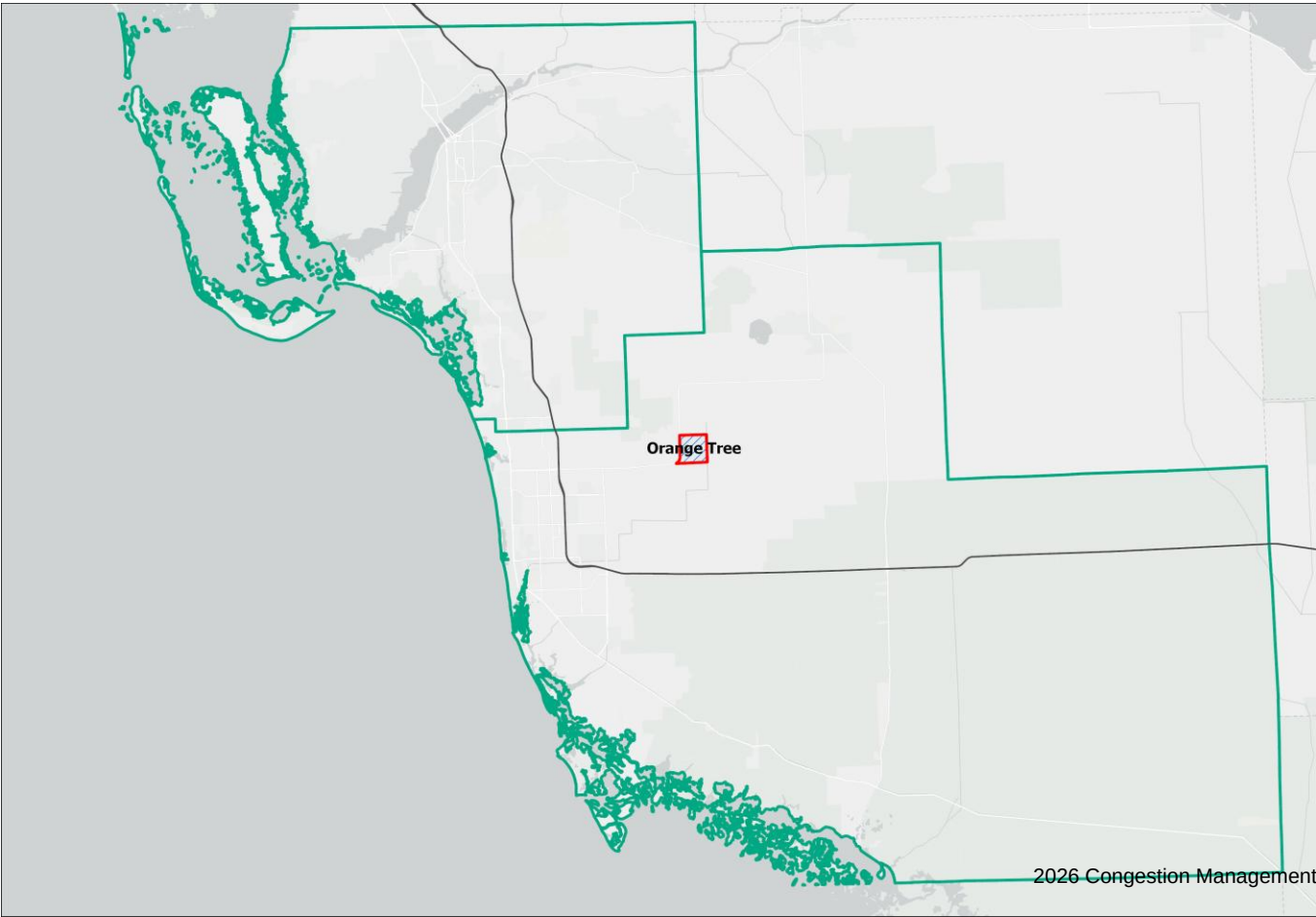
Trips Under 3 Miles

% of total

|  |       |     |
|--|-------|-----|
|  | 6,866 | 30% |
|--|-------|-----|

Residential Origins Per Dwelling Unit

|               |      |
|---------------|------|
| mixed_use     | 0.76 |
| multi_family  | 0.09 |
| single_family | 2.80 |
| Total         | 3.65 |



Total Origins

|                |        |
|----------------|--------|
| Royal Fakapalm | 10,095 |
|----------------|--------|

| Trip Purpose Breakdown | %     |     |
|------------------------|-------|-----|
| commercial             | 1,236 | 12% |
| eat                    | 1,003 | 10% |
| home                   | 1,726 | 17% |
| lodging                | 38    | 0%  |
| maintenance            | 377   | 4%  |
| other_activity_type    | 155   | 2%  |
| recreation             | 773   | 8%  |
| region_departure       | 1     | 0%  |
| school                 | 596   | 6%  |
| shop                   | 1,978 | 20% |
| social                 | 1,007 | 10% |
| work                   | 1,205 | 12% |

| Land Use Breakdown       | (Origin) | %   |
|--------------------------|----------|-----|
| agriculture              | 47       | 0%  |
| civic_institutional      | 588      | 6%  |
| industrial               | 39       | 0%  |
| mixed_use                | 3,190    | 32% |
| multi_family             | 103      | 1%  |
| non_retail_attraction    | 293      | 3%  |
| office                   | 28       | 0%  |
| open_space               | 54       | 1%  |
| other                    | 2        | 0%  |
| retail                   | 664      | 7%  |
| single_family            | 3,823    | 38% |
| transportation_utilities | 28       | 0%  |
| unknown                  | 1,236    | 12% |

| Land Use Breakdown       | (Destination) | %   |
|--------------------------|---------------|-----|
| agriculture              | 27            | 0%  |
| civic_institutional      | 183           | 2%  |
| education                | 690           | 7%  |
| healthcare               | 18            | 0%  |
| industrial               | 56            | 1%  |
| mixed_use                | 1,943         | 19% |
| multi_family             | 165           | 2%  |
| non_retail_attraction    | 552           | 5%  |
| office                   | 526           | 5%  |
| open_space               | 49            | 0%  |
| retail                   | 2,511         | 25% |
| single_family            | 2,106         | 21% |
| transportation_utilities | 33            | 0%  |
| unknown                  | 1,236         | 12% |

| Ratio of Trip Takers who live in Origin | %     |     |
|-----------------------------------------|-------|-----|
| Live in Custom Origin                   | 6,617 | 66% |
| Do not live in Custom Origin            | 2,108 | 21% |
| Unknown                                 | 1,370 | 14% |

Royal Fakapalm Size

|              |            |
|--------------|------------|
| Square Miles | 549.21     |
| Acres        | 351,491.40 |

| Planning Community Destination Breakdown | %     |     |
|------------------------------------------|-------|-----|
| Ave Maria                                | 36    | 0%  |
| Big Cypress                              | 105   | 1%  |
| Bonita Springs                           | 60    | 1%  |
| Buckingham                               | 2     | 0%  |
| Cape Coral                               | 6     | 0%  |
| Central Naples                           | 304   | 3%  |
| City of Marco                            | 434   | 4%  |
| City of Naples                           | 654   | 6%  |
| Corkscrew                                | 28    | 0%  |
| Daniels Parkway                          | 5     | 0%  |
| East Naples                              | 747   | 7%  |
| Estero                                   | 56    | 1%  |
| Everglades City                          | 585   | 6%  |
| Fort Myers                               | 112   | 1%  |
| Fort Myers Beach                         | 1     | 0%  |
| Fort Myers Shores                        | 6     | 0%  |
| Gateway/Airport                          | 56    | 1%  |
| Golden Gate                              | 440   | 4%  |
| Heritage Bay                             | 12    | 0%  |
| Immokalee                                | 99    | 1%  |
| Iona/McGregor                            | 13    | 0%  |
| Lehigh Acres                             | 25    | 0%  |
| Marco                                    | 30    | 0%  |
| North Fort Myers                         | 15    | 0%  |
| North Naples                             | 399   | 4%  |
| Orange Tree                              | 37    | 0%  |
| Royal Fakapalm                           | 2,165 | 21% |
| Rural Estates                            | 467   | 5%  |
| San Carlos                               | 22    | 0%  |
| Sanibel                                  | 1     | 0%  |
| South Fort Myers                         | 61    | 1%  |
| South Naples                             | 2,898 | 29% |
| Southeast Lee County                     | 30    | 0%  |
| Urban Estates                            | 176   | 2%  |

| Primary Mode      | %     |     |
|-------------------|-------|-----|
| auto_passenger    | 1,506 | 15% |
| biking            | 116   | 1%  |
| commercial        | 1,236 | 12% |
| on_demand_auto    | 26    | 0%  |
| other_travel_mode | 202   | 2%  |
| private_auto      | 6,008 | 60% |
| walking           | 1,001 | 10% |

Trip Density

|                       |       |
|-----------------------|-------|
| Trips per Square Mile | 18.38 |
| Trips per Acre        | 0.03  |

| Start Time Breakdown by Hour | %     |     |
|------------------------------|-------|-----|
| 12:00 AM                     | 9     | 0%  |
| 1:00 AM                      | 4     | 0%  |
| 2:00 AM                      | 3     | 0%  |
| 3:00 AM                      | 57    | 1%  |
| 4:00 AM                      | 80    | 1%  |
| 5:00 AM                      | 220   | 2%  |
| 6:00 AM                      | 469   | 5%  |
| 7:00 AM                      | 1,015 | 10% |
| 8:00 AM                      | 850   | 8%  |
| 9:00 AM                      | 599   | 6%  |
| 10:00 AM                     | 585   | 6%  |
| 11:00 AM                     | 689   | 7%  |
| 12:00 PM                     | 601   | 6%  |
| 1:00 PM                      | 612   | 6%  |
| 2:00 PM                      | 736   | 7%  |
| 3:00 PM                      | 652   | 6%  |
| 4:00 PM                      | 693   | 7%  |
| 5:00 PM                      | 736   | 7%  |
| 6:00 PM                      | 569   | 6%  |
| 7:00 PM                      | 395   | 4%  |
| 8:00 PM                      | 254   | 3%  |
| 9:00 PM                      | 148   | 1%  |
| 10:00 PM                     | 75    | 1%  |
| 11:00 PM                     | 44    | 0%  |

Average Trip Distance/Duration

|         |       |
|---------|-------|
| Miles   | 14.57 |
| Minutes | 22.48 |

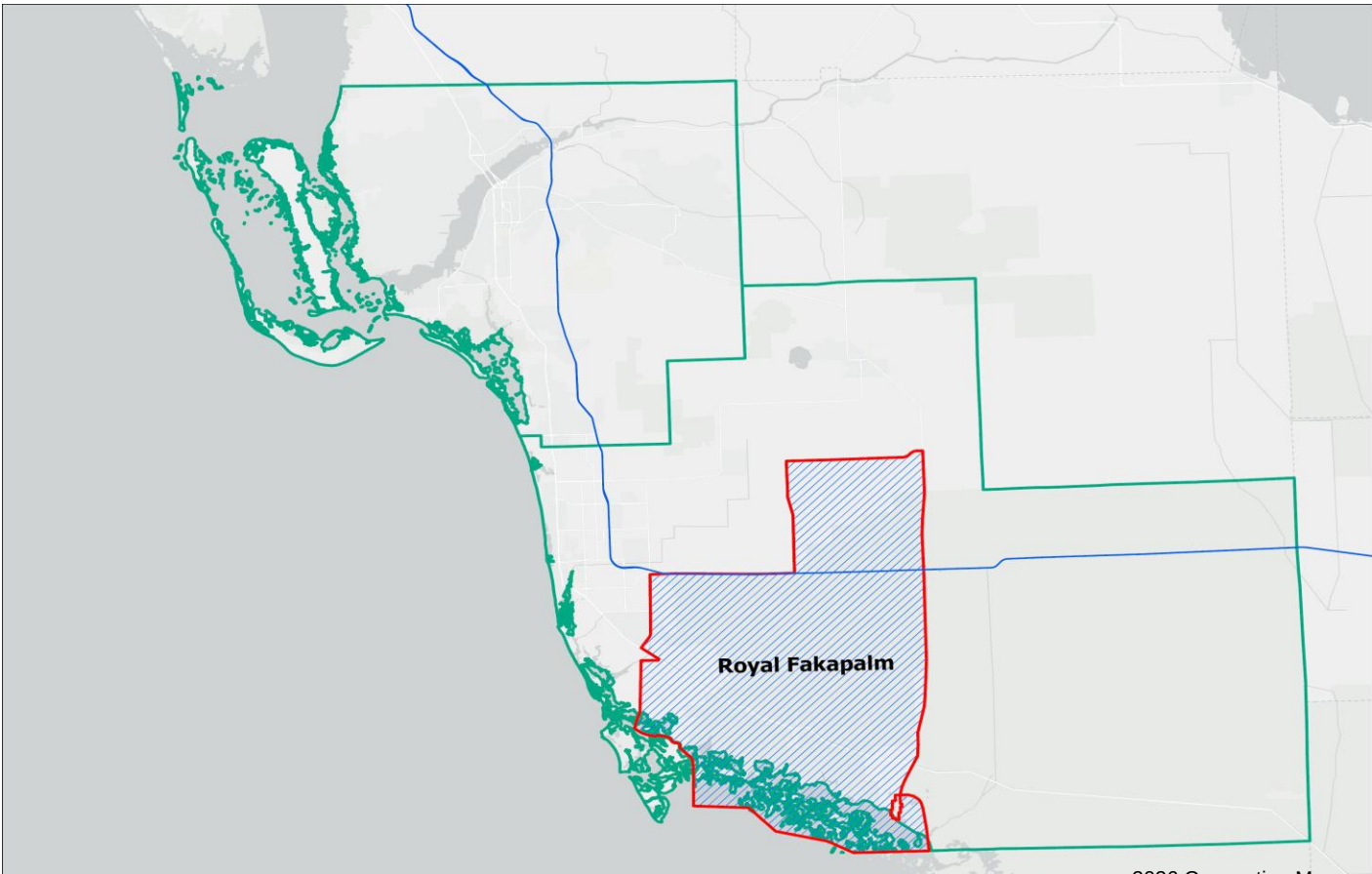
| Peak Times # of daily trips | % of total |     |
|-----------------------------|------------|-----|
| 6 - 9 AM                    | 2,334      | 23% |
| 4 - 7 PM                    | 1,998      | 20% |
| Total Peak                  | 4,332      | 43% |

| Day vs Night Breakdown | % of total |     |
|------------------------|------------|-----|
| Morning                | 4,580      | 45% |
| Afternoon              | 5,515      | 55% |

| Work Trips              |       |  |
|-------------------------|-------|--|
| Avg Distance (Miles)    | 19.91 |  |
| Avg Duration (Minutes)  | 28.55 |  |
| % Crossing County Lines | 6%    |  |

| Trips Under 3 Miles | % of total |     |
|---------------------|------------|-----|
|                     | 2,523      | 25% |

| Residential Origins Per Dwelling Unit |      |  |
|---------------------------------------|------|--|
| mixed_use                             | 0.18 |  |
| multi_family                          | 0.01 |  |
| single_family                         | 0.22 |  |
| Total                                 | 0.41 |  |

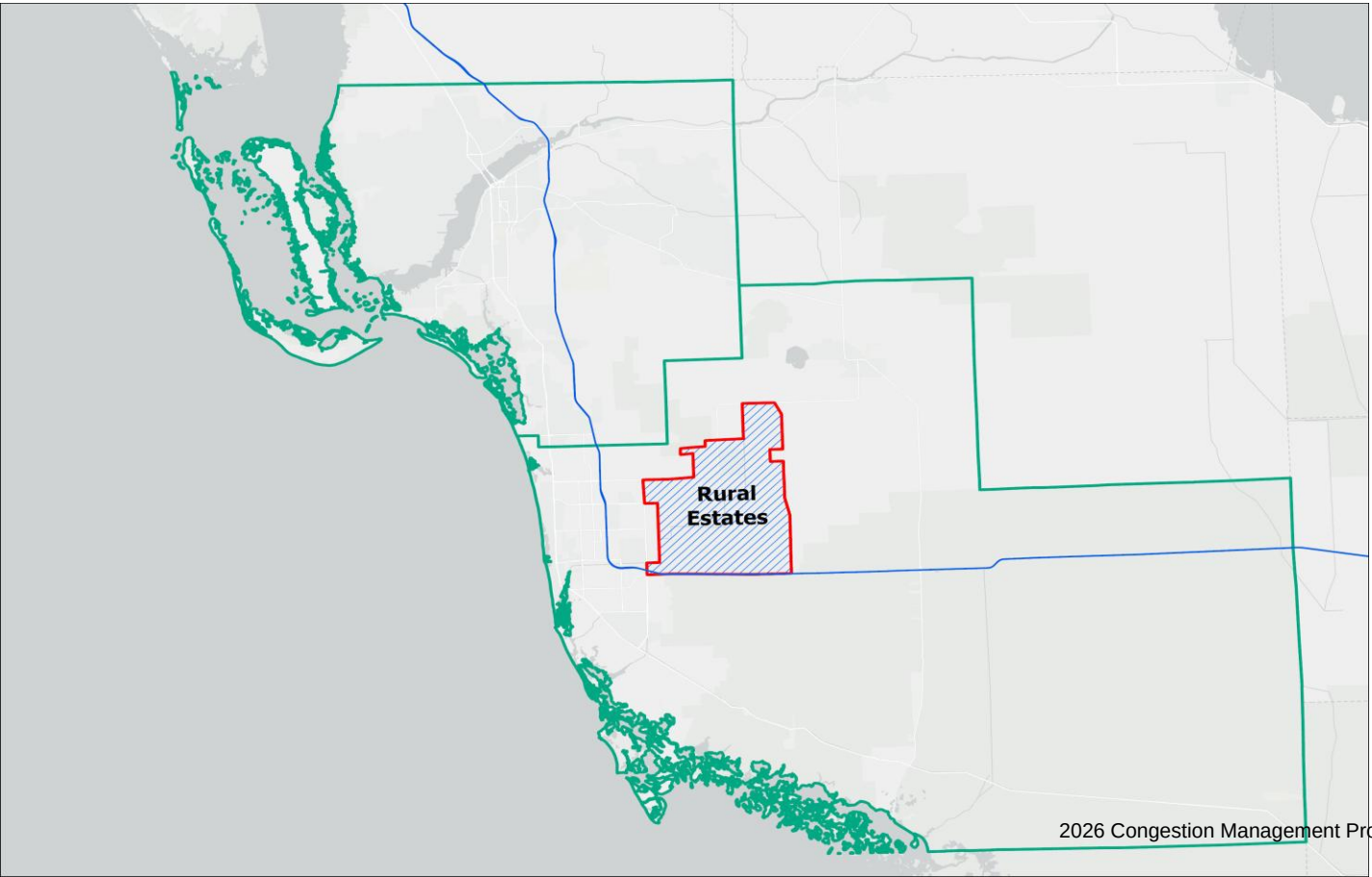


| Total Origins                           |               |     |
|-----------------------------------------|---------------|-----|
| Rural Estates                           | 124,380       |     |
|                                         |               |     |
| Trip Purpose Breakdown                  |               | %   |
| commercial                              | 9,655         | 8%  |
| eat                                     | 16,906        | 14% |
| home                                    | 54,852        | 44% |
| lodging                                 | 1,155         | 1%  |
| maintenance                             | 6,210         | 5%  |
| other_activity_type                     | 3,524         | 3%  |
| recreation                              | 8,503         | 7%  |
| region_departure                        | 36            | 0%  |
| school                                  | 5,060         | 4%  |
| shop                                    | 33,755        | 27% |
| social                                  | 13,514        | 11% |
| work                                    | 21,945        | 18% |
|                                         |               |     |
| Land Use Breakdown                      | (Origin)      | %   |
| agriculture                             | 60            | 0%  |
| civic_institutional                     | 2,012         | 2%  |
| education                               | 6,506         | 5%  |
| healthcare                              | 592           | 0%  |
| industrial                              | 473           | 0%  |
| mixed_use                               | 27,195        | 22% |
| multi_family                            | 11,320        | 9%  |
| non_retail_attraction                   | 7,777         | 6%  |
| office                                  | 10,064        | 8%  |
| open_space                              | 432           | 0%  |
| other                                   | 15            | 0%  |
| retail                                  | 33,813        | 27% |
| single_family                           | 64,828        | 52% |
| transportation_utilities                | 373           | 0%  |
| unknown                                 | 9,655         | 8%  |
|                                         |               |     |
| Land Use Breakdown                      | (Destination) | %   |
| agriculture                             | 337           | 0%  |
| civic_institutional                     | 1,751         | 1%  |
| education                               | 11,437        | 9%  |
| healthcare                              | 1,024         | 1%  |
| industrial                              | 845           | 1%  |
| mixed_use                               | 19,295        | 16% |
| multi_family                            | 2,108         | 2%  |
| non_retail_attraction                   | 5,351         | 4%  |
| office                                  | 9,007         | 7%  |
| open_space                              | 350           | 0%  |
| other                                   | 5             | 0%  |
| retail                                  | 26,699        | 21% |
| single_family                           | 38,261        | 31% |
| transportation_utilities                | 732           | 1%  |
| unknown                                 | 7,178         | 6%  |
|                                         |               |     |
| Ratio of Trip Takers who live in Origin |               | %   |
| Live in Custom Origin                   | 93,650        | 75% |
| Do not live in Custom Origin            | 21,074        | 17% |
| Unknown                                 | 9,656         | 8%  |

| Rural Estates Size                       |           |     |
|------------------------------------------|-----------|-----|
| Square Miles                             | 113.06    |     |
| Acres                                    | 72,357.57 |     |
|                                          |           |     |
| Planning Community Destination Breakdown |           | %   |
| Ave Maria                                | 2,778     | 2%  |
| Bayshore                                 | 16        | 0%  |
| Big Cypress                              | 37        | 0%  |
| Boca Grande                              | 2         | 0%  |
| Bonita Springs                           | 2,363     | 2%  |
| Buckingham                               | 18        | 0%  |
| Burnt Store                              | 4         | 0%  |
| Cape Coral                               | 509       | 0%  |
| Captiva                                  | 1         | 0%  |
| Central Naples                           | 5,137     | 4%  |
| City of Marco                            | 871       | 1%  |
| City of Naples                           | 5,957     | 5%  |
| Corkscrew                                | 509       | 0%  |
| Daniels Parkway                          | 76        | 0%  |
| East Naples                              | 2,522     | 2%  |
| Estero                                   | 591       | 0%  |
| Everglades City                          | 28        | 0%  |
| Fort Myers                               | 1,696     | 1%  |
| Fort Myers Beach                         | 37        | 0%  |
| Fort Myers Shores                        | 63        | 0%  |
| Gateway/Airport                          | 266       | 0%  |
| Golden Gate                              | 9,217     | 7%  |
| Heritage Bay                             | 2,166     | 2%  |
| Immokalee                                | 3,123     | 3%  |
| Iona/McGregor                            | 56        | 0%  |
| Lehigh Acres                             | 792       | 1%  |
| Marco                                    | 45        | 0%  |
| North Fort Myers                         | 186       | 0%  |
| North Naples                             | 11,939    | 10% |
| Northeast Lee County                     | 21        | 0%  |
| Orange Tree                              | 7,449     | 6%  |
| Pine Island                              | 24        | 0%  |
| Royal Fakapalm                           | 530       | 0%  |
| Rural Estates                            | 41,060    | 33% |
| San Carlos                               | 965       | 1%  |
| Sanibel                                  | 44        | 0%  |
| South Fort Myers                         | 723       | 1%  |
| South Naples                             | 5,029     | 4%  |
| Southeast Lee County                     | 317       | 0%  |
| Urban Estates                            | 17,201    | 14% |
|                                          |           |     |
| Primary Mode                             |           | %   |
| auto_passenger                           | 27,585    | 22% |
| biking                                   | 470       | 0%  |
| commercial                               | 7,178     | 6%  |
| on_demand_auto                           | 373       | 0%  |
| other_travel_mode                        | 1,137     | 1%  |
| private_auto                             | 79,809    | 64% |
| public_transit                           | 34        | 0%  |
| walking                                  | 7,794     | 6%  |

| Trip Density                 |          |     |
|------------------------------|----------|-----|
| Trips per Square Mile        | 1,100.14 |     |
| Trips per Acre               | 1.72     |     |
|                              |          |     |
| Start Time Breakdown by Hour |          | %   |
| 12:00 AM                     | 53       | 0%  |
| 1:00 AM                      | 45       | 0%  |
| 2:00 AM                      | 27       | 0%  |
| 3:00 AM                      | 749      | 1%  |
| 4:00 AM                      | 1,013    | 1%  |
| 5:00 AM                      | 3,089    | 2%  |
| 6:00 AM                      | 8,093    | 7%  |
| 7:00 AM                      | 13,849   | 11% |
| 8:00 AM                      | 10,936   | 9%  |
| 9:00 AM                      | 6,558    | 5%  |
| 10:00 AM                     | 5,504    | 4%  |
| 11:00 AM                     | 6,838    | 5%  |
| 12:00 PM                     | 6,385    | 5%  |
| 1:00 PM                      | 6,277    | 5%  |
| 2:00 PM                      | 7,893    | 6%  |
| 3:00 PM                      | 9,384    | 8%  |
| 4:00 PM                      | 7,880    | 6%  |
| 5:00 PM                      | 8,202    | 7%  |
| 6:00 PM                      | 7,845    | 6%  |
| 7:00 PM                      | 5,885    | 5%  |
| 8:00 PM                      | 3,916    | 3%  |
| 9:00 PM                      | 2,365    | 2%  |
| 10:00 PM                     | 1,089    | 1%  |
| 11:00 PM                     | 505      | 0%  |

| Average Trip Distance/Duration        |        |            |
|---------------------------------------|--------|------------|
| Miles                                 | 11.62  |            |
| Minutes                               | 20.95  |            |
|                                       |        |            |
| Peak Times # of daily trips           |        | % of total |
| 6 - 9 AM                              | 32,878 | 26%        |
| 4 - 7 PM                              | 23,927 | 19%        |
| Total Peak                            | 56,805 | 46%        |
|                                       |        |            |
| Day vs Night Breakdown                |        | % of total |
| Morning                               | 56,754 | 46%        |
| Afternoon                             | 67,626 | 54%        |
|                                       |        |            |
| Work Trips                            |        |            |
| Avg Distance (Miles)                  | 17.88  |            |
| Avg Duration (Minutes)                | 28.57  |            |
| % Crossing County Lines               | 12%    |            |
|                                       |        |            |
| Trips Under 3 Miles                   |        | % of total |
|                                       | 23,425 | 19%        |
|                                       |        |            |
| Residential Origins Per Dwelling Unit |        |            |
| mixed_use                             | 1.29   |            |
| multi_family                          | 0.54   |            |
| single_family                         | 3.07   |            |
| Total                                 | 4.89   |            |



|                      |         |
|----------------------|---------|
| <b>Total Origins</b> |         |
| South Naples         | 175,115 |

| Trip Purpose Breakdown | %      |     |
|------------------------|--------|-----|
| commercial             | 9,655  | 6%  |
| eat                    | 16,906 | 10% |
| home                   | 54,852 | 31% |
| lodging                | 1,155  | 1%  |
| maintenance            | 6,210  | 4%  |
| other_activity_type    | 3,524  | 2%  |
| recreation             | 8,503  | 5%  |
| region_departure       | 36     | 0%  |
| school                 | 5,060  | 3%  |
| shop                   | 33,755 | 19% |
| social                 | 13,514 | 8%  |
| work                   | 21,945 | 13% |

| Land Use Breakdown       | (Origin) | %   |
|--------------------------|----------|-----|
| agriculture              | 60       | 0%  |
| civic_institutional      | 2,012    | 1%  |
| education                | 6,506    | 4%  |
| healthcare               | 592      | 0%  |
| industrial               | 473      | 0%  |
| mixed_use                | 27,195   | 16% |
| multi_family             | 11,320   | 6%  |
| non_retail_attraction    | 7,777    | 4%  |
| office                   | 10,064   | 6%  |
| open_space               | 432      | 0%  |
| other                    | 15       | 0%  |
| retail                   | 33,813   | 19% |
| single_family            | 64,828   | 37% |
| transportation_utilities | 373      | 0%  |
| unknown                  | 9,655    | 6%  |

| Land Use Breakdown       | (Destination) | %   |
|--------------------------|---------------|-----|
| agriculture              | 32            | 0%  |
| civic_institutional      | 1,661         | 1%  |
| education                | 4,947         | 3%  |
| healthcare               | 638           | 0%  |
| industrial               | 423           | 0%  |
| mixed_use                | 20,209        | 12% |
| multi_family             | 8,573         | 5%  |
| non_retail_attraction    | 3,253         | 2%  |
| office                   | 5,783         | 3%  |
| open_space               | 458           | 0%  |
| other                    | 7             | 0%  |
| retail                   | 24,405        | 14% |
| single_family            | 31,018        | 18% |
| transportation_utilities | 483           | 0%  |
| unknown                  | 3,851         | 2%  |

| Ratio of Trip Takers who live in Origin |         | %   |
|-----------------------------------------|---------|-----|
| Live in Custom Origin                   | 124,132 | 71% |
| Do not live in Custom Origin            | 38,096  | 22% |
| Unknown                                 | 12,887  | 7%  |

| South Naples Size |           |
|-------------------|-----------|
| Square Miles      | 22.15     |
| Acres             | 14,176.27 |

| Planning Community Destination Breakdown |        | %   |
|------------------------------------------|--------|-----|
| Ave Maria                                | 262    | 0%  |
| Bayshore                                 | 11     | 0%  |
| Big Cypress                              | 208    | 0%  |
| Boca Grande                              | 1      | 0%  |
| Bonita Springs                           | 1,422  | 1%  |
| Buckingham                               | 14     | 0%  |
| Burnt Store                              | 5      | 0%  |
| Cape Coral                               | 678    | 0%  |
| Central Naples                           | 5,668  | 3%  |
| City of Marco                            | 7,758  | 4%  |
| City of Naples                           | 10,097 | 6%  |
| Corkscrew                                | 65     | 0%  |
| Daniels Parkway                          | 120    | 0%  |
| East Naples                              | 16,044 | 9%  |
| Estero                                   | 821    | 0%  |
| Everglades City                          | 311    | 0%  |
| Fort Myers                               | 793    | 0%  |
| Fort Myers Beach                         | 122    | 0%  |
| Fort Myers Shores                        | 77     | 0%  |
| Gateway/Airport                          | 337    | 0%  |
| Golden Gate                              | 12,298 | 7%  |
| Heritage Bay                             | 195    | 0%  |
| Immokalee                                | 615    | 0%  |
| Iona/McGregor                            | 97     | 0%  |
| Lehigh Acres                             | 458    | 0%  |
| Marco                                    | 886    | 1%  |
| North Fort Myers                         | 141    | 0%  |
| North Naples                             | 8,080  | 5%  |
| Northeast Lee County                     | 18     | 0%  |
| Orange Tree                              | 559    | 0%  |
| Pine Island                              | 5      | 0%  |
| Royal Fakapalm                           | 2,606  | 1%  |
| Rural Estates                            | 4,934  | 3%  |
| San Carlos                               | 753    | 0%  |
| Sanibel                                  | 23     | 0%  |
| South Fort Myers                         | 518    | 0%  |
| South Naples                             | 93,772 | 54% |
| Southeast Lee County                     | 69     | 0%  |
| Urban Estates                            | 4,231  | 2%  |

| Primary Mode      | %       |     |
|-------------------|---------|-----|
| auto_passenger    | 25,595  | 15% |
| biking            | 1,601   | 1%  |
| commercial        | 9,655   | 6%  |
| on_demand_auto    | 764     | 0%  |
| other_travel_mode | 3,215   | 2%  |
| private_auto      | 121,336 | 69% |
| public_transit    | 195     | 0%  |
| walking           | 12,754  | 7%  |

| Trip Density          |          |
|-----------------------|----------|
| Trips per Square Mile | 7,905.87 |
| Trips per Acre        | 12.35    |

| Start Time Breakdown by Hour | %      |    |
|------------------------------|--------|----|
| 12:00 AM                     | 73     | 0% |
| 1:00 AM                      | 41     | 0% |
| 2:00 AM                      | 31     | 0% |
| 3:00 AM                      | 786    | 0% |
| 4:00 AM                      | 859    | 0% |
| 5:00 AM                      | 1,888  | 1% |
| 6:00 AM                      | 4,796  | 3% |
| 7:00 AM                      | 10,944 | 6% |
| 8:00 AM                      | 10,482 | 6% |
| 9:00 AM                      | 9,854  | 6% |
| 10:00 AM                     | 10,161 | 6% |
| 11:00 AM                     | 11,987 | 7% |
| 12:00 PM                     | 11,866 | 7% |
| 1:00 PM                      | 12,295 | 7% |
| 2:00 PM                      | 13,710 | 8% |
| 3:00 PM                      | 14,743 | 8% |
| 4:00 PM                      | 12,482 | 7% |
| 5:00 PM                      | 12,339 | 7% |
| 6:00 PM                      | 11,943 | 7% |
| 7:00 PM                      | 9,694  | 6% |
| 8:00 PM                      | 6,785  | 4% |
| 9:00 PM                      | 4,165  | 2% |
| 10:00 PM                     | 2,222  | 1% |
| 11:00 PM                     | 969    | 1% |

| Average Trip Distance/Duration |       |
|--------------------------------|-------|
| Miles                          | 12.41 |
| Minutes                        | 13.96 |

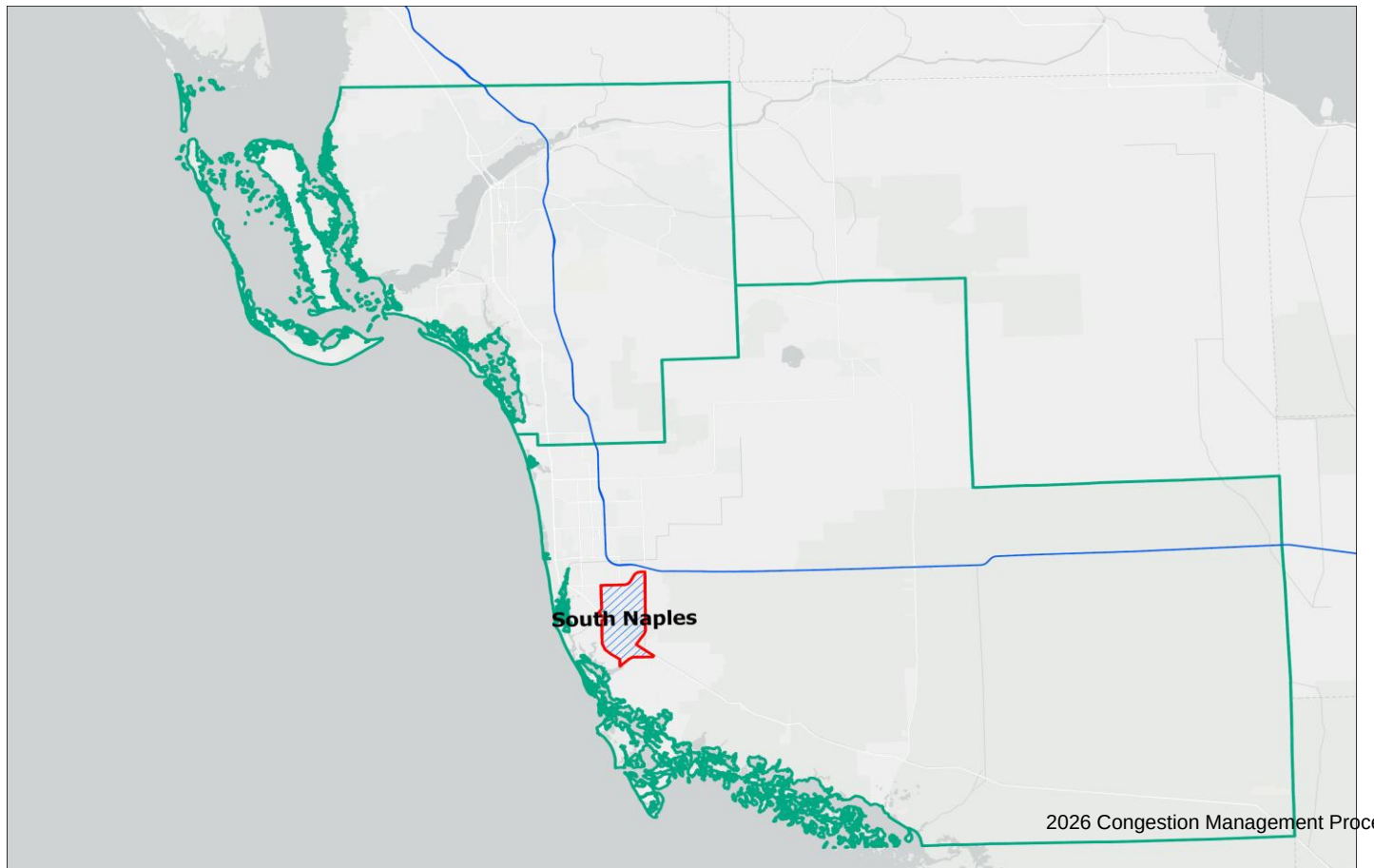
| Peak Times # of daily trips | % of total |     |
|-----------------------------|------------|-----|
| 6 - 9 AM                    | 26,222     | 15% |
| 4 - 7 PM                    | 36,764     | 21% |
| Total Peak                  | 62,986     | 36% |

| Day vs Night Breakdown |         | % of total |
|------------------------|---------|------------|
| Morning                | 61,902  | 35%        |
| Afternoon              | 113,213 | 65%        |

| Work Trips              |       |
|-------------------------|-------|
| Avg Distance (Miles)    | 9.54  |
| Avg Duration (Minutes)  | 16.67 |
| % Crossing County Lines | 3%    |

| <b>Trips Under 3 Miles</b> | <b>% of total</b> |     |
|----------------------------|-------------------|-----|
|                            | 65,350            | 37% |

| Residential Origins Per Dwelling Unit |      |
|---------------------------------------|------|
| mixed_use                             | 1.18 |
| multi_family                          | 0.49 |
| single_family                         | 2.81 |
| Total                                 | 4.48 |

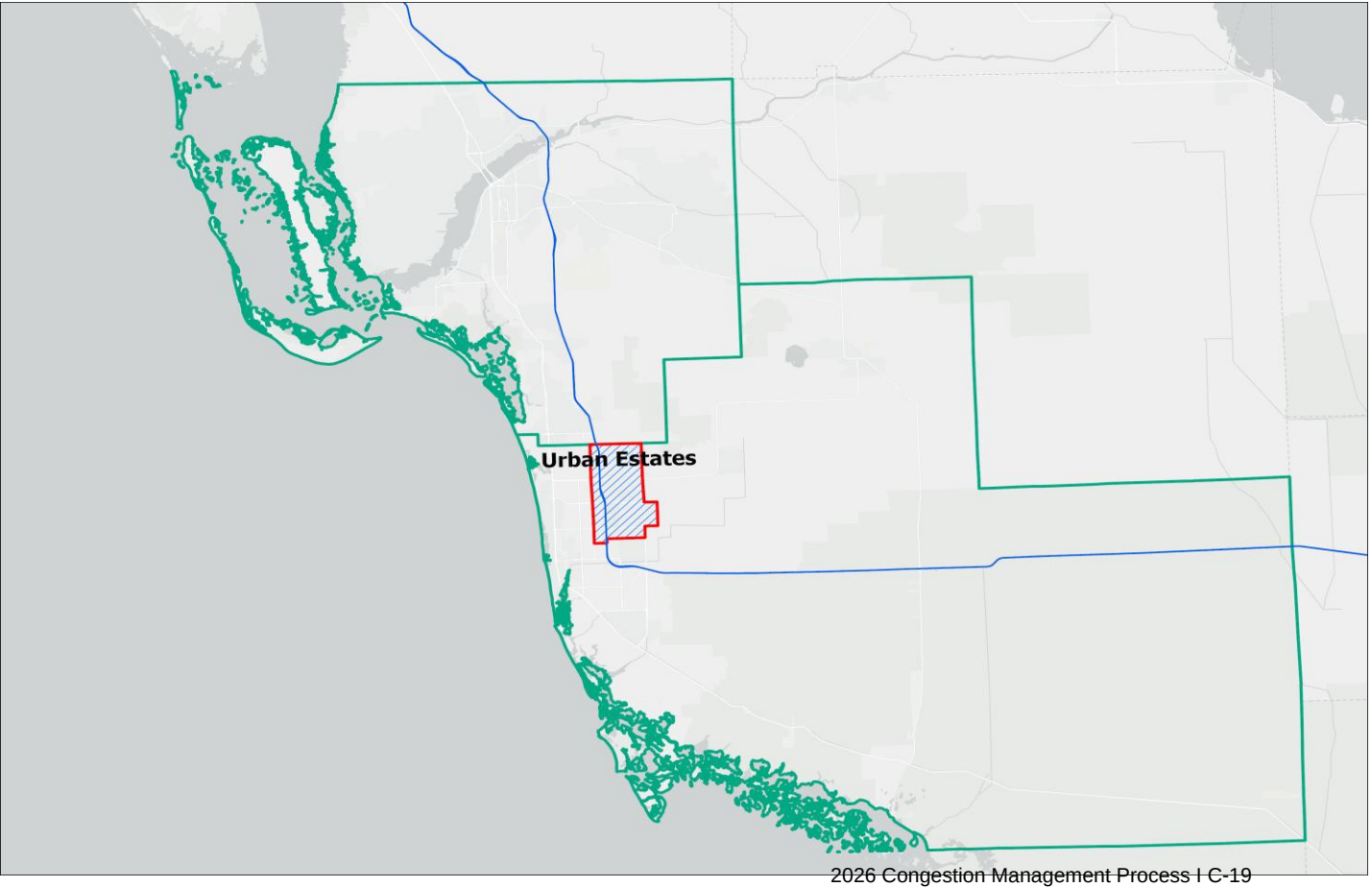


| Total Origins                           |         |     |
|-----------------------------------------|---------|-----|
| Urban Estates                           | 182,764 |     |
| Trip Purpose Breakdown                  |         | %   |
| commercial                              | 6,872   | 4%  |
| eat                                     | 17,372  | 10% |
| home                                    | 62,445  | 34% |
| lodging                                 | 906     | 0%  |
| maintenance                             | 6,687   | 4%  |
| other_activity_type                     | 3,687   | 2%  |
| recreation                              | 8,557   | 5%  |
| region_departure                        | 36      | 0%  |
| school                                  | 8,600   | 5%  |
| shop                                    | 33,104  | 18% |
| social                                  | 10,842  | 6%  |
| work                                    | 23,656  | 13% |
| Land Use Breakdown (Origin)             |         | %   |
| agriculture                             | 89      | 0%  |
| civic_institutional                     | 1,468   | 1%  |
| education                               | 9,805   | 5%  |
| healthcare                              | 1,850   | 1%  |
| industrial                              | 281     | 0%  |
| mixed_use                               | 33,598  | 18% |
| multi_family                            | 6,490   | 4%  |
| non_retail_attraction                   | 8,702   | 5%  |
| office                                  | 13,663  | 7%  |
| open_space                              | 1,213   | 1%  |
| other                                   | 9       | 0%  |
| retail                                  | 36,968  | 20% |
| single_family                           | 61,362  | 34% |
| transportation_utilities                | 394     | 0%  |
| unknown                                 | 6,872   | 4%  |
| Land Use Breakdown (Destination)        |         | %   |
| agriculture                             | 108     | 0%  |
| civic_institutional                     | 2,318   | 1%  |
| education                               | 12,985  | 7%  |
| healthcare                              | 1,581   | 1%  |
| industrial                              | 913     | 0%  |
| mixed_use                               | 34,227  | 19% |
| multi_family                            | 5,857   | 3%  |
| non_retail_attraction                   | 7,416   | 4%  |
| office                                  | 12,834  | 7%  |
| open_space                              | 893     | 0%  |
| other                                   | 17      | 0%  |
| retail                                  | 37,962  | 21% |
| single_family                           | 58,180  | 32% |
| transportation_utilities                | 601     | 0%  |
| unknown                                 | 6,872   | 4%  |
| Ratio of Trip Takers who live in Origin |         | %   |
| Live in Custom Origin                   | 110,615 | 61% |
| Do not live in Custom Origin            | 62,184  | 34% |
| Unknown                                 | 9,965   | 5%  |

| Urban Estates Size                       |           |     |
|------------------------------------------|-----------|-----|
| Square Miles                             | 34.78     |     |
| Acres                                    | 22,256.89 |     |
| Planning Community Destination Breakdown |           | %   |
| Ave Maria                                | 1,182     | 1%  |
| Bayshore                                 | 45        | 0%  |
| Big Cypress                              | 23        | 0%  |
| Bonita Springs                           | 7,462     | 4%  |
| Buckingham                               | 18        | 0%  |
| Burnt Store                              | 5         | 0%  |
| Cape Coral                               | 889       | 0%  |
| Captiva                                  | 24        | 0%  |
| Central Naples                           | 8,386     | 5%  |
| City of Marco                            | 902       | 0%  |
| City of Naples                           | 8,262     | 5%  |
| Corkscrew                                | 259       | 0%  |
| Daniels Parkway                          | 128       | 0%  |
| East Naples                              | 3,653     | 2%  |
| Estero                                   | 1,727     | 1%  |
| Everglades City                          | 47        | 0%  |
| Fort Myers                               | 1,698     | 1%  |
| Fort Myers Beach                         | 49        | 0%  |
| Fort Myers Shores                        | 138       | 0%  |
| Gateway/Airport                          | 691       | 0%  |
| Golden Gate                              | 10,071    | 6%  |
| Heritage Bay                             | 2,076     | 1%  |
| Immokalee                                | 912       | 0%  |
| Iona/McGregor                            | 218       | 0%  |
| Lehigh Acres                             | 975       | 1%  |
| Marco                                    | 68        | 0%  |
| North Fort Myers                         | 304       | 0%  |
| North Naples                             | 33,143    | 18% |
| Northeast Lee County                     | 17        | 0%  |
| Orange Tree                              | 1,510     | 1%  |
| Pine Island                              | 18        | 0%  |
| Royal Fakapalm                           | 176       | 0%  |
| Rural Estates                            | 15,219    | 8%  |
| San Carlos                               | 1,272     | 1%  |
| Sanibel                                  | 79        | 0%  |
| South Fort Myers                         | 1,131     | 1%  |
| South Naples                             | 4,163     | 2%  |
| Southeast Lee County                     | 364       | 0%  |
| Urban Estates                            | 75,410    | 41% |
| Primary Mode                             |           | %   |
| auto_passenger                           | 36,200    | 20% |
| biking                                   | 2,445     | 1%  |
| commercial                               | 6,872     | 4%  |
| on_demand_auto                           | 985       | 1%  |
| other_travel_mode                        | 2,212     | 1%  |
| private_auto                             | 122,614   | 67% |
| public_transit                           | 67        | 0%  |
| walking                                  | 11,369    | 6%  |

| Trip Density                 |          |    |
|------------------------------|----------|----|
| Trips per Square Mile        | 5,255.46 |    |
| Trips per Acre               | 8.21     |    |
| Start Time Breakdown by Hour |          | %  |
| 12:00 AM                     | 79       | 0% |
| 1:00 AM                      | 55       | 0% |
| 2:00 AM                      | 36       | 0% |
| 3:00 AM                      | 696      | 0% |
| 4:00 AM                      | 653      | 0% |
| 5:00 AM                      | 1,613    | 1% |
| 6:00 AM                      | 5,605    | 3% |
| 7:00 AM                      | 13,509   | 7% |
| 8:00 AM                      | 12,064   | 7% |
| 9:00 AM                      | 10,104   | 6% |
| 10:00 AM                     | 9,890    | 5% |
| 11:00 AM                     | 11,338   | 6% |
| 12:00 PM                     | 11,507   | 6% |
| 1:00 PM                      | 11,515   | 6% |
| 2:00 PM                      | 14,010   | 8% |
| 3:00 PM                      | 15,563   | 9% |
| 4:00 PM                      | 12,909   | 7% |
| 5:00 PM                      | 12,690   | 7% |
| 6:00 PM                      | 12,735   | 7% |
| 7:00 PM                      | 10,673   | 6% |
| 8:00 PM                      | 7,563    | 4% |
| 9:00 PM                      | 4,394    | 2% |
| 10:00 PM                     | 2,492    | 1% |
| 11:00 PM                     | 1,071    | 1% |

| Average Trip Distance/Duration        |         |            |
|---------------------------------------|---------|------------|
| Miles                                 | 7.19    |            |
| Minutes                               | 14.45   |            |
| Peak Times # of daily trips           |         | % of total |
| 6 - 9 AM                              | 31,178  | 17%        |
| 4 - 7 PM                              | 38,334  | 21%        |
| Total Peak                            | 69,512  | 38%        |
| Day vs Night Breakdown                |         | % of total |
| Morning                               | 65,642  | 36%        |
| Afternoon                             | 117,122 | 64%        |
| Work Trips                            |         |            |
| Avg Distance (Miles)                  | 9.71    |            |
| Avg Duration (Minutes)                | 17.44   |            |
| % Crossing County Lines               | 11%     |            |
| Trips Under 3 Miles                   |         | % of total |
|                                       | 58,819  | 32%        |
| Residential Origins Per Dwelling Unit |         |            |
| mixed_use                             | 1.15    |            |
| multi_family                          | 0.22    |            |
| single_family                         | 2.11    |            |
| Total                                 | 3.48    |            |

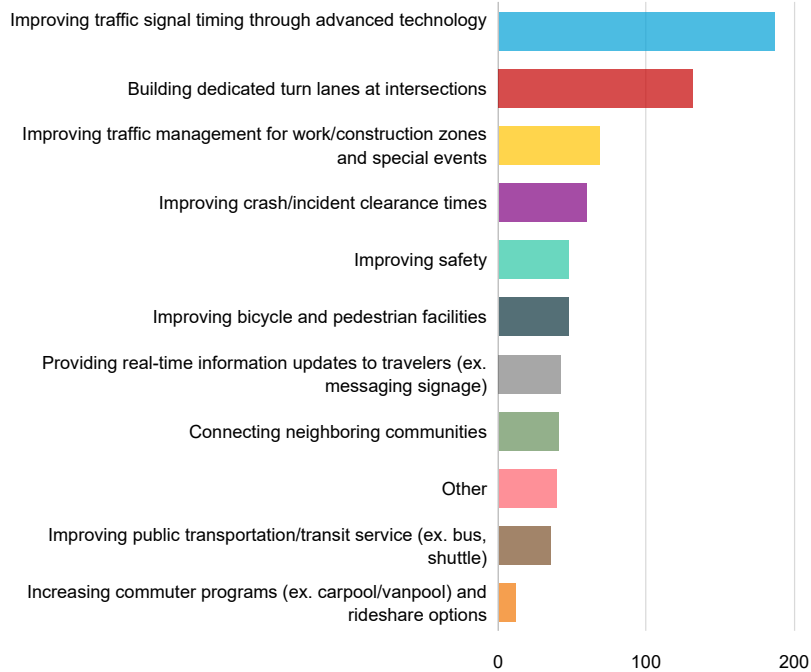


## APPENDIX D

### *Public Survey Results*

## Collier CMP Congestion Survey

### 1. To reduce traffic congestion, transportation agencies should prioritize implementing... \*



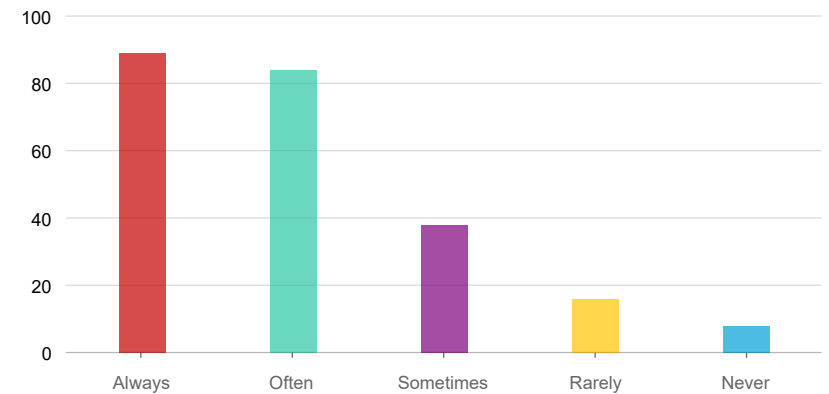
**Answers** **Count** **Percentage**

|                                                                             |     |        |
|-----------------------------------------------------------------------------|-----|--------|
| Improving traffic signal timing through advanced technology                 | 186 | 79.15% |
| Building dedicated turn lanes at intersections                              | 131 | 55.74% |
| Improving traffic management for work/construction zones and special events | 68  | 28.94% |
| Improving crash/incident clearance times                                    | 59  | 25.11% |

|                                                                              |    |        |
|------------------------------------------------------------------------------|----|--------|
| Improving safety                                                             | 47 | 20%    |
| Improving bicycle and pedestrian facilities                                  | 47 | 20%    |
| Providing real-time information updates to travelers (ex. messaging signage) | 42 | 17.87% |
| Connecting neighboring communities                                           | 40 | 17.02% |
| Other                                                                        | 39 | 16.6%  |
| Improving public transportation/transit service (ex. bus, shuttle)           | 35 | 14.89% |
| Increasing commuter programs (ex. carpool/vanpool) and rideshare options     | 11 | 4.68%  |

Answered: 235 Skipped: 0

### 2. How often do you use map/navigation applications or other technology t... \*



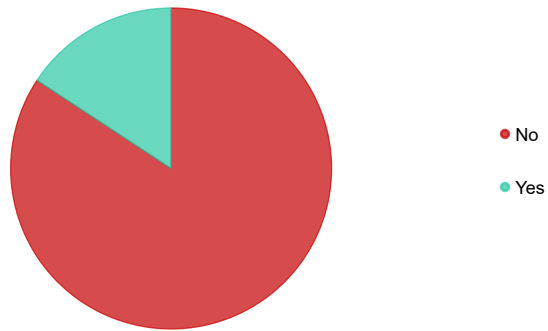
**Answers** **Count** **Percentage**

|        |    |        |
|--------|----|--------|
| Always | 89 | 37.87% |
| Often  | 84 | 35.74% |

|           |    |        |
|-----------|----|--------|
| Sometimes | 38 | 16.17% |
| Rarely    | 16 | 6.81%  |
| Never     | 8  | 3.4%   |

Answered: 235 Skipped: 0

### 3. Do you feel that you currently have travel options other than driving alone? \*

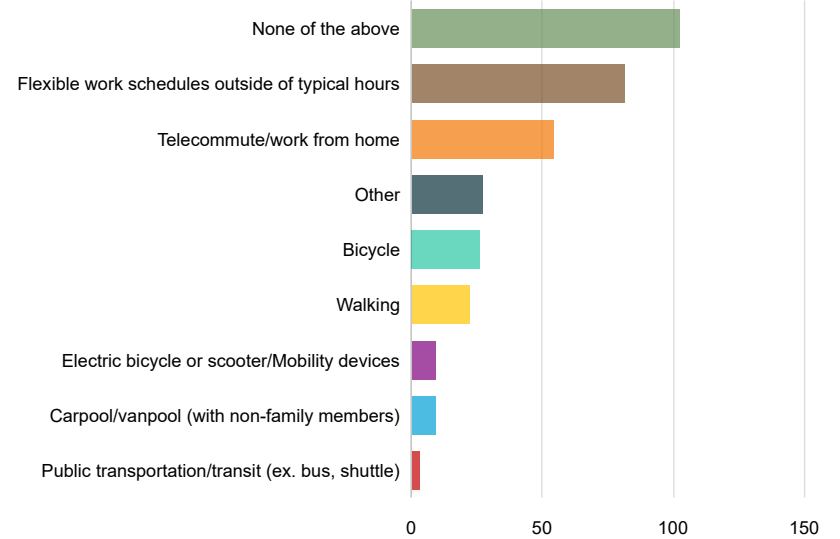


**Answers** **Count** **Percentage**

|     |     |        |
|-----|-----|--------|
| No  | 198 | 84.26% |
| Yes | 37  | 15.74% |

Answered: 235 Skipped: 0

### 4. Which of the following strategies do you currently use to avoid or reduce traffic... \*



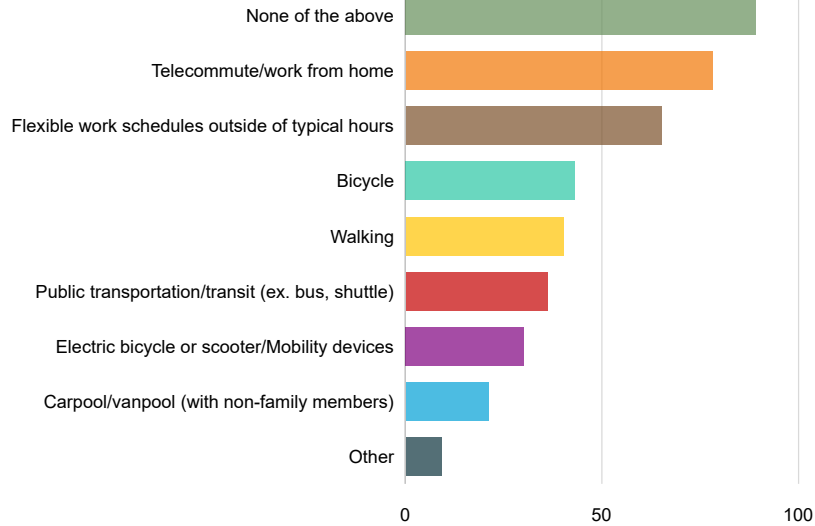
**Answers** **Count** **Percentage**

|                                                  |     |        |
|--------------------------------------------------|-----|--------|
| None of the above                                | 102 | 43.4%  |
| Flexible work schedules outside of typical hours | 81  | 34.47% |
| Telecommute/work from home                       | 54  | 22.98% |
| Other                                            | 27  | 11.49% |
| Bicycle                                          | 26  | 11.06% |
| Walking                                          | 22  | 9.36%  |
| Electric bicycle or scooter/Mobility devices     | 9   | 3.83%  |
| Carpool/vanpool (with non-family members)        | 9   | 3.83%  |
| Public transportation/transit (ex. bus, shuttle) | 3   | 1.28%  |

Answered: 235 Skipped: 0

5. Would you be willing to use any of the following modes of transportation as an...

\*



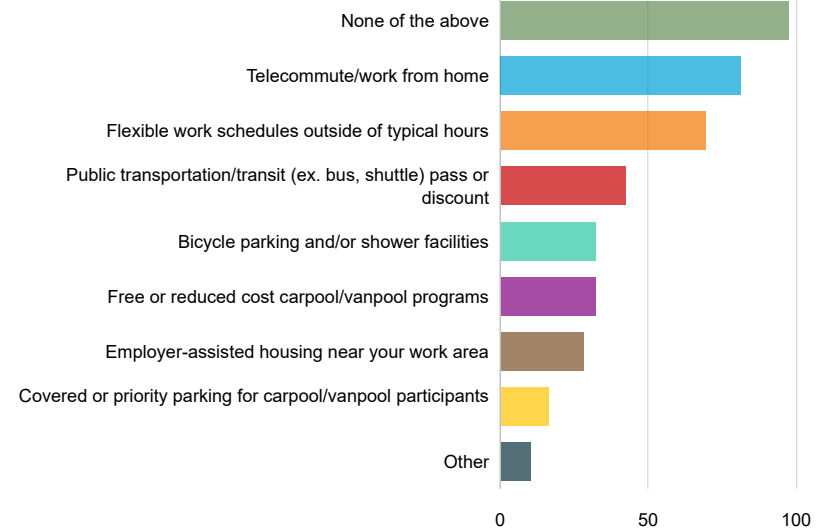
Answers Count Percentage

|                                                  |    |        |
|--------------------------------------------------|----|--------|
| None of the above                                | 89 | 37.87% |
| Telecommute/work from home                       | 78 | 33.19% |
| Flexible work schedules outside of typical hours | 65 | 27.66% |
| Bicycle                                          | 43 | 18.3%  |
| Walking                                          | 40 | 17.02% |
| Public transportation/transit (ex. bus, shuttle) | 36 | 15.32% |
| Electric bicycle or scooter/Mobility devices     | 30 | 12.77% |
| Carpool/vanpool (with non-family members)        | 21 | 8.94%  |
| Other                                            | 9  | 3.83%  |

Answered: 235 Skipped: 0

6. Would you be willing to use any of the following modes of transportation as an...

\*



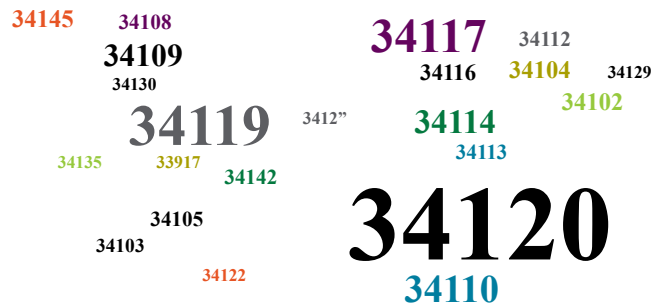
Answers Count Percentage

|                                                                   |    |        |
|-------------------------------------------------------------------|----|--------|
| None of the above                                                 | 97 | 41.28% |
| Telecommute/work from home                                        | 81 | 34.47% |
| Flexible work schedules outside of typical hours                  | 69 | 29.36% |
| Public transportation/transit (ex. bus, shuttle) pass or discount | 42 | 17.87% |
| Bicycle parking and/or shower facilities                          | 32 | 13.62% |
| Free or reduced cost carpool/vanpool programs                     | 32 | 13.62% |
| Employer-assisted housing near your work area                     | 28 | 11.91% |
| Covered or priority parking for carpool/vanpool participants      | 16 | 6.81%  |

|       |    |       |
|-------|----|-------|
| Other | 10 | 4.26% |
|-------|----|-------|

Answered: 235 Skipped: 0

7. What is your home zip code?



| Word | Count |
|------|-------|
|------|-------|

|       |    |
|-------|----|
| 34120 | 70 |
| 34119 | 33 |
| 34117 | 25 |
| 34110 | 18 |
| 34114 | 14 |
| 34109 | 13 |
| 34102 | 7  |
| 34104 | 7  |
| 34145 | 7  |
| 34116 | 6  |

|       |   |
|-------|---|
| 34105 | 5 |
| 34112 | 5 |
| 34108 | 4 |
| 34113 | 4 |
| 34142 | 4 |
| 34103 | 3 |
| 34135 | 2 |
| 33917 | 1 |
| 34122 | 1 |
| 34129 | 1 |
| 34130 | 1 |
| 3412" | 1 |

Answered: 232 Skipped: 3

8. What is your work zip code?



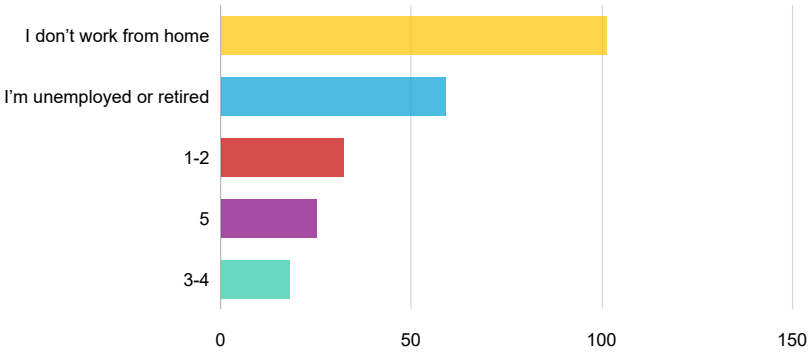
**Word** **Count**

|       |    |
|-------|----|
| 34109 | 28 |
| 34102 | 21 |
| 34104 | 20 |
| 34120 | 20 |
| 34110 | 17 |
| 34108 | 12 |
| 34114 | 12 |
| 34103 | 11 |
| 34119 | 11 |
| 34113 | 8  |
| 34145 | 8  |
| 34105 | 7  |
| 34112 | 7  |
| 34117 | 5  |
| 34116 | 4  |
| 34135 | 4  |
| 33901 | 2  |
| 34134 | 2  |
| 34142 | 2  |
| 32109 | 1  |
| 33905 | 1  |
| 33907 | 1  |

|       |   |
|-------|---|
| 33912 | 1 |
| 33928 | 1 |
| 33967 | 1 |
| 33990 | 1 |
| 34106 | 1 |
| 60666 | 1 |

Answered: 210 Skipped: 25

9. How many days per week do you normally work FROM HOME? \*

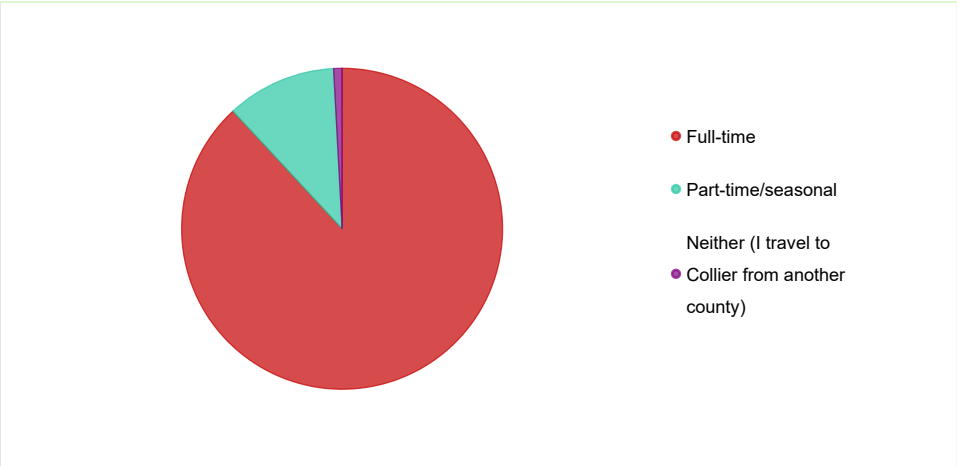


**Answers** **Count** **Percentage**

|                           |     |        |
|---------------------------|-----|--------|
| I don't work from home    | 101 | 42.98% |
| I'm unemployed or retired | 59  | 25.11% |
| 1-2                       | 32  | 13.62% |
| 5                         | 25  | 10.64% |
| 3-4                       | 18  | 7.66%  |

Answered: 235 Skipped: 0

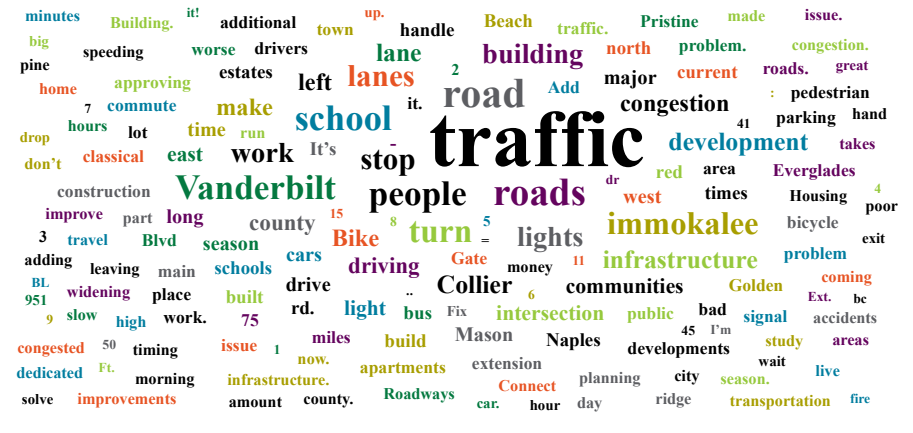
10. Are you a full-time or part-time resident of Collier County? \*



| Answers                                           | Count | Percentage |
|---------------------------------------------------|-------|------------|
| Full-time                                         | 207   | 88.09%     |
| Part-time/seasonal                                | 26    | 11.06%     |
| Neither (I travel to Collier from another county) | 2     | 0.85%      |

Answered: 235 Skipped: 0

11. Please share any other thoughts or comments related to traffic congestion:



| Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Count |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| You've really got a man made mess on your hands now. And you keep right on building. Maybe you should have someone study the ROOT of the problem because a few more buses or asking employers to let their workers work from home is not going to solve this problem. We all know what the answer is/was, but a group of individuals chose to line their own pockets at the expense of the rest of us.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1     |
| You need to connect the neighborhoods, and even commercial sites that have shared parking, or parking that is next to each other, so that drivers do not have to drive to main corridors to access site if everything was connected.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1     |
| You need to connect 75 to Everglades Blvd. That will clear so much traffic leaving the estates.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1     |
| You cannot keep approving massive planned development communities or schools without first improving the roads to handle the increased traffic load. Hyper Club, Town of Big Cypress, Mason Classical on Vandy, and the overcrowding of the Davis Triangle with high-rise condos/hotels are all examples of incompetent planning. Make money now, worry later I guess... At least add an I-75 Everglades Blvd exit. That second Immokalee/Oil Well turn lane is long overdue. Also, parents should not be allowed to pick up or drop off kids by car. Take the bus like everyone else! It's an important part of growing up. The timing of some of these traffic lights is awful and dangerous. Why does the left hand turn from Collier onto Beck last for only TWO seconds? Alright, now I'm just ranting... anyways please consider making better decisions. | 1     |
| Work times should be adjusted, more nighttime work. Traffic light timing should be looked at                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1     |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Wish i had some solutions other than widening certain roads which is expensive or not feasible die to space or right of way issues. While not directly related i will say in other cities that have red light cameras they rarely place them in the statically relevant intersections in terms of most accidents or most dangerous but instead they place them in places most likely to generate more revenue. While i dont think collier has any red light cameras (i could be wrong) if so they should always be placed based on accident data and not as a money grab which includes making the information on the selected intersections public and transparent. | 1 |
| Widening roads won't solve our problems long term, they are just a band-aid. Connecting communities, businesses and side roads, safe walkways not directly on the road (buffers) are important to invest in.                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| Widening of Vanderbilt Beach Road and the North End of Airport Road will be a disaster for Pelican Marsh. Cannot get out of the community now without risking being hit, so can't understand the reasoning behind the widening of these areas.                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| While a bus does travel in my area, I could not get to work on the bus. Why isn't there a bus that runs the whole of Immokalee road? My oldest child has better bus access in Ketchikan AK. Always a new neighborhood going in = more traffic on Immokalee and Vanderbilt                                                                                                                                                                                                                                                                                                                                                                                            | 1 |
| When charter or CCPS add schools to main road there should be infrastructure added to primarily address peak school time drop off and picks up hours, between the blue collar & school zones, it takes me an hour and half when usually it would take me 35 minutes to get to work. There should be solutions in place before approving so much building. The Vanderbilt extension was for nothing when mason academy drop off line backs everything up for MILES                                                                                                                                                                                                    | 1 |
| West Bound Rattlesnake Hamock Rd. at Tamiami Trail should be a double turn lane to the right heading North, The traffic there backs up all the way to Hawaii ave. That's 2 blocks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| We need to regulate the electric skateboards, scooters, one wheels, electric bikes, clown cars and golf carts that are everywhere.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| We need SEPARATEED bike lanes. Think about the weight and velocity and distraction factors of cars/drivers——would you ride in a bike lane among cars?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| We need more alternative routes to get into town and the interstate From the golden gate estates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| We need better policing of traffic light violations. And left turn lanes and signals.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| We need 3 left turns at Collier and Vanderbilt like it used to be. With the new light by the school and only 2 turn lanes, it will be a mess for my commute as a teacher.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| We just need more roads in general and/or more travel lanes. A train or shuttle covering major routes would be nice. Something that runs every 15-20 minutes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| We could do better with accident/lane closure information. Having LEO directing flows of traffic as to keep it flowing. Put a moratorium on development until some of our roadways catch up. Finish the diamond interchanges, bridges, or other infrastructure on the agenda before you add more people to our roads!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 |
| Way to much building without the proper infrastructure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| Vanderbilt beach road is now a quagmire bc of the charter school.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 |
| Using more caution left turns would help eliminate some congestion during midday and evening.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| Unfortunately the turn from 951 South onto Vanderbilt going East has been made significantly worse because you removed the extra lane. You also reduced the number of turn lanes from 3 to 2 on Vanderbilt going West, to turn left at 951 North. Why why why...also the Mason school is a debacle. I'm not sure any of this matters if Commissioners just keep approving new developments our East.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| Traffic/congestion is a huge problem due to overgrowth allowed by Collier County leadership. Of major concern is the ridiculous amounts of apartment housing being built before the road infrastructure is in place to handle the traffic that comes with it. It's like building a skyscraper without the proper engineering. Then season hits, and it's a nightmare to get anywhere in a decent amount of time. While some growth is expected, it's no longer easy to get anywhere except when school is out in summer. People continually run red lights in a dangerous fashion. Why? Because some intersections require a 4-minute wait. If the traffic light only allows 4-6 cars through for a left-hand turn, then that means an 8-minute wait on the way to school or work. The 45 mph speed limits are also a problem. With left- and right-hand turn lanes everywhere, most roads can handle 50 mph. If I try to keep the speed limit, I've got people dangerously tailgating. Drivers weave in and out of traffic. | 1 |
| Traffic signals on imokalee arr will done. Encourage or incentivize seasonal people to shop between 9 and 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 |
| Traffic on Immokalee road is horrible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 |
| Traffic lights need to clear traffic this would massively help with traffic congestion. There are many times the traffic is not cleared and it is because lights are not long enough. Which why people run them. There are many lights that are not timed well. Turn lights give an arrow when there is no car. Cross walks are too long when a person is crossing on a bike or e-bike. E-bikes are dangerous and individuals using them use them improperly going against traffic on sidewalks with lights at night.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Traffic lights are not long enough especially for turn lanes and streets that have many lights within short distance from one another. The idea of an over pass over immokalee road is ridiculous and does not solve east west traffic. Maybe also talk to commissioners and don't build apartments on an already congested road with the only entrance exit on Immokalee with over 200 units. Not brain surgery folks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| Traffic lights there is no difference in sequencing between the two seasons. My main concern is the placement of new schools located on major east/west roads e.g. Vanderbilt and Immokolee. Work people need to get better movement in the morning and avoid battling stop lights for new schools. And need a way to get traffic onto I75 to avoid traffic light stoppages.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| Traffic heading into town in the morning it's the worst. I avoid it at all cost if possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| Traffic congestion on immokalee and oil well road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Too many new people here for the current infrastructure. The charter school on Vanderbilt completely ruined the entire point of the extension. Adding lanes to Randall/Everglades/etc could help because it's terrible during school months. Immokalee is too but adding lanes won't help. All the new apartments and communities are going to just make this worse. I take everglades to Randall to Immokalee every work day driving to work during school season is unbearable if I leave any later than 6:30am and even when leaving work at 3 (normally 4-5) it's just as bad. Not necessarily a school bus issue but a parent drop off issue. Which is exactly what's happening on Vanderbilt with the new charter school. I've lived here all my life and it's gotten worse and worse every year. I'm predicting it's going to be much worse after the new apartments are finished being built. | 1 |
| Too many new gated communities being built that funnel into arterial roads that are already over used by volume of traffic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 |
| Today coming to work one of the biggest issues was light timing. Not enough time to clear east west route. More than enough for north south. In particular was the movement along Vanderbilt Ext.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Timing the lights better, cleaning up crashes quicker, dedicated turning lanes, more thru roads from congested areas...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| This survey is only geared toward motorists experiencing congestion from their car. I'm not the problem. I work from home and don't drive during most business hours. But I'm a cyclist and experience lots of congestion and speeding along Vanderbilt beach drive at all times of day. It's especially bad now with the construction. The left lane of cars moves into the right lane to avoid the construction cones, so the right lane of traffic moves into the bike lane, and the cars don't care about cyclists that are using the bike lane. There are no posts about reducing speed during this construction. 2 trucks buzzed me on purpose today. It's only a matter of time before someone gets killed. Please you have to get signs to make motorists slow down during construction. Thank you!                                                                                           | 1 |

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| This is the government's own doing. Poor planning and infrastructure management. Stop allowing all of the development and there wouldn't be a problem.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| This can't be undone. The population doubled and no improvement was made for transport. I drive a work truck and I own the business. I've lived here since 1984 and I am disgusted by the way this town is now. Traffic this bad in a city with no jobs is insane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| They seem to be repairing things that were a problem 15 to 20 years ago. The extension on Vanderbilt to the estates has solved no issues. The extension they are doing on Vanderbilt right now is only going to benefit seasoners going to the beach. The flyover on Livingston road is going to solve no problems whatsoever. Immokalee road is by far the worst road in Collier county at this point. East of 75 it becomes a parking lot in season. They continue to build and build and build. The roads can't handle this. They either need a flyover at 951 to keep Immokalee road moving or install roundabouts to keep traffic moving. Better yet, stop building. Fill up the places that are empty right now.                                                                                                                                                                                                                                                   | 1 |
| There needs to be a pause on building that feeds into Immokalee and Vanderbilt Beach!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 |
| There needs to be at least one road that isn't covered in schools and churches. Vanderbilt was promising until all six lanes were stopped for lengthy school crossings started tonight at the newest school, Mason. Schools need to be placed within the communities. Not every single one on the only road of travel for miles to work. A bus isn't going to fix that. Better planning would.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| There is another alternative to widening the I-75 freeway to eight lanes for 18.5 miles costing \$578 million. This would be to build 200 miles of bike and pedestrian pathways costing less than \$3 million a mile. This system would improve our cities immensely by reducing traffic congestion, while promoting business and workforce housing development, and providing places for our citizens and tourists to ride bikes, run, walk, and enjoy the outdoors. This will increase the health, wellness, and quality of life of everyone living in, and visiting SW Florida, and it will increase tourism. For too long, we have focused on how to add more vehicles to our already crowded roadways. A better choice would be to significantly expand park-like bicycle and pedestrian pathways to provide more enjoyable and healthy alternatives to driving. This has been overlooked for decades. Now is the time to reinvent our increasingly crowded cities! | 1 |
| There is a lot of traffic on east west roads due to development to the east. Need to control building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| There is a desperate need for a north-south connector other than Logan east of I-75. If Collier Blvd were to be extended to the north to connect other east-west roads north of Naples, it would be most beneficial. Continuing to build thousands of new units off Immokalee Road (east of Oil Well Road) without a plan to widen and build more flyovers on Immokalee Road is a recipe for disaster.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| There has to be an efficient and expedient way to get traffic flowing around bad accidents and road closures. Seniors could use shuttles to Healthcare facilities, doctor appointments and grocery stores.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |

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| there aren't enough east/west roads. Most bike lanes are not separated from traffic so I refuse to use them unless separated. which means a lot of places I cannot bike to                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| The traffic is out of control during high season. I cannot even take a right hand turn out of my community for over 20 minutes because people block the intersection despite having words that say do not block the intersection that are written 50 feet long. Something needs to be done.                                                                                                                                                                                                                                                                                                                                         | 1 |
| The seasonality of congestion in this area makes public transportation increases hard to justify because a lot of equipment and personnel will not be needed in the summer. Therefore, it would be better to focus on street/highway design improvements, including streetlight technology, pedestrian (and street) over/underpasses, dedicated turn lanes with arrows, etc.                                                                                                                                                                                                                                                        | 1 |
| The road infrastructure is an embarrassment in this county especially on immokalee road and the planners do not care to correct any of it. They would rather work and waste taxpayers money on roads that are never congested or have traffic issues. The planners in this town are the most useless, incompetent public employees we have in Collier county.                                                                                                                                                                                                                                                                       | 1 |
| The proposed rework of the Livingston and Pine Ridge intersection is a bad idea. I drive there frequently as my mother lives in a LTC facility just behind the fire station. Not enough space to make the ramps and keep the traffic flowing. Please do not do this. Also, we continue to build more homes and take people into a town and the current roads are not sufficient. I am not saying stop growth. Just slow down until road infrastructure is in place. It has been too much to quickly. Say yes to listening to the people of Collier CO.                                                                              | 1 |
| The new traffic signal at Vanderbilt and Pristine Dr/ Mason Classical is a total mess. Mason Classical has traffic issues in all of their locations. It's too late to state the obvious that this is a horrible place for a school however the traffic signal is a major issue for thousands of local residents. There should be no cut through traffic allowed in Pristine Dr by Mason Classical and there should be dedicated right turn lanes from Pristine headed west on Vanderbilt. Starting today CCPS school buses will add inconvenience to this issue. Mason Classical should be held accountable for creating this issue | 1 |
| The new Mason Classical Academy location is horrible and with a new development planned just down from it. Totally negates the expansion of Vanderbilt Beach Road to help with congestion. Poor planning but not surprised.                                                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| The lights around here are timed horribly. Greens are too short for old people to wake up and drive through them. Immokalee especially.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 |
| The lack of traffic signal coordination is by far the #1 culprit of traffic congestion in Collier County. The diminished or inexperienced driving skills of many of the drivers is a close #2.                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 |

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| The lack of a bicycle lane and the very narrow sidewalk on the west Winterberry bridge create a extremely dangerous condition for bicyclists and pedestrians                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| The intersection at US 41 Commercial Blvd. and Palm Street is desperate for improvements! The new construction, especially the hotel under construction at that intersection with the parking structure exiting onto Palm Street will cause major congestion, and accidents. There is no way that that intersection can handle that traffic. The traffic study the County accepted was Garbage. Trinity Scott should lose her job over this. The traffic study said the hotel would only have a 30% occupancy that is a foreclosure situation. It said the convention space which holds 1900 people was incidental along with the bar and restaurant. The permit was issued without having adequate parking spaces Do something about it! Add stacking lanes, bike lanes sidewalks and more capacity otherwise someone's going to get killed. This location has many commuting workers on bicycle and electric bicycle traveling along 41 ...improve improvements are necessary.                                                   | 1 |
| The emphasis should be on multimodal transportation. - Safe bicycle lanes so I can utilize the ebike/ bicycle when the weather permits - Buses that allow ebikes and bicycles to be taken INTO the bus so they are not exposed to the elements - Buses that run on a minimal schedule of every 20 minutes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| The County needs to prioritize roadway infrastructure in the Estates area prior to authorization of any additional residential builds. The current roadways are not sufficient for the vehicles already out here. Additional housing without the proper infrastructure in place beforehand will exacerbate already congested roads, especially during snowbird season.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 |
| The busses are a great contributor to the traffic backups during school days                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| The bottom line is that there is too much development without infrastructure. Put the big box stores where the apartments are to reduce congestion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| The biggest problem with traffic is congestion. There are too many mega developments building on existing infrastructure not designed to handle the volume. I have seen so many communities pop up on Collier Blvd in the last 10 years and they are mostly high density apartments, and each of those units represents 1-2 cars on the road. Attempts at alleviating congestion in the Estates, such as building the Vanderbilt extension, are quickly thwarted by poor development planning like having a no-bus school jam traffic during school days. There are also mega developments planned along Immokalee road which is already a hellish nightmare to travel during most times. The MPO needs to work more closely with the people making development decisions and develop the road infrastructure IN ADVANCE of approving more high density developments. We are going to end up with hellish Miami gridlock all over the eastern County if the building doesn't slow down long enough for infrastructure to catch up. | 1 |

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| Target road improvements on congested areas, such has extra turning lanes, extra time with turning lights. Night road construction. Stop all new home construction permits until road improvements can be made adequate for current population in the zip area of 34117, 34119, and 34120.                           | 1 |
| STOP the over development and work on the infrastructure!!                                                                                                                                                                                                                                                           | 1 |
| Stop putting schools in high traffic areas. Vanderbilt is a nightmare now. That stupid school ruined my commute home!! Finally get the extension and you guys do this. Wow.                                                                                                                                          | 1 |
| Stop Building. Road infrastructure should be updated to handle more people on the roadways ...then build the homes, offices, schools, etc. Not the other way around. It's causing too many unnecessary deaths                                                                                                        | 1 |
| STOP BUILDING!                                                                                                                                                                                                                                                                                                       | 1 |
| Stop building on empty every empty lot.                                                                                                                                                                                                                                                                              | 1 |
| Stop building new residences. We are overpopulated. Eventually it'll Naples will be undesirable. Naples is starting to look like Miami. I live 13 miles from work and it takes me 40-60 minutes to get there and that is ridiculous.                                                                                 | 1 |
| Stop building new communities                                                                                                                                                                                                                                                                                        | 1 |
| Stop building multi family projects!!!!!!!!!!!!!!                                                                                                                                                                                                                                                                    | 1 |
| Stop building communities and apartments when the current roads cannot handle the population                                                                                                                                                                                                                         | 1 |
| STOP building all of the new condos!                                                                                                                                                                                                                                                                                 | 1 |
| Stop bringing more people out to the estates before you figure out how to deal with the current traffic flow                                                                                                                                                                                                         | 1 |
| Stop allowing reckless building that's actually contesting our roads. To many people with no infrastructure is a disaster!                                                                                                                                                                                           | 1 |
| So many u-turns are a hazard                                                                                                                                                                                                                                                                                         | 1 |
| Setting up meetings with communities to discuss any problems related to leaving or entering, exiting for their street to Tamiami Trail. Example - Traffic at the corner of Wiggins Pass and Tamiami Trail. New Publix will affect the flow on Wiggins, egresses from the mall and no left turn signal at the corner. | 1 |
| School traffic needs to be evaluated and troubleshootted                                                                                                                                                                                                                                                             | 1 |

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| School traffic is horrific. Cars should not be at a dead stop on the main roads. I.e Vanderbilt road backed up to Logan for cars to go into Mason. Cars stopped on 951 to get into Oakridge Middle. This is dangerous.                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 |
| School times/schedules and expected times to get to work should be better planned also cops should really address the drivers that cause traffic by either not following speed limits and by blocking the flow of traffic by not using the right slower lane                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| School times make traffic heavier, so many individual families driving their kids instead of using buses. Of course, Season is a nightmare. Infrastructure needs to be improved before any more property development.                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| Rid traffic lights althoer..they are always timed wrong, especially in season on Immokolee Rd .. IF NEEDED build more CORRECTLY designed roundabouts ..such as Bonita beach rd way out East, past Logan.                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 |
| Reduce lights overpass needs to be on immokalee not Livingston                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 |
| Questions 4, 5, and 6 are not good questions for this survey. These questions imply that people should not drive anywhere at any time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 1 |
| Public Transportation needs to be improved with more geographic coverage and less wait times and better shelters. Developments need to be built with walkability built in automaticaly and service / amenities need to be present in or near all new neighborhoods. New Developments are being buily 100% for car use and none are being built around walkability and accessibility to stores and amneities. This has to change immediately . Every new neighborhood built is just endless roads and cul de sacs that lead to more roads and culd de sacs. Collier is building 200% car dependent neighborhoods ONLY! this cannot continue. | 1 |
| Provide more public service messages regarding staying off the roads between 7am-9am, 4pm-6pm except for commuters/ necessary travel and slower traffic keep right and let people get around you.                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| Prioritize construction of additional overpasses and roundabouts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| Poor planning for new construction when we have limited roads to use because of gated communities. Also study of traffic patterns needed before lane decisions are made that create bottlenecks (ie new light at Pristine and Vanderbilt Beach Rd.)                                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| Police presence on Golden Gate Blvd reduces aggressive driving and speeding, thereby reducing traffic accidents which stop traffic.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 |

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| Please stop the building on Immokalee Road. There was no need for an apartment complex to be built.(Aspire) With Walmart, Publix, and target shopping center, it takes me sometimes to travel from Lakeland Road to Logan Boulevard 25 -35 minutes. Which is really outrageous.                                                                                                                                                                                                                                                                                                                                                                         | 1 |
| Please fix the diversions on Oil Well Road between Ave and Desoto - this is so dangerous!! Also please fix the traffic on Vanderbilt near Mason Academy - the traffic now wrecks the whole point of the Vanderbilt extension.                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| Please do something these roads are a death sentence and everyone is angry and speeding and running every the light                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Please carefully evaluate the new signal at Pristine and Vanderbilt. This intersection and the new school associated with it increased my 15 min commute to more than 40 min simply because the straight-going cars attempting to enter the school are assigned to the right lane instead of the left.                                                                                                                                                                                                                                                                                                                                                  | 1 |
| Overdevelopment has got to stop. There are not enough through roads, both east-west and north-south. Putting "self-contained" developments on wildlife protected lands is the dumbest idea ever. Unless you prevent people from leaving those developments to go to work, school, or shop, the load on the existing roads will continue to rise and everyone will be sitting in traffic all day long.                                                                                                                                                                                                                                                   | 1 |
| Over development ahead of level of service concerns on all major roadways in the estates and eastern collier                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1 |
| Open I75 on everglades Traffic is insane in the morning and evening                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Older drivers and drivers who are not in any hurry to get anywhere are a big problem here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 |
| No new communities should be built until infrastructure has been improved. Say no to the developers for a change. No new development in the eastern part of the county!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| New roads just like they have on your way to Ft. Lauderdale would eliminate the traffic congestion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Need more shuttles for the elderly to get to doctors appointments / chemotherapy appointments / dialysis appointments. Not just for the poor but for all, to keep them off the streets. My elderly frail dad drives way more than he should for all those services. Many hours a day driving on the road when he would much rather ride. Collier needs to understand the elderly probably outnumber the working and greatly contribute to weekday traffic. I'd like to see a study on the accidents involving the elderly and make it a priority to provide them with safe reliable transportation. It would cost much less than building bigger roads. | 1 |
| Need more roads 7am-9.30am takes 1 hour in traffic 8 miles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |

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| My main concern is e-bikes coming up behind me on the sidewalk without any warning. I am sure someone will get seriously injured or killed. Especially bad on E Trail, Davis, Airport, etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 |
| My biggest issue is people blocking intersections to connecting areas. I'm often left waiting for long periods trying to leave the area in which I live (south end of 39th ST) because the intersection is blocked. Additional signage to not block the bridge at 25th Ave SW and CR951 would improve my commute time. Especially if I need to head west down Golden Gate Parkway which is the closest/ most convenient way to head south. I know a new bridge, in addition to widening CR951 with a traffic signal is in the works, but in the meantime signs to not block the intersection would be helpful.                                                                                                                                                                                                 | 1 |
| More roads/infrastructure. Only having 2 lanes on GG BIVD is horrible. Having to take immokalee road is horrendous. New Vanderbilt extension helped, but now the new mason academy school affects that to where it's a disadvantage again.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| More public transportation options. Safer options for bikes and walking. Congestion is only going to get worse as more construction takes place. It's impossible to get anywhere in season in a timely manner when there's construction everywhere. Once people move into these new builds, the congestion will just get worse.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 |
| Mason classical school is nightmare. Pristine and Vanderbilt needs to be fixed immediately. Whoever designed the new intersection for the school is Not too bright                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1 |
| Many of the current roads don't support the large amount of Collier county residents, especially when that number increases during "season". During season and the school year, many people also don't follow correct traffic rules (e.g. cruising slowly in the left lane instead of merging, passing on the right, etc.) and many residents seem to drive their children to school instead of using provided transportation like school busses.                                                                                                                                                                                                                                                                                                                                                              | 1 |
| Make sure no one turns north from Banyan. Why is it I see traffic violations of non attention, and I never see an officer dealing with it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Make school busses compulsory for all schools (public and charter) for grades 1-10. Take a day to teach the sheriffs officers how to use a turn signal, stop at stop signs, stop texting and driving, and all other basic traffic laws. Actually ticket people for cutting into long turn lines (reckless driving). Make all county and city employees hours 9-6 so they aren't on the road at the same time as everyone else trying to get to work. Ticket dump trucks for blowing through red lights. Make it a strict rule that no trucks, dump trucks, or vehicles with trailers use the left lane. Stop building in areas that are already massive traffic problems (951 and Vanderbilt for example). Get rid of all Flock cameras and any AI based surveillance. Make the police actually do their jobs. | 1 |
| Long traffic lights back up traffic. And some abbreviated lights only allow 2-3 cars to get through. Timing seems off at many intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |

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| Keep up the good work. I love living in Collier County.                                                                                                                                                                                                                            | 1 |
| Its too late now, but STOP ALL THAT BUILDING! There are very few undeveloped areas anymore.                                                                                                                                                                                        | 1 |
| Its ridiculous that I have to leave my house sometimes up to 3 hrs early because of traffic. My 25-30 minute commute to work has turned into 90-120 minutes commute.                                                                                                               | 1 |
| Its getting worse, need roads to be widened more lanes to the roads that are heavily used                                                                                                                                                                                          | 1 |
| It's insane we don't have public trains in Florida.                                                                                                                                                                                                                                | 1 |
| Is this a joke? Obviously, there are too many people crammed into a small city with poor planning and outdated infrastructure.                                                                                                                                                     | 1 |
| Infrastructure needs to be addressed before more building is approved. In season it's more than necessary                                                                                                                                                                          | 1 |
| Increased development and population growth without updates to road infrastructure has created a traffic bottleneck in many areas especially during the winter months.                                                                                                             | 1 |
| Incentivize people to live where they work. More police on the roads issuing citations for speeding and reckless driving. Fines should be higher. Drivers should be road-tested and have written tests every 5 years to keep their driver's license. End bad driving habits early. | 1 |
| Immokolee and 75. Disaster                                                                                                                                                                                                                                                         | 1 |
| Immokalee Road is consistently backed up for a mile each morning and afternoon at the Collier Blvd intersection and areas to the west                                                                                                                                              | 1 |
| Immokalee Road is a serious problem. Last February it took me 45 minutes to reach a doctor's appointment 5 miles from my home!                                                                                                                                                     | 1 |
| Immokalee from 75 to Airport is a nightmare any time of year now. Especially rush hours. Yall wasting tax money on the wrong things.                                                                                                                                               | 1 |
| I-75 and Pine Ridge Rd. was a waste of money. There was never a problem there.                                                                                                                                                                                                     | 1 |
| I would ride my bike more if I felt safer riding during dusk/night and if there were more protected bike lanes. I also do not have a place to shower or store my bike at my workplace so I only use it for errands and the gym rather than for work commute                        | 1 |

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| I work in Cape Coral, but work from home when possible. I attend school in Ft.Lauderdale 3 days per week. That drive was preferable to the Cape Coral drive until you made a mess of Oil Well. Now, both are terrible. I prefer driving in Ft.Lauderdale to Naples. At least their traffic moves smoothly even if there's a lot of it.                                                                                                                                                                                                                                                                                                                             | 1 |
| I work hours in the office and hours at home. I do think Roundabouts are a great possibility at major junctions and passing over lights to turn left in order to make your left turn, both make great alternatives for traffic flow.                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| I think the housing became overpopulated in the estates and the roads were never meant for this congestion. We need to possibly open i75 ramp for residents of golden gate estates members only leaving and going into town (naples) only and have an entrance coming from naples only having access to enter golden gate estates. No exit or entrance to the estates from anyone coming east bound from i75. Aka Miami.                                                                                                                                                                                                                                           | 1 |
| I live near Immokalee Road and Livingston. I've been here for 11 years. The Growth east of I 75 is clearly uncontrolled and Immokalee Road cannot handle it anymore. I wish I didn't live in Willoughby Acres anymore because of it. We have an enormous amount of cut through traffic coming from the seed to table employee parking lot driving through our neighborhood. It's just awful. I attended numerous hearings to try to get some help. But Alfie Oakes Fraud.                                                                                                                                                                                          | 1 |
| I feel like there is a stigma about riding a bus. If there was a train I would ride it every day. Could anything be done to improve the reputation of bus travel? I hate driving - if there was a Waymo or self driving car available - I would have one.                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| I feel if the lights were time better it would alleviate traffic congestion a lot. Let the masses get through quickly while the side roads wait a bit longer. Going to work/school then going home. The times people go to work/school is when retired people play golf, schedule dr appointments, gym, breakfast/dinner. It's mass clusters during season. On my day off, (Monday), I make sure to run my errands after/before rush hour. It's just common sense. People feel entitled or they just don't realize it. They could be a part of a problem or a part of a solution. Less development would be wonderful. Then our issue wouldn't keep getting worse. | 1 |
| I feel contractor traffic is the main issue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| I believe we need more : 1) east/west roads 2) an additional north/south interstate 3) Collier Blvd should connect to Logan Blv just below Bonita Village Walk or go north towards the east and past Bonita National 4) an exit on I 75 at Vanderbilt Beach Rd                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |

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| Honestly, things aren't that bad during the summer. During snowbird season the volume of traffic and having no alternatives to the major thoroughfares (Bonita Beach Rd., Immokalee Rd., Vanderbilt Beach Rd., Pine Ridge Rd., Golden Gate Blvd./US-41, Goodlette-Frank Rd., Airport-Pulling Rd., Livingston Rd., Collier Blvd.) means that if there is an accident at a major intersection of ANY of those main thoroughfares listed, everything ripple effects out and often for hours. I do appreciate efforts like what is going on at Pine Ridge and 75 but have deep concerns that people only here part time may be confused and make things worse during season. | 1 |
| halt overbuilding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1 |
| Fix the timing of the lights. Stop building                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 |
| Finish Vanderbilt extension to Everglades Expand immokalee/75 on ramp Connect Vanderbilt to 75 Connect Everglades to alligator alley                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1 |
| Every time a set of lights is put in on immok rd. it effects us. my husband can take 2x hours to get to fgcu its appalling.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1 |
| Eliminate red lights! Improve bike lanes by adding barriers. Paint doesn't protect anyone and you are literally safer biking in the road than in a bike lane without a barrier.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| Ebikes are great alternatives for people with 5-10 mile commutes but local laws are confusing and seemingly penalize riders. Forcing class 2/3 pedal assist bikes on roads with no dedicated biking lanes is not safe given the amount of pedestrians/bicycle riders hit by cars. New Gated communities should have frontage roads that aggregate multiple communities to a single light vs. a single. Community having their own light. Increase developer impact fees and contributions towards public and transportation infrastructure. Thank you for your consideration.                                                                                            | 1 |
| During season (busy time) especially, employers (County included), should offer employees who do not have customer facing positions, the opportunity to work remotely to reduce the number of cars on the road.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| Do better.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| Development is out of control-too many apartments, developments being approved!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |
| Could use more traffic lights to slow traffic to allow exiting from communities onto main roads. We are at Heritage Bay and traffic coming west on Immokalee is so heavy at times that you can't pull out safely onto the road. Anyone trying to turn left out of our community to go east poses a safety threat not just to themselves but anyone else at that intersection.                                                                                                                                                                                                                                                                                            | 1 |
| continue to make more bike paths available                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| Congestion is really only bad when their is an incident. Otherwise, my commute is as expected. Incident management and communication about delays would allow me to make choices about my commute.                                                                                                                                                                                                                                                                                                              | 1 |
| Change the turn lanes at Pristine and Vanderbilt.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 |
| Building before improving roads is a big problem. The current roads can't handle the load once season starts as is, but we have more housing, schools and shopping being built on the same few roads.                                                                                                                                                                                                                                                                                                           | 1 |
| bottlenecks - they're everywhere and whenever one gets clogged by an accident, special event...or even something regular like a school bus or the garbage truck doing its route...it's absolutely congestion and cannot come undone. There's maybe 4 major routes east to west across the county and if any one of those get clogged, then good night I'm getting home around 7 and missing my kids. This level of congestion causes drivers to then rage, or drive unsafely, which then slows everything down. | 1 |
| Bike lanes and paths need to be better connected. It is difficult to get from North Naples to South Naples on the east side of the community.                                                                                                                                                                                                                                                                                                                                                                   | 1 |
| Better studies should be conducted prior to painting the lines and turn lanes on the pavement. Clearly there is little need for a left hand turn lane and it could double as a through lane leaving the right hand turn lane solely dedicated to right hand turns which is paramount at the intersection of Vanderbilt Beach and Pristine.                                                                                                                                                                      | 1 |
| Better enforcement from law enforcement officials on current traffic laws. I.E. Red light running, speeding, failure to use turn signals, not stopping on Red for right turn, aggressive driving. Put in place a Building Matorium, until the infrastructures can catch up to the development of new communities and large scale multi family complexes. Better/enhanced/ more bicycle and pedestrian paths.                                                                                                    | 1 |
| Ave Maria is wonderful for biking walking and golf carts. Please do something with congestion on Immokalee Rd                                                                                                                                                                                                                                                                                                                                                                                                   | 1 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| As our area is primarily grid-based with a few primary east/west & north/south roads, the pressure is highest on turn lanes during peak times of day. Improvement of high traffic turn lanes with continuous merges would greatly improve flow where possible e.g. the northbound turn lane from golden gate pkwy to goodlette-frank rd within city limits. An additional note, I used to cycle a lot in the county and I rarely do now. Safety on the roads has decreased as volumes increased. Bike lanes should be ever present as part of the overall traffic mgmt. plan of the county. Pedestrian crossings as well - more signaling needs to be deployed to notify our distracted drivers. Blinking LEDs, pedestrian stops at the medians, etc. Overall, I feel Collier County does a decent job at traffic mgmt. given the large increases in traffic over the years. | 1 |
| As much work done over night or not in season as possible                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1 |
| As long as county employees, and commissioners, are not effectively measuring traffic impact prior to approving development, this issue will not improve. For now, conduct new traffic impact studies that include traffic to/from all of the businesses with a specific area. Evaluating the impact of traffic from a single business without including multiple others that are being built in the same area during a period of time does not effectively evaluate the risk. This seems to be something the county does on purpose to justify approving development without the cost of improvements to road infrastructure.                                                                                                                                                                                                                                               | 1 |
| Alternate routes need to be created. Such as from Golden Gate estates to Naples via an extended Wilson Blvd or an exit at Everglades BL and I-75. Everglades BL north of Cr-858 needs to be improved (4 or 6 lane).. Immokalee Rd need expansion north of Shady Hollow since the county keep approving development without improving infrastructure. Same with CR-858 east of Everglades. The Sheriff's Office has completely abandoned traffic enforcement, so traffic signals need to be improved with new adaptable software to reduce red light running and improve flow. The county wasted money on a park (seaboard railway) that a small amount of people will use. That money could have been used for improving the infrastructure that impacts all residents and visitors                                                                                          | 1 |
| Advanced timing/extended time for westbound traffic on VBR, immokalee, and pine ridge during morning rush hour (6:30-9:00am) Reversed on afternoon rush hour traffic (3:30pm- 6pm)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 |
| Adding multi-story apartment buildings on every corner exacerbates the traffic issue. We need to reign in high density development. Kind of a no-brainer. Distracted driving is a problem. I'm not typically one to demand enforcement, but this is a major safety issue. Too many people on their darn phones! Commercial vehicles cruising in the left lane 10mph slower than everyone else is also frustrating. In fact, anyone cruising slow in the left lane is an issue because it results in aggressive driving from everyone else trying to get by.                                                                                                                                                                                                                                                                                                                  | 1 |
| Add red light camera ticketing at major intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1 |
| Add Rail service Naples to Fort Myers and Tampa, and Rail service Naples to Miami, Fort Lauderdale.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 |

|                                                                                                                                                                                                                                                                                                                          |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| A police presence would greatly help traffic in the county. Crashes are a huge reason for traffic back up. Constant speeding, distracted driving (cell phones), aggressive driving and running red lights is what is causing all the accidents that back up our roads. Overdeveloping, stop with the building all ready! | 1 |
| 5th ave is horrendous! Should be turned into a pedestrian mall with parking in nearby city garages                                                                                                                                                                                                                       | 1 |
| Housing density is contributing to the congestion and needs to be addressed. Roadways need to be upgraded prior to adding additional housing.                                                                                                                                                                            | 1 |

Answered: 163 Skipped: 72



## APPENDIX E

### *Stakeholder Agency Summary Notes*

## FDOT TSM&O

August 26<sup>th</sup> 11:00-11:45

Dusty Hansen, Carmen Monroy, Collier MPO

Katherine Chinault, Neal Turner, FDOT District 1

Wally Blain, Ian Debnam, Benesch

- FDOT District 1 has developed a KMZ file of priority corridors that is shared with project scoping team so TSM&O elements can be included in future 3R or PD&E projects.
- TSM&O Master Plan scoring criteria help to narrow down areas for types of improvements.
  - Freight
  - Transit
  - Safety
  - ATSPM = better data for monitoring and identifying needed future improvements.
  - RPU = computers needed to be reset from time-to-time. Remote access to power improves signal reliability and performance.
- ITS = baseline investment with signals connected to central control
- Second Tier includes addition of cameras for remote operation and control.
- Advanced include Transit Signal Prioritization or Adaptive Management
- FDOT currently has signal agreement with Collier County.
  - FDOT pays for a portion of the County TMC
  - Collier County operates arterial system including the State Highways
  - Naples controls US 41 inside city limits
- SunGuide is for I-75/freeway management
- Most signals in Collier County are connected to TMC with fiber; remaining have cellular communication.
- Identification of future projects usually led by FDOT implementation falls to locals for partnering. FDOT has helped Collier County with previous TAPS-LA grant funding.
- Completing and ITS/ATMS Mater Plan in Collier is more about advanced planning/deployment, understanding of costs and ongoing maintenance needs. Identifying future staffing and resource needs would also be a consideration.
  - FDOT is completing an ATMS Master Plan for Polk County.
  - A TSM&O Master Plan for Collier County wasn't completed.
- Bringing forward recommendations from TSM&O Master Plan are proving to be successful when identified and combined with a resurfacing/maintenance project.
- Results from the Origin-Destination Study can be helpful in identifying limits for a coordinated system
  - On US 41, that would include improved coordination between Lee County and Collier County operations
- Speed Management strategies can be used to target specific instances of speeding and safety concerns. Not always effective in managing speed during times of peak congestion.
  - A pilot was completed on US 41 in Manatee County to evaluate safety benefits. Before and After conditions were measured.
  - Speed Management/Coordination requires advanced technology

- Express Lanes as a congestion strategy are primarily focused on interstate travel relief with little impact to the arterial system.
  - Opportunities exist to open express lanes during crashes/incidents when general-use lanes are closed.
  - Limited access points and pricing are focused on long-distance travel.
- US 41 FRAME Project in Lee County is including passive pedestrian safety features to include HAWK signals and LiDAR based flashers for mid-block/unsignalized crossing locations.

## Collier County Traffic Operations

September 1<sup>st</sup> 2:30 – 3:30

Dusty Hansen, Carmen Monroy, Collier MPO

Dave Becker, Chris Ordonez, Collier County Traffic Operations/TMC

Wally Blain, Ian Debnam, Benesch

- Collier County is beginning to assess the impact of the Vanderbilt Beach Road Extension. Currently seeing shifts of traffic as high as 20% from Immokalee Road and Golden Gate Blvd.
- Phase 2 of the Vanderbilt Beach Road Extension will connect with Everglades Blvd. There is anticipation that the Everglades Road Interchange will be constructed following completion of the Interchange Justification Report allowing additional connectivity with the RLSA and Rural Estates areas. This will have an impact on travel patterns and shift areas of congestion.

- Collier County has looked at Arterial Management strategies to support Traffic Incident Management. Previous challenges with heavy traffic movements in east/west and north/south directions have been difficult to address for prioritizing traffic movement.
  - There does appear to be an opportunity to develop a plan to provide arterial relief for interstate incidents. Priority is for developing portions of Livingston Road as a congestion relief corridor first and then develop plans for the Santa Barbara/Logan corridor.
- Adaptive Signal Technologies have been implemented on Vanderbilt Beach Road between Goodlette-Frank Road and Islandwalk, covering 13 intersections in total.
  - The County has a before and after comparison that can be provided. This will aid in defining effectiveness for relieving congestion and providing reliability in the transportation system.
  - A previous pilot study was deployed on Immokalee Road. Due to communication issues between the detection and signal control devices, this was not a successful pilot and was removed.
  - \$400,000 previously allocated for developing a revised deployment of adaptive signal control on Immokalee Road has been delayed. With the opening of the Vanderbilt Beach Extension, Collier's Traffic Operations Group is considering extended current ATMS/ITS technologies further east on Immokalee Road instead of adding more advanced technology to the existing locations.

- Within Golden Gate City and the surrounding area, Collier County is also exploring adding adaptive signal controls on Golden Gate Parkway (44<sup>th</sup> Street to Santa Barbara); Santa Barbara Blvd (Radio Road to Golden Gate Parkway); and on Radio Road at Devonshire Blvd and Livingston Road.
- Collier County is nearly completely with installing detection devices at all of the signalized intersections. The recently prioritized CMP request for ITS Vehicle Detection Updates (FPN 449581-1) will provide updates at 40 intersections. Currently 120 of the roughly 200 intersections have been upgraded.
  - These updates provide more reliable signal control.
- The county is exploring advanced technology applications designed to improve traffic safety.
  - Past implementation of adding “blue lights” to traffic signals has shown a reduction in redlight running as well as a reduction in crashes. The County can share a report of the before and after conditions showing the effectiveness of this implementation.
  - The County has also looked at software technology that is able to detect near-miss events that can be used to deploy countermeasures proactively. The City of Naples has apparently submitted for a pilot study implementation.
  - New technology designed to extend red-clearance intervals when approaching vehicles won’t stop or clear the intersection in time for the

cross street to receive a green light provide additional safety benefits. This dilemma zone technology is being considered by Collier County at the Immokalee Road and Logan Blvd intersection.

- Additional software-based subscriptions are used by the County for signal performance reporting. Costs for adding additional capabilities have made this prohibitive.

## City of Naples

March 2<sup>nd</sup> 11:30 – 12:15

Dusty Hansen, Carmen Monroy, Collier MPO

Alison Bickett, Dave Rivera, City of Naples

Wally Blain, Ian Debnam, Benesch

- The City is currently updating the Comprehensive Plan. conversations regarding the roadway capacities and level of service standards are part of that conversation.
  - The City is addressing the multimodal needs of the community as well as the regional draw to beaches, restaurants, and shopping destinations.
  - The City’s transportation element currently uses older capacity values and criteria listed in FDOT handbooks. Presentations on updates will be made to the Planning Advisory Board and City Council.
- The City has hired a local consulting firm to conduct a Downtown Traffic Study that should be completed by the end of the year. This study includes the review of 30 signalized intersections in the downtown area as well as sub-areas on the east and west sides of 9<sup>th</sup> Street S (US 41).

- The City is pursuing a joint effort with FDOT for intersection and mobility improvements on US 41 from 3<sup>rd</sup> Street S to Davis Road.
  - Incorporating previous findings from the Downtown Naples Mobility and Connectivity Study is a cornerstone of the project. (<https://www.naplesgov.com/media/80076>). The PD&E study for this project is funded for Fiscal Year 2027.
- Intersection improvements at US 41 and Golden Gate Parkway are being led by FDOT. Coordination with the City is occurring. The purpose for this project is to add an additional left-turn lane on Golden Gate Parkway for traffic traveling south on US 41.
  - Issues associated with stormwater and drainage have been identified. Ability to complete the project within the existing right-of-way is uncertain.
- Coordination of signals and interconnectivity between Marco Island and Collier County Traffic Operations would be helpful for monitoring and communications. The ability for the City to see traffic leaving the Capri Blvd intersection will provide support for managing the traffic signal at Barfield Drive.
- Other noted areas of congestion included CR 951 between I-75 and Greene Blvd and the Westbound approach of White Blvd at CR 951 (Pine Ridge Road).
- Marco Island recently completed the intersection reconfiguration of Collier Blvd and Barfield Drive.
  - This project added additional SB turn lanes and upgraded traffic controllers.
  - Marco Island will provide after photos and the planning study that includes expected benefits from this project.

## City of Marco Island

March 12<sup>th</sup> 8:30 – 9:15

September 2<sup>nd</sup> 10:00 – 10:45

Dusty Hansen, Carmen Monroy, Collier MPO

Justin Martin, John Hamilton, City of Marco Island

Wally Blain, Ian Debnam, Benesch

- A noted bottleneck affecting traffic getting off of Marco Island is on SR 951 at the Henderson Creek Bridge. This affects NB traffic approach US 41 and creates backup through the intersections at Manatee Road and Mainsail Drive.
  - Needs still exist for adding green pavement markings to delineate bicycle and auto conflict areas.
- The City has completed 85% of the recommendations included in the most recently bike/ped master plan.

Current work is being done to develop a bike lane network on streets parallel to Collier Blvd/951 due to right-of-way limitations.

- Funded through an FDOT Grant, the southern portion of this project is moving forward.
- Funding is still need in the coming years to complete the northern segment
- The City clarified that the recent transit shelter/benches added to the CAT stop at the Marriott was the first on Marco Island.
  - Similar enhancements would be helpful on CR 951 near Golden Gate City stops between Golden Gate Parkway and Greene Blvd.
- E-bikes are being used on the island, primarily this is seen as an option for service industry employees that live on the island. Users are primarily seen on Bald Eagle Drive, Collier Blvd between Elkhart and Swallow Ave and on San Marco Road.
- Consideration of a potential on-island trolley service was also mentioned. Given the number of short-distance trips noted in the origin-destination study, a service such as this would provide options for making trips by automobile.

## Collier Area Transit

September 10<sup>th</sup> 9:30 – 10:30

Dusty Hansen, Carmen Monroy, Sean Kingston, Collier MPO  
Ellen Sheffey, Omar DeLeon, Jacob Stauffer, Brandy Otero,  
Finance & Public Transit Services  
Wally Blain, Benesch

- Transit Signal Prioritization has been tested and equipment is in place at about 50 intersections. CAT has coordinated with Traffic Operations based on previous results.
  - Previous deployment had issues with prioritization. Currently looking at different technologies that are less hardware dependent.
  - Buses used for Route 19 are equipped for TSP testing.
- Operating a trolley on Marco Island is not supported at this time based on challenges that have been identified. Previous discussions have focused on seasonal operations which limits the ability to secure a service development grant.
- The goal of completing COA routing study would be to identify operational efficiencies that could results in reallocating funds towards operating a future Lehigh to Immokalee route. The need for this has been discussed, but operating funding isn't sufficient to support implementation.
- The Regional Fare Study looked at developing a single fare structure between LeeTran and CAT. It was found that the administrative oversight was too complex and costly based on the low volume of current ridership.
- Mobility on Demand was discussed as a potential service delivery option to consider. There is some concern about the cost to provide the service. Currently FDOT isn't pursuing additional funding options that would support this.
  - A study would need to be completed to evaluate the trade off in costs and how MOD is able to



- integrated with current paratransit service options.
- Discussion of door-to-door vs. curb-to-curb considerations was also mentioned.
- Marco Island could make a good case study given the defined boundaries of the area and service needs.
- The ULTRA system that is currently implemented in Lee County for Bonita and Lehigh Acres was discussed. The understanding is that Bonita is participating by providing additional funding.
- The Go Glades system operating in Palm Beach County was noted as a potential good example case study that is comparable to the needs in Collier County.
- Concerns have been identified and noted with other app-based car share providers with visually impaired passengers being dropped off at incorrect locations.
- Paratransit trips with CATConnect are based on a 24-hour reservation system.
- Other items of discussion included the potential for identifying park n ride opportunities.
  - Currently the Immokalee park n ride facility is the most used.
  - FDOT previously completed a BRT study on I-75 and US 41. Based on the study parameters it was determined that land use densities on US 41 are too low to support a BRT investment.
- E-bikes and personal mobility devices have impacted ridership significantly.

- The COA will consider this when looking at under-producing routes when looking to identify realign and optimize options.
- Riders have identified the desire to have later service as a more predominant comment during surveys than the need for earlier services.

## Collier County GMD/Land Use

September 10<sup>th</sup> 11:00 – 12:00

Dusty Hansen, Carmen Monroy, Collier MPO

Mike Bosi, Growth Management Zoning Division

Wally Blain, Benesch

- Hot Spot Location 7 – US 41 (E. Tamiami Trail) was noted due to the approved 6L Farms development moving forward in the RFMUD and the increased pressure in that area.
  - It was noted that project 67 in the LRTP is funded for construction in the LRTP. This project widens US 41 from 6L Farm Road to Greenway Rd from 2 lanes to 4 lanes.
  - This approved development is an example of how the RFMUD and RLSA programs are designed to create new destination areas to better distribute trips through the network and satisfy household trip demands.
  - Currently areas of commerce are located West of I-75. Creating new town centers provide opportunities east of primarily residential areas.
- Additional North/South connectivity with Lee County was discussed, specifically the proposed CR 951 extension.

- Evaluations completed by Lee County MPO indicate that this may be cost prohibitive based on the forecasted travel demand.
- Additional discussion included the recently announced widening and express lanes on I-75. While this creates additional North/South capacity, it still forces East/West traffic to converge at a single point.
- The County has been created zoning and land use policies that encourage and incentivize using ‘defunct’ commercial areas to redevelop as areas for affordable/work-force housing. These policies are designed to create opportunities that reduce work trip distances
  - This includes polices that reduce administrative burdens and public hearings to expedite approval.
  - Transit Oriented Development policies have also been added to the Growth Management Plan to encourage clustering of development within a comfortable walking distance of transit routes.
- In addition to the planned expansion at Ave Maria, construction of a new 10,000 square foot glass manufacturing facility was recently announced to expand working opportunities.
- While the Transfer of Development Rights program is still early in it’s adoption, maturing town centers create opportunities for a better usage of the transportation system.
  - Creating self-sustaining areas for trips to be accomplished in shorter distance.

- Also provide for additional opportunities for strictly residential areas.
- The development community has been receptive of the increased densities and better connected housing/work balance incentives in specific site development proposals.

## Collier County Transportation Planning

September 10<sup>th</sup> 2:00 – 3:00

Dusty Hansen, Collier MPO

Lorraine Lantz, Kathy Eastley, Transportation Planning

Wally Blain, Benesch

- A comparative review of the Hot Spot Location and the findings listed in the AUIR
  - Some locations have updated capacities in the 2026 AUIR compared to the 2025 AUIR used for the CMP. This update brought the CMP and AUIR findings into closer alignment.
  - Other locations have a high number of reserved trips noted in the County’s Trip Bank based on development approvals. Others still are listed as constrained in the Comprehensive Plan and have a higher capacity value. Due to the nature of the analysis completed for the AUIR and the CMP having different purposes, these discrepancies were understandable.
  - For remaining locations, pending and recently completed projects weren’t included in the CMP analysis. Preparing a list of reasons for the differences for use by everyone involved will help with communicating.

- Analysis and recommendation development in the CMP will incorporate ongoing and completed projects.
- The Immokalee Road Congestion Study was previously completed and recommendations have been programmed and completed.
- The Golden Gate Parkway Congestion Study has been completed and is going to the County Commission soon for approval. The primary recommendation is the reconfiguration of the I-75 interchange.
- On Vanderbilt Beach Road between Airport Road and Livingston, the recommendations are likely to be intersection improvements/signal coordination as well as access modifications to existing medians.
  - Recently announced ramps at Vanderbilt Beach Road and the I-75 Express Lanes have created some uncertainty and concern about the future impacts to East/West travel and Vanderbilt Beach Road specifically.
- Design plans for the intersection of Randall Blvd and Immokalee Road are at 60% for the CFI alternative. The overpass option has been excluded from future consideration.
- FDOT is actively moving forward with the Interchange Justification Report for the Everglades Blvd @ I-75 interchange. Previously environmental challenges were identified. It's uncertain if the interchange will be proposed as a full or partial interchange.
- Continued extension of Vanderbilt Beach Road east of 16<sup>th</sup> Avenue is current under construction.
- Upcoming/pending projects for the Henderson Creek Bridge widening on Collier Blvd and the widening of

Collier Blvd between I-75 and Green Blvd were discussed.

- Peter Hayden was identified as the PM for the Henderson Creek Bridge.
- Ray Girgis is the PM for the Wilson Blvd Bridge.
- The County Land Development Code includes Transportation Demand Management strategies, especially for the South of US 41 TCEA.
  - Transportation Planning staff will provide these references for including in the CMP report.



## APPENDIX F

### *Congestion Management Strategy Toolbox*

| Project/Program                                                                                                                                                                                                                                                      | Congestion Impacts                                                                                                                                                       | Cost      | Timeframe                      | Data Sources                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <b>Travel Demand Management (TDM)</b>                                                                                                                                                                                                                                |                                                                                                                                                                          |           |                                |                                                                                                                                     |
| <b>Telecommuting</b> – Coordinate with employers and employees to promote the benefits of remote work, work-from-home, and other telecommuting options.                                                                                                              | <ul style="list-style-type: none"> <li>- Reduced peak period vehicle trips</li> <li>- Reduced parking demand</li> </ul>                                                  | \$        | Existing                       | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Participant surveys</li> </ul>                                   |
| <b>Alternative Work Schedules</b> - Coordinate with employers and employees to leave home and arrive at work locations outside traditional peak demand periods.                                                                                                      | <ul style="list-style-type: none"> <li>- Reduced peak period vehicle trips</li> <li>- Improved travel time</li> </ul>                                                    | \$        | Existing                       | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Participant surveys</li> </ul>                                   |
| <b>Ridesharing</b> – Promote the benefits of carpooling and vanpooling. Coordinate with FDOT Commute Connector Program to register users. Continue to include presentation on MPO Board and Advisory Committee agendas to promote ridesharing programs and benefits. | <ul style="list-style-type: none"> <li>- Reduced peak period vehicle trips</li> <li>- Reduced parking demand</li> <li>- Increased use of alternative modes</li> </ul>    | \$        | Existing                       | <ul style="list-style-type: none"> <li>- Program participation</li> <li>- User logs</li> <li>- Participant surveys</li> </ul>       |
| <b>Employer Incentive Programs</b> – Partner with employers and transit provider to offer reduced transit subsidies, commuter incentives, or other benefits to encourage transit as an alternative to driving alone.                                                 | <ul style="list-style-type: none"> <li>- Increased transit ridership</li> <li>- Reduced peak period vehicle trips</li> <li>- Enhanced travel time reliability</li> </ul> | \$ - \$\$ | Short term (1-5 years)         | <ul style="list-style-type: none"> <li>- Transit boarding</li> <li>- Program participation</li> <li>- Employer surveys</li> </ul>   |
| <b>Parking Management</b> - Coordinate with local agency Comprehensive Plans to develop parking policies for shared-parking opportunities in activity centers to encourage non-auto travel options.                                                                  | <ul style="list-style-type: none"> <li>- Reduced vehicle trips and parking demand</li> <li>- Increased use of alternative modes</li> </ul>                               | \$        | Medium term (6-10 years)       | <ul style="list-style-type: none"> <li>- Parking occupancy</li> <li>- Parking utilization</li> <li>- Travel surveys</li> </ul>      |
| <b>Mixed-use Development</b> – Incorporate scenario planning and support development patterns that place housing, employment, and services closer together, including Collier County's RLSA and RFMUD village and town concepts                                      | <ul style="list-style-type: none"> <li>- Shorter trip distances</li> <li>- Reduced vehicle trips</li> <li>- Increased use of alternative modes</li> </ul>                | \$\$      | Medium to long term (6+ years) | <ul style="list-style-type: none"> <li>- Travel Demand Model</li> <li>- Land use changes</li> <li>- Site impact analysis</li> </ul> |
| <b>Transit-Oriented Development (TOD)</b> – Encourage compact, walkable developments near transit routes and activity centers with accessible connections to transit stations.                                                                                       | <ul style="list-style-type: none"> <li>- Shorter trip distances</li> <li>- Increased transit access</li> </ul>                                                           | \$\$\$    | Medium to long term (6+ years) | <ul style="list-style-type: none"> <li>- Land use changes</li> <li>- Transit ridership</li> <li>- Site impact analysis</li> </ul>   |
| <b>Park and Ride Facilities</b> – Coordinate with local agencies and Collier Area Transit to identify opportunities for shared parking and connections to transit and shared-rides along major corridors.                                                            | <ul style="list-style-type: none"> <li>- Reduced peak period vehicle trips</li> <li>- Increased transit trips</li> </ul>                                                 | \$\$\$    | Medium term (6-10 years)       | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Parking utilization</li> <li>- Transit ridership</li> </ul>      |

| Project/Program                                                                                                                                                                                                                           | Congestion Impacts                                                                                                                                 | Cost             | Timeframe                            | Data Sources                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Improve Traffic Operations</b>                                                                                                                                                                                                         |                                                                                                                                                    |                  |                                      |                                                                                                                                                                          |
| <b>Traffic Signal Retiming and Coordination</b> – Review and adjust signal timing, cycle lengths, and other factors along corridors to improve traffic flow and reduce delays.                                                            | <ul style="list-style-type: none"> <li>- Reduced intersection delay</li> <li>- Improved travel time reliability</li> </ul>                         | \$ -<br>\$\$     | Short term<br>(1–5 years)            | <ul style="list-style-type: none"> <li>- Turning-movement counts</li> <li>- Signal timing data</li> <li>- Travel time studies</li> </ul>                                 |
| <b>Adaptive Signal Control</b> – Use real-time traffic information to adjust signal timing in response to changing traffic demand.                                                                                                        | <ul style="list-style-type: none"> <li>- Reduced delay</li> <li>- Improved travel time reliability</li> </ul>                                      | \$\$ -<br>\$\$\$ | Short to medium term<br>(1–10 years) | <ul style="list-style-type: none"> <li>- Signal detection data</li> <li>- Traffic signal performance measures</li> <li>- Before-and-after travel time studies</li> </ul> |
| <b>Traffic Signal Detection and Communications Upgrades</b> – Upgrade vehicle detection, communications, and signal equipment to improve the accuracy and reliability of traffic signal operations.                                       | <ul style="list-style-type: none"> <li>- More efficient signal operations</li> <li>- Reduced delay at signalized intersections</li> </ul>          | \$\$ -<br>\$\$\$ | Short to medium term<br>(1–10 years) | <ul style="list-style-type: none"> <li>- Equipment inventories</li> <li>- Signal detection data</li> <li>- Traffic signal performance measures</li> </ul>                |
| <b>Intersection and Geometric Improvements</b> – Modify intersections through turn lanes, channelization, lane reconfiguration, improved access, or other targeted design changes to address bottleneck constraints.                      | <ul style="list-style-type: none"> <li>- Reduced turning conflicts</li> <li>- Improved intersection capacity</li> <li>- Improved safety</li> </ul> | \$\$ -<br>\$\$\$ | Medium term<br>(6–10 years)          | <ul style="list-style-type: none"> <li>- Turning-movement counts</li> <li>- Intersection capacity analysis</li> <li>- Crash data</li> </ul>                              |
| <b>Localized Bottleneck Improvements</b> – Address specific roadway constraints such as short merge areas, limited turn lanes, or limited interchange capacity through targeted improvements.                                             | <ul style="list-style-type: none"> <li>- Reduced recurring queues</li> <li>- Improved corridor travel time and reliability</li> </ul>              | \$\$ -<br>\$\$\$ | Medium to long term<br>(6–10+ years) | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Travel time data</li> <li>- Roadway capacity analysis</li> </ul>                                      |
| <b>Access Management</b> – Coordinate driveway spacing, median openings, and shared connections between adjacent properties to reduce interruptions along major roadways.                                                                 | <ul style="list-style-type: none"> <li>- Reduced turning conflicts</li> <li>- Improved traffic flow</li> <li>- Improved safety</li> </ul>          | \$ -<br>\$\$\$   | Ongoing & long term                  | <ul style="list-style-type: none"> <li>- Crash data</li> <li>- Corridor studies</li> <li>- Turning-movement counts</li> </ul>                                            |
| <b>Incident Management and Response</b> – Improve incident detection, agency coordination, traveler information, and response procedures to reduce the duration and effects of crashes, disabled vehicles, and other roadway disruptions. | <ul style="list-style-type: none"> <li>- Reduced incident-related delay</li> <li>- Improved travel time reliability</li> </ul>                     | \$\$ -<br>\$\$\$ | Short to medium term<br>(1–10 years) | <ul style="list-style-type: none"> <li>- Incident records</li> <li>- Incident clearance times</li> <li>- Travel time data</li> </ul>                                     |

| Project/Program                                                                                                                                                                                                                                                                                                                                                                                | Congestion Impacts                                                                                                                                                                                                          | Cost             | Timeframe                            | Data Sources                                                                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Intelligent Transportation Systems (ITS) and Traveler Information</b> – Expand the use of cameras, detection systems, dynamic message signs, and traveler information tools to monitor conditions and help travelers respond to disruptions.                                                                                                                                                | <ul style="list-style-type: none"> <li>- Improved incident awareness</li> <li>- Reduced delay</li> <li>- Enhanced system management</li> </ul>                                                                              | \$\$ -<br>\$\$\$ | Medium term<br>(6–10 years)          | <ul style="list-style-type: none"> <li>- ITS inventories</li> <li>- System performance data</li> <li>- Incident records</li> </ul>                                                           |
| <b>School-Area Traffic Signal and Pedestrian Timing Optimization</b> - Review and adjust traffic signal timing, coordination, and phasing during school arrival and dismissal periods. Evaluate pedestrian signal timing, including crossing intervals and pedestrian wait times, to improve traffic flow while providing adequate crossing time and reducing excessive delays for pedestrians | <ul style="list-style-type: none"> <li>- Reduced vehicle delays during school arrival and dismissal</li> <li>- Improved traffic flow near schools</li> <li>- Reduced conflicts between vehicles and pedestrians.</li> </ul> | \$ -<br>\$\$\$   | Short to medium term<br>(1–10 years) | <ul style="list-style-type: none"> <li>- Turning-movement and pedestrian counts</li> <li>- Before-and-after queue observations</li> <li>- School-area traffic and safety studies.</li> </ul> |
| <b>Transportation Systems Management and Operations (TSM&amp;O)</b> – Coordinate technology, signal operations, communications, and operational improvements across agencies and corridors to improve the performance of the existing transportation system.                                                                                                                                   | <ul style="list-style-type: none"> <li>- Improved corridor travel time and reliability</li> </ul>                                                                                                                           | \$\$ -<br>\$\$\$ | Ongoing & medium term                | <ul style="list-style-type: none"> <li>- TSM&amp;O plans</li> <li>- Traffic signal performance data</li> <li>- Travel time data</li> </ul>                                                   |
| <b>Transit Signal Priority (TSP)</b> – Use traffic signal technology to provide conditional priority to transit vehicles at intersections, reducing delays and improving bus schedule reliability.                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>- Reduced transit delay</li> <li>- Improved transit travel time</li> <li>- Potential to support increased transit use</li> </ul>                                                     | \$\$             | Short to medium term<br>(1–10 years) | <ul style="list-style-type: none"> <li>- Transit AVL data</li> <li>- Traffic signal priority logs</li> <li>- Bus travel time and on-time performance</li> </ul>                              |
| <b>Roundabouts and Alternative Intersection Designs</b> – Evaluate roundabouts and other intersection configurations where appropriate to manage conflicting movements and improve traffic flow and safety.                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>- Reduced delay</li> <li>- Reduced severe conflict points</li> <li>- Improved safety</li> </ul>                                                                                      | \$\$ -<br>\$\$\$ | Medium term<br>(6–10 years)          | <ul style="list-style-type: none"> <li>- Turning-movement counts</li> <li>- Intersection analysis</li> <li>- Crash data</li> </ul>                                                           |
| <b>Corridor and Jurisdictional Coordination</b> – Coordinate traffic signal operations, incident response, and planned improvements across jurisdictional boundaries to address congestion that extends beyond individual agency limits.                                                                                                                                                       | <ul style="list-style-type: none"> <li>- Reduced corridor delay</li> <li>- Improved travel time reliability</li> <li>- Reduced operational inconsistencies</li> </ul>                                                       | \$ -<br>\$\$     | Ongoing & Short term                 | <ul style="list-style-type: none"> <li>- Travel time data</li> <li>- Traffic signal timing plans</li> <li>- Agency coordination</li> </ul>                                                   |

| Project/Program                                                                                                                                                                                                                                                                   | Congestion Impacts                                                                                                                                                                                              | Cost          | Timeframe                         | Data Sources                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Shift to Alternative Modes</b>                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                 |               |                                   |                                                                                                                                                                              |
| <b>Transit Service Improvements</b> – Expand transit routes, service frequency, operating hours, or connections to improve access to employment centers, activity centers, and other destinations.                                                                                | <ul style="list-style-type: none"> <li>- Increased transit ridership</li> <li>- Reduced vehicle trips</li> <li>- Improved mobility options</li> </ul>                                                           | \$\$ - \$\$\$ | Medium to long term (6–10+ years) | <ul style="list-style-type: none"> <li>- Transit boarding data</li> <li>- Route performance</li> <li>- Transit ridership surveys</li> </ul>                                  |
| <b>Transit Service Optimization</b> – Evaluate transit routes, schedules, and service delivery to improve efficiency and align service with travel demand.                                                                                                                        | <ul style="list-style-type: none"> <li>- Improved transit productivity</li> <li>- Better access to transit</li> <li>- Potential to attract additional riders</li> </ul>                                         | \$\$          | Short to medium term (1–10 years) | <ul style="list-style-type: none"> <li>- Transit ridership</li> <li>- Route performance</li> <li>- Origin-destination data</li> </ul>                                        |
| <b>Bicycle and Pedestrian Network Connectivity</b> – Implement priority projects from the Bicycle and Pedestrian Master Plan to close gaps, improve crossings, and connect neighborhoods with activity centers and transit stops.                                                 | <ul style="list-style-type: none"> <li>- Increased walking and bicycling</li> <li>- Reduced short vehicle trips</li> <li>- Improved access to transit</li> </ul>                                                | \$\$ - \$\$\$ | Ongoing & Short term              | <ul style="list-style-type: none"> <li>- Bicycle and pedestrian counts</li> <li>- Network gap analysis</li> <li>- Crash data</li> </ul>                                      |
| <b>Filling Gaps in School Walking and Biking Networks</b> – Identify and construct missing sidewalk, bicycle, and other active transportation connections around schools to improve access for students and families and support walking and biking as alternatives to driving.   | <ul style="list-style-type: none"> <li>- Reduced school-related vehicle trips</li> <li>- Reduced vehicle queues and conflicts at school entrances</li> <li>- Improved pedestrian and bicycle safety.</li> </ul> | \$\$ - \$\$\$ | Medium to long term (6–10+ years) | <ul style="list-style-type: none"> <li>- School travel patterns</li> <li>- Sidewalk and bicycle facility inventories</li> <li>- Safe Routes to School assessments</li> </ul> |
| <b>Transit Access and First-/Last-Mile Connections</b> – Improve sidewalks, bicycle facilities, shared-use paths, road crossings, and other connections between transit stops and nearby destinations.                                                                            | <ul style="list-style-type: none"> <li>- Increased transit accessibility</li> <li>- Potential reduction in short vehicle trips</li> <li>- Increased transit use</li> </ul>                                      | \$\$ - \$\$\$ | Short to medium term (1–10 years) | <ul style="list-style-type: none"> <li>- Transit stop access assessments</li> <li>- Ridership data</li> <li>- Pedestrian and bicycle counts</li> </ul>                       |
| <b>Micromobility and Shared Mobility</b> – Support appropriate use of e-bikes, shared bicycles, and other personal mobility options through safe infrastructure and connections to transit and activity centers consistent with local agency land development codes and policies. | <ul style="list-style-type: none"> <li>- Reduced short vehicle trips</li> <li>- Expanded access to transit and nearby destinations</li> </ul>                                                                   | \$\$          | Short to medium term (1–10 years) | <ul style="list-style-type: none"> <li>- Usage data</li> <li>- User surveys</li> <li>- Bicycle and pedestrian counts</li> </ul>                                              |
| <b>Park-and-Ride and Transit Transfer Connections</b> – Improve access to transit and shared-ride services through strategically located facilities and convenient connections between routes and services.                                                                       | <ul style="list-style-type: none"> <li>- Reduced single-occupancy vehicle trips</li> <li>- Increased transit and rideshare use</li> </ul>                                                                       | \$\$ - \$\$\$ | Medium term (6–10 years)          | <ul style="list-style-type: none"> <li>- Parking utilization</li> <li>- Transit ridership</li> <li>- Origin-destination data</li> </ul>                                      |

| Project/Program                                                                                                                                                                                         | Congestion Impacts                                                                                                                                                                    | Cost   | Timeframe                         | Data Sources                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Manage or Expand Roadway Capacity</b>                                                                                                                                                                |                                                                                                                                                                                       |        |                                   |                                                                                                                                            |
| <b>Targeted Roadway Widening</b> – Add lanes or turn lanes at locations where analysis identifies persistent capacity constraints that cannot be adequately addressed through operational improvements. | <ul style="list-style-type: none"> <li>- Increased roadway capacity</li> <li>- Potential reduction in recurring congestion.</li> </ul>                                                | \$\$\$ | Long term (10+ years)             | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Travel demand model; capacity analysis</li> </ul>                       |
| <b>New Roadway Connections</b> – Develop connections that address network gaps, improve access, or provide alternative routes for existing travel demand.                                               | <ul style="list-style-type: none"> <li>- Improved network connectivity</li> <li>- Potential redistribution of traffic</li> <li>- Reduced pressure on constrained corridors</li> </ul> | \$\$\$ | Long term (10+ years)             | <ul style="list-style-type: none"> <li>- Travel demand model</li> <li>- Origin-destination analysis</li> </ul>                             |
| <b>Interchange and Ramp Improvements</b> – Modify interchange ramps, merge areas, or access configurations to address localized congestion and improve traffic operations.                              | <ul style="list-style-type: none"> <li>- Reduced ramp and merge queues</li> <li>- Improved traffic flow and safety</li> </ul>                                                         | \$\$\$ | Medium to long term (6–10+ years) | <ul style="list-style-type: none"> <li>- Traffic counts</li> <li>- Travel demand model; capacity analysis</li> <li>- Crash data</li> </ul> |

Sources: Adapted from Association of Central Oklahoma Governments, Greater Nashville Regional Council, Metropolitan Council (Twin Cities, Minnesota), Metropolitan Washington Council of Governments, Lee County MPO, and Hernando-Citrus MPO.



## APPENDIX G

### *CMP Strategy Evaluation Criteria*

## **Congestion Management Committee Evaluation Criteria and Scores**

### **A. Pre-Project Evaluation**

**Q1** – Does this project address a congested roadway?

- Yes
- No

### **B. General Project Evaluation**

**Q2** – Is this application supported by multiple jurisdictions?

- Yes – 3 pt.
- No (blank) – 0 pt.

**Q3** – Are there specific technical and/or monetary local contributions for this project?

- Yes – 3 pt.
- No – 0 pt.

**Q4** – Does this project require the acquisition of right-of-way?

- Yes – 0 pt.
- No – 3 pt.

### **C. Project Specific Evaluation:**

**Q5** - Uses TSM Approach?

- High – 5 pts. – Incorporates intersection improvements such as turn lanes, signal improvements etc.; or significantly enhances operational response time for emergency vehicles on intersections/facilities which have an existing Level of Service (LOS) “ F”
- Med – 3 pts. – Incorporates intersection improvements such as turn lanes, signal improvements, etc.; or significantly enhances operational response time for emergency vehicles on intersections/facilities which have an existing LOS “E”

- Low – 1 pt.- incorporates intersection improvements such as turn lanes, signal improvements, etc.; or establish and/or improves traffic diversion capability on intersections/facilities (for example signage for alternative routes) which have an existing LOS “D”

**Q6** - Uses TDM strategy?

- High – 5 pts. – Reduces congestion and increases efficiency of the system by adding a new a transit route or a new park & ride facility or cooperating with regional TDM program
- Med – 3 pts. – Reduces congestion and increases system efficiency by increasing existing carpooling, vanpooling, transit or a park & ride facility.
- Low – 1 pt. – Reduces congestion and increases system efficiency by adding new bicycle or pedestrian facilities

**Q7** - Supports/enhances and effectively integrates with existing ITS and maintains concurrency with FDOT Regional ITS Architecture and technological advances in TOC equipment and operations?

- High – 5 pts. – Project affects arterial roadways; or addresses a critical need due to insufficient communication and/or system expansion
- Med – 3 pts. – Project affects collector roadways; or addresses a critical need
- Low – 1 pt. – Project location is not specific; or project is to address contingency system backup or to purchase miscellaneous equipment

**Q8** - Increases Security?

- Yes – 3 pt.
- No (blank) – 0 pt.

### Q9 - Increases Safety?

- High – 5 pts. – Addresses a documented safety problem; reduces the total number of vehicle-related crashes or serious injuries; reduces the total number of bicycle-related or pedestrian related crashes; reduce the number of transit related injuries
- Med – 3 pts. – Increases bicycle or pedestrian safety at high traffic location; and/or increases/improves safety of emergency responders at incident sites; or to reduce the number of secondary incidents as a result of a primary incident

### Q10 - Promote Regional Connectivity?

- High – 5 pts. – Enhances the inter-county connectivity of highways or transit
- Med – 3 pts. – Enhances the inter-county connectivity of pathways/bikeways/trails
- Low – 1 pt. – project is on a facility identified on the regional network

### Q11 - Promotes Multi-Modal Solutions?

- High – 5 pts. – Improves at least three modes; increases connectivity between motorized and non-motorized modes; advances recommendations from existing MPO Bicycle/Pedestrian Safety Studies, Audits, and Community Walkability Studies

- Med – 3 pts. – Enhances at least two modes of transportation
- Low – 1 pt. – Improves one mode; increases transit ridership on a specific route; increases transit enhancements such as park and ride lots or bus shelters; and other enhancements for non-motorized facilities etc.

### Q12 - Protect Environmental Resources?

- High – 5 pts. – Reduces air quality emissions; reduces fuel consumption by reducing corridor congestion
- Med – 3 pts. – Reduces fuel consumption by reducing specific intersection delays; improves monitoring and reporting capability
- Low – 1 pt. – Supports general congestion avoidance measures

### Q13 - Promotes Economic Development or Freight Movement?

- High – 5 pts. – Project is located at and directly affects access to airports, major activity centers, or freight activity centers
- Med- 3 pts. – Project is located near and affects access to, airports, high employment areas, or freight activity centers
- Low – 1 pt. – Project is not located near to airports, or high employment areas but can promote overall economic development of the community



7B Attachment 2  
TAC/CAC 10/26/26

# Congestion Management Process Update

Technical & Citizens Advisory Committees

October 26, 2026

# Agenda

- Public Outreach Summary
- Congestion “Hot Spot” Corridor Profiles
- CMP Strategy Recommendations
- Next Steps
- Committee Feedback & Input



# Outreach Approach

- Combination of online public engagement and stakeholder/partner agency coordination
- **Virtual meeting room** for sharing information
- **Online survey** for gathering public feedback:
  - Survey form with multiple-choice questions and opportunity for open-ended comments
  - Interactive map for identifying specific areas of concern
- **Stakeholder discussions** with:
  - FDOT District 1 Traffic Operations (TSM&O)
  - Collier County Traffic Operations, Transportation Planning, Transit, and Growth Management & Zoning
  - City of Naples and Marco Island Public Works



# Online Survey Results

- Questionnaire and map survey promoted using:
  - MPO website
  - Email distribution
  - Social media
  - Flyers with QR code
- Active from **8/3** until **9/21**:

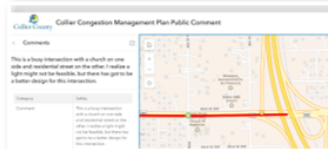
## Virtual Room

195 visits to virtual room



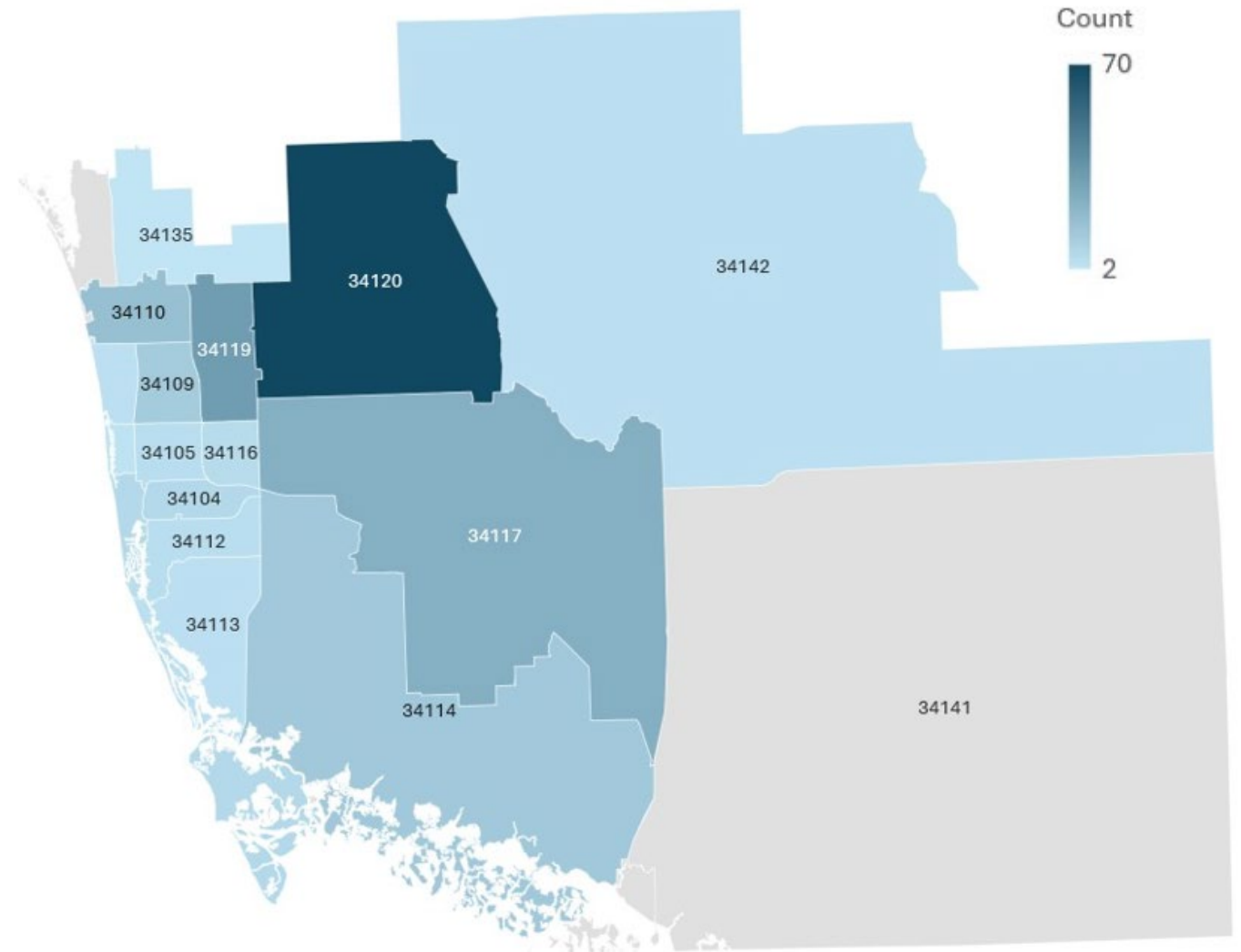
## Interactive Map

10 points of interest placed



## Survey Form

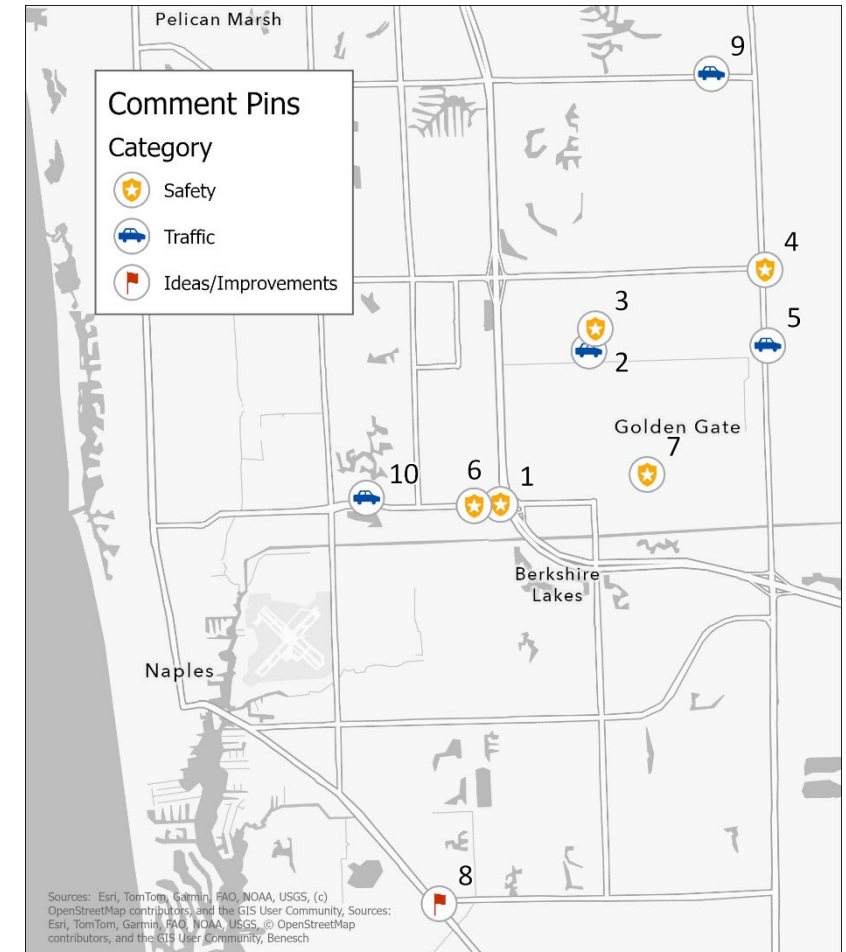
235 responses collected



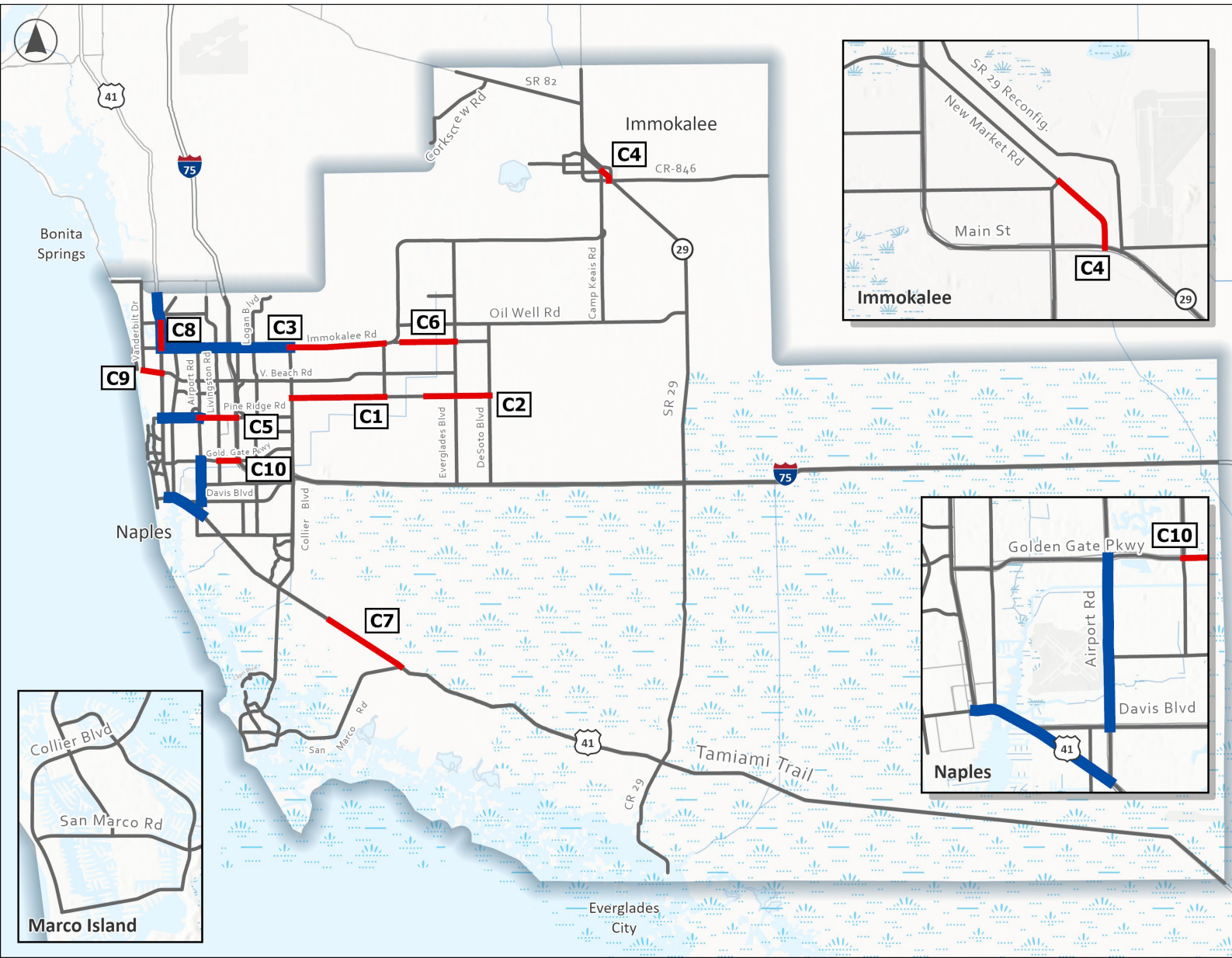
# Online Survey Results

- Most popular strategies selected for reducing traffic congestion:
  - **Improving traffic signal timing** through advanced technology (by 186 respondents)
  - **Building dedicated turn lanes** at intersections (by 131 respondents)
- Recurring themes from open-ended comment responses:
  - Rapid growth and development
  - Limited roadway connectivity
  - Seasonal congestion
  - School-related traffic
  - Effects of crashes or incidents

## Web Map Pin Locations

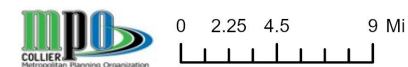


# Hot Spot Corridors



## Congestion Corridors

-  Top 10 'Hot Spot' Corridor  
 FDOT TSM&O Master Plan Corridor  
 CMP Roadway Network



# Hot Spot Corridor Profiles

## Corridor 1: Golden Gate Boulevard from Collier Boulevard to Wilson Boulevard

### ROADWAY CHARACTERISTICS

**Jurisdiction:** County  
**Posted Speed (mph):** 45  
**Corridor Length (miles):** 5.03  
**Number of Signalized Intersections:** 6  
**Functional/Context Classification:** Major Collector Urban  
**Roadway Description:** 4-Lane Divided with Landscaped Median

### ROADWAY PERFORMANCE

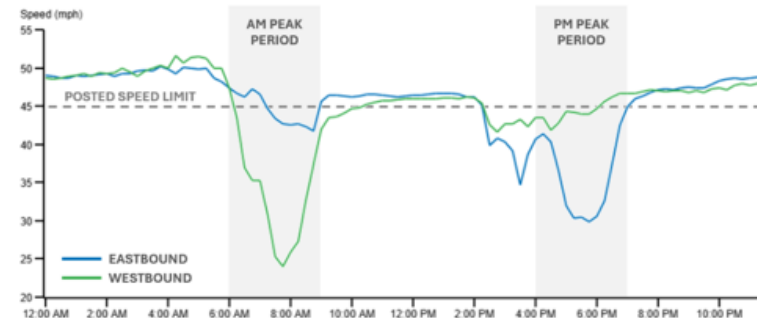
**2030 Estimated Traffic Volume (AADT):** 40,100  
**2030 Max Volume/Capacity Ratio:** 1.49  
**2030 Level of Service:** F  
**2025 Max Truck Share:** 9%  
**2025 Max Average Travel Time Index (TTI):** 1.5 WB @ 7:45 am  
**2025 Top Recurring Bottleneck Locations:** #6 – WB @ Collier Blvd,  
#7 – NB @ Collier Blvd, & #19 – WB @ Wilson Blvd

### SAFETY, MULTIMODAL, & OTHER FACTORS

**High Injury Network Status:** Tier II Intersection  
**Existing Transit Service:** CAT Route 19  
**Existing Non-Motorized Facilities:** Sidewalk & Bike Lane - Both Sides  
**Schools:** Big Cypress Elementary  
**Relevant Projects/Studies:** Vanderbilt Beach Rd Extension, Florida  
Heartland Trail / SUN Trail Expansion



2025 Average Weekday Travel Speeds



### CMP STRATEGY CONSIDERATIONS

- Support County land use planning efforts to better integrate mixed-use development and roadway network connections through the Rural Lands Stewardship Program.
- Continue monitoring corridor performance and traffic volumes following completion of Vanderbilt Beach Road Extension.
- Coordinate with schools to identify opportunities to manage demand and traffic at dropoff/pickup times.
- Expand technology solutions to address decreases in peak hour travel speeds.

# Strategy Recommendations

Multi-faceted MPO approach to strategy implementation and project identification/advancement, which includes:

- Corridor-specific strategy considerations in Hot Spot locations
- Applicable CMP Toolbox strategies for any roadway or location within the County (ex. school zones)
- Recommendations from other congestion-related MPO plans and funding programs:
  - Safety Action Plan
  - Bicycle & Pedestrian Master Plan
- Future studies that support CMP Objectives:
  - Countywide ITS & ATMS Master Plan
  - City-focused Subarea Transportation Master Plans
  - Transit Studies



# CMP Strategy Toolbox

- Countywide recommendations presented in **CMP Strategy Toolbox** for use by the MPO and its partner agencies
- Mitigation strategies reflect a **multimodal approach** to managing congestion and are organized into four general categories:
  - Travel Demand Management (TDM)
  - Improve Traffic Operations
  - Shift to Alternative Modes
  - Manage or Expand Roadway Capacity



# CMP Strategy Toolbox

## TRAVEL DEMAND MANAGEMENT (TDM)

- Telecommuting
- Alternative Work Schedules
- Ridesharing
- Employer Incentive Programs
- Mixed-use Development
- Transit-Oriented Development (TOD)
- Parking Management
- Park and Ride Facilities

## IMPROVE TRAFFIC OPERATIONS

- Traffic Signal Retiming and Coordination
- Adaptive Signal Control
- Traffic Signal Detection and Communications Upgrades
- Roundabouts and Alternative Intersection Designs
- Intersection and Geometric Improvements
- Localized Bottleneck Improvements
- Access Management
- Transportation Systems Management and Operations (TSM&O)
- Corridor and Jurisdictional Coordination
- Intelligent Transportation Systems (ITS) and Traveler Information
- School-Area Traffic Signal and Pedestrian Timing Optimization
- Incident Management and Response
- Transit Signal Priority (TSP)

## SHIFT TO ALTERNATIVE MODES

- Transit Service Improvements
- Transit Service Optimization
- Transit Access and First-/Last-Mile Connections
- Filling Gaps in School Walking and Biking Networks
- Bicycle and Pedestrian Network Connectivity
- Micromobility and Shared Mobility
- Park-and-Ride and Transit Transfer Connections

## MANAGE OR EXPAND ROADWAY CAPACITY

- Targeted Roadway Widening
- New Roadway Connections
- Interchange and Ramp Improvements

*Note: The complete Strategy Toolbox can be found in **Appendix F** of the draft CMP report.*

# Next Steps

- Update to the MPO Board – **November 13**
- Incorporate Board & Committee Feedback into Draft CMP Documentation – **Early November**
- Final CMP Report to Committees for Endorsement – **November 18 & 23**
- Final CMP Report to MPO Board for Adoption – **December 11**



# Requested Action

- Questions or feedback on presentation content
- Additional comments on CMP documentation to MPO staff by **October 30<sup>th</sup>**

*Draft report and other documents available on the MPO website and the CMP Virtual Meeting Room:*

[colliermmpo.org/congestion-management](http://colliermmpo.org/congestion-management)



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**EXECUTIVE SUMMARY**  
**COMMITTEE ACTION**  
**ITEM 7C**

**Endorse the Proposed Updated Citizens Advisory Committee Bylaws**

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**OBJECTIVE:** For the Committee to review and endorse the proposed updated Bylaws for the Collier MPO Citizens Advisory Committee (CAC).

**CONSIDERATIONS:** The CAC Bylaws originally adopted on April 26, 2021, were recently reviewed with several changes recommended. MPO staff presented suggested revisions to the Citizen Advisory Committee bylaws, to ensure they are up to date and provide clarifying language where needed. Recommended changes were brought to the CAC on August 24, 2026, for review and comment and again on September 28, 2026.

Since the last CAC meeting, additional minor changes have been incorporated and are highlighted in yellow (**Attachment 1**).

The earlier changes included updating the Bylaws with the consistent use of “citizens” in the plural form, and connecting the CAC’s role to the comprehensive, cooperative, continuing planning process. The previous update also clarified the appointment process, membership structure, and updated language regarding conflict of interest.

The recommended changes for 2026 are provided in a ~~strike through~~ and underline version, showing the proposed changes (**Attachment 2**). A clean copy of the draft Bylaws (**Attachment 3**) is provided.

**STAFF RECOMMENDATION:** That the Committee review and endorse the proposed updated CAC Bylaws.

Presented by: Carmen Monroy, MPO Director

**ATTACHMENT(S):**

1. Draft Citizens Advisory Committee Bylaws with minor edits highlighted
2. Draft Citizens Advisory Committee Bylaws ~~strike through~~ and underscore changes
3. Draft Citizens Advisory Committee Bylaws for Adoption (clean copy)

## **Bylaws for the Citizens Advisory Committee of the Collier Metropolitan Planning Organization**

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### **Section I - Authority, Creation**

A Citizens Advisory Committee (CAC) for the Collier Metropolitan Planning Organization (MPO) is hereby created to serve as a citizen comprised review and advisory body to the MPO in the comprehensive, cooperative, and continuing transportation planning process. Section 339.175, Florida Statutes, establishes Florida's MPOs and defines their authority and responsibilities to carry out the transportation planning process required by Title 23 of the United States Code, which includes, but is not limited to, the appointment of a Citizens Advisory Committee to ensure citizen involvement in the transportation planning process.

### **Section II - Purpose**

The purpose of the CAC, as representatives of the citizens of Collier County, shall be to advise the MPO by:

1. Reacting to and providing comment and input on transportation planning projects, studies, reports, plans, programs and needs regarding all modes of travel from the citizens' perspective.
2. Providing a forum for discussion of transportation-related community needs, and providing opportunities for community organizations, special interest groups, and the general public to comment on transportation planning projects, proposals and alternatives under consideration by the MPO.
3. Assisting in other functions as requested by the MPO.

### **Section III - Function**

The functions of the CAC shall include:

1. Advising MPO staff on the development, refinement, and implementation of the Public Involvement Plan, including the planning of public information and involvement efforts during the development or amendment of the Long-Range Transportation Plan and the Transportation Improvement Program, and providing feedback prior to calls for projects or soliciting proposals for funding of transportation enhancement activities.
2. Assisting the MPO in identifying transportation needs and issues, in formulating goals and objectives for transportation planning processes, and in setting priorities.

## **Section IV – Responsibilities**

Members of the CAC will carry out the responsibilities outlined below.

1. CAC members should familiarize themselves with relevant transportation matters affecting the residents of the community they have been appointed to represent and be informed about differing viewpoints across a broad cross-section of residents.
2. CAC members should seek to present the general public sentiment of their communities, in addition to their own personal views, in the advice they give to the MPO.
3. CAC members will monitor the implementation of the MPO's Public Participation Plan, identify any problems areas, and make recommendations for improving its effectiveness.
4. CAC members will familiarize themselves with the MPO's transportation planning processes, the status of existing plans and programs, the responsibilities of the various participating agencies and officials, MPO committees, applicable requirements and the MPO's Public Participation Plan.

## **Section V – Membership, Vacancy Replacements, Appointments, Removal from Office**

### **A. Membership**

Membership shall be composed of thirteen (13) citizens residing in or whose principal place of business is located in the following areas:

1. A representative from unincorporated Collier County for District 1
2. A representative from unincorporated Collier County for District 2
3. A representative from unincorporated Collier County for District 3
4. A representative from unincorporated Collier County for District 4
5. A representative from unincorporated Collier County for District 5
6. A representative from the City of Naples
7. A second representative from the City of Naples
8. A representative from the City of Marco Island
9. A representative from Everglades City, including the area encompassing Chokoloskee and Plantation Island

10. A citizen at large representing the disabled or an advocate for the disabled community
11. A citizen at large representing a minority community
12. A citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests
13. A second citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests

Each voting MPO Board member is allocated one CAC seat that corresponds to the local government and/or district that they represent on the MPO, for the purpose of recommending CAC members.

CAC members or their immediate family members (spouse, child, parent, or sibling) shall not be declared candidates or elected or appointed officials of the Collier County Board of County Commissioners, municipalities in Collier County, or the Collier County Constitutional Officers. CAC members shall not be employees of the state or federal departments of transportation, members of the Technical Advisory Committee (TAC), or technical personnel employed by the MPO, its member local governments, or any agency that is represented on the MPO.

Should the status of any CAC member change in such a way as to disqualify that member from membership under the terms of these Bylaws, that member's membership shall automatically terminate. Those who become ineligible for CAC membership shall provide written notice within **30 days** to the MPO Executive Director and the MPO Board member representing their corresponding geographic region, if applicable.

#### B. Vacancy Replacements, Appointments

In the event a vacancy occurs, the MPO Board member **representing** that area will be notified by MPO staff. It is the primary responsibility of the appropriate MPO member to nominate candidates to fill the vacancy. All records of CAC vacancies are kept at the MPO office and updated on a continual basis.

1. Nominations for CAC members are **recommended by the corresponding MPO member and** ratified by the MPO Board. Nominations for at-large vacancies can be made by any MPO member, subject to ratification by the MPO Board.
2. As vacancies occur, nominees will be chosen from applications on file or from general solicitation through public outreach.
3. All CAC members will be required to complete a CAC application at the time of recommendation by an MPO Board member and prior to being approved as a member by the MPO Board. Members of the public wishing to serve on the CAC will submit a completed application (which is available at the Collier MPO office, on the Collier MPO website, or can

be acquired by calling the MPO offices) to MPO Staff. Completed applications will be forward to the MPO Board member within the jurisdiction in which the individual resides or has a principal place of business for recommendation. The recommended application will be presented to the MPO Board for approval.

#### C. Removal from CAC

1. The term of office for CAC members shall be for three (3) years. CAC members may be reappointed following the expiration of their term of service.
2. If a CAC member moves out of the area where he or she represents, or no longer has a principal place of employment in Collier County, such a move shall be considered an automatic resignation from the CAC. Such a CAC member can reapply for CAC membership if they are moving into an area of Collier County that currently has a vacant seat on the CAC.
3. Each member of the CAC is expected to demonstrate their interest in the CAC's activities through active participation in scheduled meetings.

Any CAC member who is absent from three (3) consecutive or four (4) out of six (6) regularly scheduled CAC meetings shall be deemed to have tendered his or her resignation from the CAC. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly attempt to fill the same. No CAC members shall serve at the meetings after their position is declared vacant, are disqualified as provided in Section V.A, above, or after they have tendered their resignation.

4. All CAC members serve at the pleasure of the MPO Board. If at any time, the MPO feels that a CAC member is not performing their duties or serving as an effective representative of their constituency, or has otherwise been disqualified for membership herein, the MPO Board may, by a majority vote, remove that member from the CAC.

#### Section VI – Officers, Duties and Terms of Office

1. The first regularly scheduled meeting of the CAC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the CAC present at the annual organizational meeting.
2. Each officer so elected shall serve for one year, or until reelected or a successor is elected.
3. Newly elected CAC officers shall be declared installed following their election at the organizational meeting.
4. The Chair shall preside at all meetings, call meetings as necessary, establish the agenda for meetings in consultation with MPO staff, and act as a liaison with the MPO Board, MPO staff, government bodies, and other related committees.

5. The Vice Chair shall, during the absence of the Chair or the Chair's inability to serve, exercise all of the duties and powers of the Chair.
6. In the event of a vacancy in the office of Chair, the Vice Chair shall automatically assume the office of Chair for the remainder of the unexpired term. In the event of vacancy in the office of Vice Chair, a new Vice Chair shall be elected at the next meeting of the CAC **by a majority vote of a quorum of the members present** to serve the remainder of the unexpired term.
7. In the event that both the Chair and Vice Chair expect to be absent from a CAC meeting, the CAC meeting will be led by the MPO Director or MPO staff designee, who shall not vote.

## **Section VII – Meetings**

1. There shall be a minimum of one CAC meeting per quarter at a date, time and place acceptable to the majority of the membership.
2. **Each voting member shall have one vote.**
3. Additional meetings may be called by the MPO or the CAC Chair as described in the MPO Public Participation Plan to allow for public input on the transportation planning processes.
4. In order to conduct official business, a quorum shall consist of at least three (3) of the voting members being physically present at each CAC meeting. A vote of majority of the voting CAC members participating in a meeting shall be required to take action on issues before the committee.
5. Regular meeting notices and agendas shall be sent to members at least seven (7) calendar days prior to meetings. Special meetings may be called by the Chair with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all members.
6. Meeting notices shall include the date, time and location of the meeting, and shall be transmitted to media via press release and an announcement on the MPO website at least seven (7) days prior to regularly scheduled meetings. Special meeting notices shall include the date, time and location of the meeting and shall be transmitted to media via press release and an announcement on the MPO website at least three (3) days prior to the special meeting.
7. All CAC meetings shall be open to the public, held at publicly accessible locations, and properly noticed by MPO staff.
8. Minutes shall be taken at all CAC meetings.
9. MPO staff shall be responsible for the preparation, duplication, and distribution of material necessary for CAC meetings.

10. The CAC shall transmit to the MPO Board recommendations and endorsements passed by a majority vote.
11. Except as otherwise provided in these Bylaws, Robert's Rules of Order shall be followed at all meetings.
12. A member of the public attending a CAC meeting has the opportunity to address the CAC, limiting their comments to three (3) minutes each, unless the time is extended by the Chair. If a speaker is reading from a prepared text, a copy should be provided to the minute taker. ~~Public speakers should state their name and should direct comments only to the Chair. The speaker should speak respectfully, avoiding personal attacks or disruptive behavior, and adhering to time limits set by the Chair.~~
13. A member of the CAC shall vote on each action item unless a legal conflict of interest exists. When a CAC member abstains from a vote due to a legal conflict of interest, the member must complete Form 8B Memorandum of Voting Conflict for County, Municipal, and other Local Public Officers. CAC member conflicts of interest and compliance issues are guided by Sections 286.012 and 112.3143 of the Florida Statutes.
14. ~~A member of the CAC shall not abstain from voting on an action item. All members must either vote in favor or against an item, unless an actual legal conflict of interest prevents them from voting.~~
15. Members must be physically present to participate in CAC meetings to ensure participation with other members and the public.

## **Section VIII – Adoption and Amendment to Bylaws**

1. The CAC shall review these bylaws periodically and update them as needed.
2. These Bylaws may be amended by a majority vote of the quorum, provided a copy of the proposed amendment shall be sent to every member at least seven (7) calendar days prior to the vote. All proposed amendments shall be voted on at regular meetings.
3. These Bylaws, and any and all amendments to the Bylaws, will become effective upon affirmative vote the majority of the quorum and subsequent approval by the Collier MPO Board.

**These Bylaws for the Citizens Advisory Committee of the Collier Metropolitan Planning Organization are hereby endorsed on \_\_\_\_\_ by the Citizens Advisory Committee and subsequently adopted by the Collier Metropolitan Planning Organization on \_\_\_\_\_.**

**Citizens Advisory Committee**

By: \_\_\_\_\_  
Karen Homiak, CAC Chair

**Collier Metropolitan Planning Organization**

By: \_\_\_\_\_  
Councilor Tony Pernas, MPO Chair

Attested by: \_\_\_\_\_  
Carmen Monroy, MPO Director

**County Attorney**

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

## CAC Bylaws Redlined Clause Comparison: 2021 vs 2026

Generated automatically – shows deletions (red strikeout) and additions (green underline)  
at the clause/line level.

### Section I

#### ~~-SECTION I. AUTHORITY, CREATION~~

~~-A Citizen Advisory Committee (CAC) for the Collier Metropolitan Planning Organization (MPO) is hereby created to serve as an advisory body to the MPO in the comprehensive, cooperative, and continuing transportation planning process. Section 339.175, Florida Statutes, establishes Florida's MPO's and defines their authority and responsibilities to carry out the transportation planning process required by Title 23 of the U.S. Code which includes, but is not limited to, the appointment of a Citizen's Advisory Committee to ensure citizen involvement in the transportation planning process.~~

#### + Section I - Authority, Creation

+ A Citizens Advisory Committee (CAC) for the Collier Metropolitan Planning Organization (MPO) is hereby created to serve as a citizen comprised review and advisory body to the MPO in the comprehensive, cooperative, and continuing transportation planning process. Section 339.175, Florida Statutes, establishes Florida's MPOs and defines their authority and responsibilities to carry out the transportation planning process required by Title 23 of the United States Code, which includes, but is not limited to, the appointment of a Citizens Advisory Committee to ensure citizen involvement in the transportation planning process.

### Section II

#### ~~-SECTION II. PURPOSE~~

~~-The purpose of the CAC, as representatives of the citizens of Collier County, shall be to advise the Collier MPO ("MPO") by reviewing, reacting to, and providing comment on transportation planning issues and needs. It shall be the function of the CAC to:~~

#### + Section II - Purpose

+ The purpose of the CAC, as representatives of the citizens of Collier County, shall be to advise the MPO by:

~~-1. Advise the MPO by reviewing, reacting to and providing comment and input on transportation planning issues and needs regarding all modes of travel from the citizens' perspectives.~~

+ Reacting to and providing comment and input on transportation planning projects, studies, reports, plans, programs and needs regarding all modes of travel from the citizens' perspective.

+ Providing a forum for discussion of transportation-related community needs, and providing opportunities for community organizations, special interest groups, and the general public to comment on transportation planning projects, proposals and alternatives under consideration by the MPO.

~~-2. Assist in other functions as requested by the MPO.~~

+ Assisting in other functions as requested by the MPO.

### **Section III**

+ Section III - Function

+ The functions of the CAC shall include:

+ Advising MPO staff on the development, refinement, and implementation of the Public Involvement Plan, including the planning of public information and involvement efforts during the development or amendment of the Long-Range Transportation Plan and the Transportation Improvement Program, and providing feedback prior to calls for projects or soliciting proposals for funding of transportation enhancement activities.

+ Assisting the MPO in identifying transportation needs and issues, in formulating goals and objectives for transportation planning processes, and in setting priorities.

~~-SECTION III. MEMBERSHIP, APPOINTMENTS, REPLACEMENTS, TERM OF OFFICE, REMOVAL FROM OFFICE~~

~~-A. Membership shall be composed of thirteen (13) citizens residing in or whose principal place of business is located in the following areas:~~

~~-Unincorporated Collier County (1 from each District) ..... 5~~

~~-City of Naples.....2~~

~~-City of Marco Island.....1~~

~~-City of Everglades City, including the area encompassing~~

~~-Chokoloskee and Plantation Island, .....1~~

~~-and~~

~~-Four (4) citizens at large, including a minimum of one (1) citizen representing the disabled or an advocate for the disabled community, one (1) minority citizen, and two (2) appointed~~

from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests.;

-Each MPO voting member will be allocated one CAC seat that corresponds to the local governments and/or district that he/she represents on the MPO.

**-B. Vacancy Replacements/ Appointments**

-In the event a vacancy occurs, the MPO member from that area will be notified by MPO staff. It is up to the appropriate MPO member to nominate candidates to fill the vacancy. All records of CAC vacancies are kept at the MPO office and updated on a continual basis.

-Nominations for CAC members are recommended by the corresponding MPO member and ratified by the MPO Board. Nominations for at-large seat vacancies can be made by any MPO member, subject to ratification by the MPO.

-As vacancies occur, nominees will be chosen from applicants on file or from general solicitation through the local news media.

-Members of the CAC shall not be elected officials or technical personnel employed by the MPO, its member local governments or any agency that is represented on the MPO.

**-C. Removal from Office**

-The term of office for CAC members shall be for three years. CAC members may be reappointed following the expiration of their term of office.

-If a CAC member moves out of the area where he or she represents, such a move shall be considered as automatic resignation from the CAC. Such a CAC member can re-apply for CAC membership if he/she is moving into an area of Collier County that currently has a vacant seat on the CAC.

-Each member of the CAC is expected to demonstrate his or her interest in the CAC's activities through active participation in scheduled meetings.

-Any CAC member who is absent from three consecutive OR four (4) out of six (6) regularly scheduled CAC meetings shall be deemed to have tendered his or her resignation from the committee. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly attempt to fill the same.

-No CAC member shall serve at any meetings after his/her position is declared vacant or that he/she has tendered his/her resignation.

-All CAC Members serve at the pleasure of the MPO Board. If at any time, the MPO feels that a CAC member is not performing his/her duties in accordance with Section II, or as an

~~adequate representative of his/her constituency, the MPO may, by a majority vote, remove that member from the CAC.~~

## **Section IV**

### + Section IV – Responsibilities

+ Members of the CAC will carry out the responsibilities outlined below.

+ CAC members should familiarize themselves with relevant transportation matters affecting the residents of the community they have been appointed to represent and be informed about differing viewpoints across a broad cross-section of residents.

+ CAC members should seek to present the general public sentiment of their communities, in addition to their own personal views, in the advice they give to the MPO.

+ CAC members will monitor the implementation of the MPO's Public Participation Plan, identify any problems areas, and make recommendations for improving its effectiveness.

+ CAC members will familiarize themselves with the MPO's transportation planning processes, the status of existing plans and programs, the responsibilities of the various participating agencies and officials, MPO committees, applicable requirements and the MPO's Public Participation Plan.

### ~~-SECTION IV. OFFICERS, DUTIES, AND TERMS OF OFFICE~~

~~-The CAC shall at the first regularly scheduled meeting in a calendar year elect the following officers:~~

~~-Chair~~

~~-Vice Chair~~

~~-Officers shall be elected by a majority of a quorum of the members of the CAC present.~~

~~-Each member so elected shall serve for one year, or until he/she is re-elected or a successor is elected. The Chair's term of office shall be limited to two consecutive one-year terms.~~

~~-Newly elected CAC officers shall be declared installed following their election.~~

~~-The Chair shall preside at all meetings, call special meetings, appoint committees, establish the agenda for meetings, and act as a liaison with government bodies and other related committees.~~

~~-The Vice Chair shall, during the absence of the Chair or the Chair's inability to serve, exercise all of the duties and powers of the Chair.~~

## Section V

### ~~SECTION V. MEETINGS~~

- ~~-There shall be a minimum of one CAC meeting per quarter at a date, time and place acceptable to the majority of the membership.~~
- ~~-Additional meetings may be called by the MPO or the CAC Chair as described in the MPO Public Involvement Plan to allow for public input into the transportation planning process.~~
- ~~-In order to conduct official business, a quorum shall consist of at least three (3) of the voting members being physically present at each meeting. A vote of a majority of the voting CAC members participating in a meeting shall be required to take affirmative action on issues before the committee.~~
- ~~-4. Regular meeting notices and agendas shall be sent to members at least seven calendar days prior to the meetings. Special meetings may be called by the Chairman with a minimum of three (3) calendar day's notice, indicating the reason for the meeting and notifying all members.~~
- ~~-5. Meeting notices including the time and location of the meeting shall be transmitted to local news media via a press release and an announcement on the MPO Website at least seven days prior to a regular scheduled meeting. Special meeting notices including the time and location of the meeting shall be transmitted to local media via a press release and an announcement on the MPO Website at least three days prior to the special meeting. All meetings shall be open to the public to encourage public awareness and participation.~~
- ~~-6. Minutes shall be taken at all CAC meetings.~~
- ~~-The MPO staff shall be responsible for the preparation, duplication, and distribution of materials necessary for CAC meetings.~~
- ~~-The CAC shall transmit to the MPO recommendations passed by a majority vote.~~
- ~~-Except as otherwise provided in these Bylaws, Roberts Rules of Order shall be followed at all meetings.~~

### + Section V – Membership, Vacancy Replacements, Appointments, Removal from Office

#### + Membership

+ Membership shall be composed of thirteen (13) citizens residing in or whose principal place of business is located in the following areas:

+ A representative from unincorporated Collier County for District 1

+ A representative from unincorporated Collier County for District 2

- + A representative from unincorporated Collier County for District 3
- + A representative from unincorporated Collier County for District 4
- + A representative from unincorporated Collier County for District 5
- + A representative from the City of Naples
- + A second representative from the City of Naples
- + A representative from the City of Marco Island
- + A representative from Everglades City, including the area encompassing Chokoloskee and Plantation Island
- + A citizen at large representing the disabled or an advocate for the disabled community
- + A citizen at large representing a minority community
- + A citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests
- + A second citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests
- + Each voting MPO Board member is allocated one CAC seat that corresponds to the local government and/or district that they represent on the MPO, for the purpose of recommending CAC members.
- + CAC members or their immediate family members (spouse, child, parent, or sibling) shall not be declared candidates or elected or appointed officials of the Collier County Board of County Commissioners, municipalities in Collier County, or the Collier County Constitutional Officers. CAC members shall not be employees of the state or federal departments of transportation, members of the TAC, or technical personnel employed by the MPO, its member local governments, or any agency that is represented on the MPO.
- + Should the status of any CAC member change in such a way as to disqualify that member from membership under the terms of these Bylaws, that member's membership shall automatically terminate. Those who become ineligible for CAC membership shall provide written notice to the MPO Executive Director and the MPO Board member representing their corresponding geographic region, if applicable.
- + Vacancy Replacements, Appointments

→ Lets define TAC here and assign ("TAC").

→ should we provide a deadline for notice? Within thirty (30) days?

representing

+ In the event a vacancy occurs, the MPO Board member ~~from that area~~ <sup>↑</sup> will be notified by MPO staff. It is the primary responsibility of the appropriate MPO member to nominate candidates to fill the vacancy. All records of CAC vacancies are kept at the MPO office and updated on a continual basis.

+ Nominations for CAC members are ~~recommended by the corresponding MPO member~~ <sup>↑</sup> and ratified by the MPO Board. Nominations for at-large vacancies can be made by any MPO member, subject to ratification by the MPO Board.

+ As vacancies occur, nominees will be chosen from applications on file or from general solicitation through public outreach.

+ All CAC members will be required to complete a CAC application at the time of recommendation by an MPO Board member and prior to being approved as a member by the MPO Board. Members of the public wishing to serve on the CAC will submit a completed application (which is available at the Collier MPO office, on the Collier MPO website, or can be acquired by calling the MPO offices) to MPO Staff. Completed applications will be forward to the MPO Board member within the jurisdiction in which the individual resides or has a principal place of business for recommendation. The recommended application will be presented to the MPO Board for approval.

+ Removal from CAC

+ The term of office for CAC members shall be for three (3) years. CAC members may be reappointed following the expiration of their term of service.

+ If a CAC member moves out of the area where he or she represents, or no longer has a principal place of employment in Collier County, such a move shall be considered ~~as~~ <sup>↑</sup> an automatic resignation from the CAC. Such a CAC member can reapply for CAC membership if they are moving into an area of Collier County that currently has a vacant seat on the CAC.

+ Each member of the CAC is expected to demonstrate their interest in the CAC's activities through active participation in scheduled meetings.

+ Any CAC member who is absent from three (3) consecutive or four (4) out of six (6) regularly scheduled CAC meetings shall be deemed to have tendered his or her resignation from the CAC. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly attempt to fill the same. No CAC members shall serve at the meetings after their position is declared vacant, are disqualified as provided in Section V.A, above, or after they have tendered their resignation.

+ All CAC members serve at the pleasure of the MPO Board. If at any time, the MPO feels that a CAC member is not performing their duties or serving as an effective representative

of their constituency, or has otherwise been disqualified for membership herein, the MPO Board may, by a majority vote, remove that member from the CAC.

## **Section VI**

### ~~-SECTION VI. AMENDMENT TO BYLAWS~~

~~-These Bylaws may be amended by affirmative majority vote of the quorum provided a copy of the proposed amendment, which shall have been sent to every member at least seven (7) calendar days prior to the vote. All proposed amendments shall be voted on at regular meetings.~~

~~-These Bylaws, and any and all amendments to the Bylaws, will become effective upon an affirmative vote of the majority of the quorum and subsequent endorsement of the MPO.~~

### + Section VI – Officers, Duties and Terms of Office

+ The first regularly scheduled meeting of the CAC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the CAC present at the annual organizational meeting.

+ Each officer so elected shall serve for one year, or until reelected or a successor is elected.

+ Newly elected CAC officers shall be declared installed following their election at the organizational meeting.

+ The Chair shall preside at all meetings, call meetings as necessary, establish the agenda for meetings in consultation with MPO staff, and act as a liaison with the MPO, MPO staff, government bodies, and other related committees.

Board

+ The Vice Chair shall, during the absence of the Chair or the Chair's inability to serve, exercise all of the duties and powers of the Chair.

+ In the event of a vacancy in the office of Chair, the Vice Chair shall automatically assume the office of Chair for the remainder of the unexpired term. In the event of vacancy in the office of Vice Chair, a new Vice Chair shall be elected at the next meeting of the CAC to serve the remainder of the unexpired term.

by a majority vote  
of a quorum of the  
members present

+ In the event that both the Chair and Vice Chair expect to be absent from a CAC meeting, the CAC meeting will be led by the MPO Director or MPO staff designee, who shall not vote.

## **Section VII**

### + Section VII – Meetings

+ There shall be a minimum of one CAC meeting per quarter at a date, time and place acceptable to the majority of the membership.

Chair

+ Additional meetings may be called by the MPO or the CAC chair as described in the MPO Public Participation Plan to allow for public input on the transportation planning processes.

+ In order to conduct official business, a quorum shall consist of at least three (3) of the voting members being physically present at each CAC meeting. A vote of majority of the voting CAC members participating in a meeting shall be required to take action on issues before the committee.

+ Regular meeting notices and agendas shall be sent to members at least seven (7) calendar days prior to meetings. Special meetings may be called by the Chair with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all members.

+ Meeting notices shall include the date, time and location of the meeting, and shall be transmitted to media via press release and an announcement on the MPO website at least seven (7) days prior to regularly scheduled meetings. Special meeting notices shall include the date, time and location of the meeting and shall be transmitted to media via press release and an announcement on the MPO website at least three (3) days prior to the special meeting.

+ All CAC meetings shall be open to the public, held at publicly accessible locations, and properly noticed by MPO staff.

+ Minutes shall be taken at all CAC meetings.

+ MPO staff shall be responsible for the preparation, duplication, and distribution of material necessary for CAC meetings.

+ The CAC shall transmit to the MPO Board recommendations and endorsements passed by a majority vote.

+ Except as otherwise provided in these Bylaws, Robert's Rules of Order shall be followed at all meetings.

+ A member of the public attending a CAC meeting has the opportunity to address the CAC, limiting their comments to three (3) minutes each, unless the time is extended by the Chair. If a speaker is reading from a prepared text, a copy should be provided to the minute taker. ~~Public speakers should state their name and should direct comments only to the Chair. The speaker should speak respectfully, avoiding personal attacks or disruptive behavior, and adhering to time limits set by the Chair.~~

+ Each voting member shall have one vote.

I'd move  
this up.

 A member of the CAC shall vote on each action item unless a legal conflict of interest exists.

+ When a CAC member abstains from a vote due to a legal conflict of interest, the member must complete Form 8B Memorandum of Voting Conflict for County, Municipal, and other Local Public Officers. CAC member conflicts of interest and compliance issues are guided by Sections 286.012 and 112.3143 of the Florida Statutes.

~~+ A member of the CAC shall not abstain from voting on an action item. All members must either vote in favor or against an item, unless an actual legal conflict of interest prevents them from voting.~~

+ Members must be physically present to participate in CAC meetings to ensure participation with other members and the public.

### **Section VIII**

+ Section VIII – Adoption and Amendment to Bylaws

+ The CAC shall review these bylaws periodically and update them as needed.

+ These Bylaws may be amended by a majority vote of the quorum, provided a copy of the proposed amendment shall be sent to every member at least seven (7) calendar days prior to the vote. All proposed amendments shall be voted on at regular meetings.

+ These Bylaws, and any and all amendments to the Bylaws, will become effective upon affirmative vote the majority of the quorum and subsequent approval by the Collier MPO Board.

**Bylaws for the Citizens Advisory Committee of the  
Collier Metropolitan Planning Organization**

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**Section I - Authority, Creation**

A Citizens Advisory Committee (CAC) for the Collier Metropolitan Planning Organization (MPO) is hereby created to serve as a citizen comprised review and advisory body to the MPO in the comprehensive, cooperative, and continuing transportation planning process. Section 339.175, Florida Statutes, establishes Florida's MPOs and defines their authority and responsibilities to carry out the transportation planning process required by Title 23 of the United States Code, which includes, but is not limited to, the appointment of a Citizens Advisory Committee to ensure citizen involvement in the transportation planning process.

**Section II - Purpose**

The purpose of the CAC, as representatives of the citizens of Collier County, shall be to advise the MPO by:

1. Reacting to and providing comment and input on transportation planning projects, studies, reports, plans, programs and needs regarding all modes of travel from the citizens' perspective.
2. Providing a forum for discussion of transportation-related community needs, and providing opportunities for community organizations, special interest groups, and the general public to comment on transportation planning projects, proposals and alternatives under consideration by the MPO.
3. Assisting in other functions as requested by the MPO.

**Section III - Function**

The functions of the CAC shall include:

1. Advising MPO staff on the development, refinement, and implementation of the Public Involvement Plan, including the planning of public information and involvement efforts during the development or amendment of the Long-Range Transportation Plan and the Transportation Improvement Program, and providing feedback prior to calls for projects or soliciting proposals for funding of transportation enhancement activities.
2. Assisting the MPO in identifying transportation needs and issues, in formulating goals and objectives for transportation planning processes, and in setting priorities.

## **Section IV – Responsibilities**

Members of the CAC will carry out the responsibilities outlined below.

1. CAC members should familiarize themselves with relevant transportation matters affecting the residents of the community they have been appointed to represent and be informed about differing viewpoints across a broad cross-section of residents.
2. CAC members should seek to present the general public sentiment of their communities, in addition to their own personal views, in the advice they give to the MPO.
3. CAC members will monitor the implementation of the MPO's Public Participation Plan, identify any problems areas, and make recommendations for improving its effectiveness.
4. CAC members will familiarize themselves with the MPO's transportation planning processes, the status of existing plans and programs, the responsibilities of the various participating agencies and officials, MPO committees, applicable requirements and the MPO's Public Participation Plan.

## **Section V – Membership, Vacancy Replacements, Appointments, Removal from Office**

### **A. Membership**

Membership shall be composed of thirteen (13) citizens residing in or whose principal place of business is located in the following areas:

1. A representative from unincorporated Collier County for District 1
2. A representative from unincorporated Collier County for District 2
3. A representative from unincorporated Collier County for District 3
4. A representative from unincorporated Collier County for District 4
5. A representative from unincorporated Collier County for District 5
6. A representative from the City of Naples
7. A second representative from the City of Naples
8. A representative from the City of Marco Island
9. A representative from Everglades City, including the area encompassing Chokoloskee and Plantation Island

10. A citizen at large representing the disabled or an advocate for the disabled community
11. A citizen at large representing a minority community
12. A citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests
13. A second citizen appointed from Collier County to ensure adequate representation from all geographic areas of the county, and to include groups having civic, community and economic interests

Each voting MPO Board member is allocated one CAC seat that corresponds to the local government and/or district that they represent on the MPO, for the purpose of recommending CAC members.

CAC members or their immediate family members (spouse, child, parent, or sibling) shall not be declared candidates or elected or appointed officials of the Collier County Board of County Commissioners, municipalities in Collier County, or the Collier County Constitutional Officers. CAC members shall not be employees of the state or federal departments of transportation, members of the Technical Advisory Committee (TAC), or technical personnel employed by the MPO, its member local governments, or any agency that is represented on the MPO.

Should the status of any CAC member change in such a way as to disqualify that member from membership under the terms of these Bylaws, that member's membership shall automatically terminate. Those who become ineligible for CAC membership shall provide written notice within 30 days to the MPO Executive Director and the MPO Board member representing their corresponding geographic region, if applicable.

#### B. Vacancy Replacements, Appointments

In the event a vacancy occurs, the MPO Board member representing that area will be notified by MPO staff. It is the primary responsibility of the appropriate MPO member to nominate candidates to fill the vacancy. All records of CAC vacancies are kept at the MPO office and updated on a continual basis.

1. Nominations for CAC members are ratified by the MPO Board. Nominations for at-large vacancies can be made by any MPO member, subject to ratification by the MPO Board.
2. As vacancies occur, nominees will be chosen from applications on file or from general solicitation through public outreach.
3. All CAC members will be required to complete a CAC application at the time of recommendation by an MPO Board member and prior to being approved as a member by the MPO Board. Members of the public wishing to serve on the CAC will submit a completed application (which is available at the Collier MPO office, on the Collier MPO website, or can be acquired by calling the MPO offices) to MPO Staff. Completed applications will be forward

to the MPO Board member within the jurisdiction in which the individual resides or has a principal place of business for recommendation. The recommended application will be presented to the MPO Board for approval.

#### C. Removal from CAC

1. The term of office for CAC members shall be for three (3) years. CAC members may be reappointed following the expiration of their term of service.
2. If a CAC member moves out of the area where he or she represents or no longer has a principal place of employment in Collier County, such a move shall be considered an automatic resignation from the CAC. Such a CAC member can reapply for CAC membership if they are moving into an area of Collier County that currently has a vacant seat on the CAC.
3. Each member of the CAC is expected to demonstrate their interest in the CAC's activities through active participation in scheduled meetings.

Any CAC member who is absent from three (3) consecutive or four (4) out of six (6) regularly scheduled CAC meetings shall be deemed to have tendered his or her resignation from the CAC. The MPO shall, as soon as practical after such resignation, declare the position to be vacant and shall promptly attempt to fill the same. No CAC members shall serve at the meetings after their position is declared vacant, are disqualified as provided in Section V.A, above, or after they have tendered their resignation.

4. All CAC members serve at the pleasure of the MPO Board. If at any time, the MPO feels that a CAC member is not performing their duties or serving as an effective representative of their constituency, or has otherwise been disqualified for membership herein, the MPO Board may, by a majority vote, remove that member from the CAC.

#### **Section VI – Officers, Duties and Terms of Office**

1. The first regularly scheduled meeting of the CAC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the CAC present at the annual organizational meeting.
2. Each officer so elected shall serve for one year, or until reelected or a successor is elected.
3. Newly elected CAC officers shall be declared installed following their election at the organizational meeting.
4. The Chair shall preside at all meetings, call meetings as necessary, establish the agenda for meetings in consultation with MPO staff, and act as a liaison with the MPO Board, MPO staff, government bodies, and other related committees.

5. The Vice Chair shall, during the absence of the Chair or the Chair's inability to serve, exercise all of the duties and powers of the Chair.
6. In the event of a vacancy in the office of Chair, the Vice Chair shall automatically assume the office of Chair for the remainder of the unexpired term. In the event of vacancy in the office of Vice Chair, a new Vice Chair shall be elected at the next meeting of the CAC by a majority vote of a quorum of members present to serve the remainder of the unexpired term.
7. In the event that both the Chair and Vice Chair expect to be absent from a CAC meeting, the CAC meeting will be led by the MPO Director or MPO staff designee, who shall not vote.

## **Section VII – Meetings**

1. There shall be a minimum of one CAC meeting per quarter at a date, time and place acceptable to the majority of the membership.
2. Each voting member shall have one vote.
3. Additional meetings may be called by the MPO or the CAC Chair as described in the MPO Public Participation Plan to allow for public input on the transportation planning processes.
4. In order to conduct official business, a quorum shall consist of at least three (3) of the voting members being physically present at each CAC meeting. A vote of majority of the voting CAC members participating in a meeting shall be required to take action on issues before the committee.
5. Regular meeting notices and agendas shall be sent to members at least seven (7) calendar days prior to meetings. Special meetings may be called by the Chair with a minimum of three (3) calendar days' notice, indicating the reason for the meeting and notifying all members.
6. Meeting notices shall include the date, time and location of the meeting, and shall be transmitted to media via press release and an announcement on the MPO website at least seven (7) days prior to regularly scheduled meetings. Special meeting notices shall include the date, time and location of the meeting and shall be transmitted to media via press release and an announcement on the MPO website at least three (3) days prior to the special meeting.
7. All CAC meetings shall be open to the public, held at publicly accessible locations, and properly noticed by MPO staff.
8. Minutes shall be taken at all CAC meetings.
9. MPO staff shall be responsible for the preparation, duplication, and distribution of material necessary for CAC meetings.

10. The CAC shall transmit to the MPO Board recommendations and endorsements passed by a majority vote.
11. Except as otherwise provided in these Bylaws, Robert's Rules of Order shall be followed at all meetings.
12. A member of the public attending a CAC meeting has the opportunity to address the CAC, limiting their comments to three (3) minutes each, unless the time is extended by the Chair. If a speaker is reading from a prepared text, a copy should be provided to the minute taker.
13. A member of the CAC shall vote on each action item unless a legal conflict of interest exists. When a CAC member abstains from a vote due to a legal conflict of interest, the member must complete Form 8B Memorandum of Voting Conflict for County, Municipal, and other Local Public Officers. CAC member conflicts of interest and compliance issues are guided by Sections 286.012 and 112.3143 of the Florida Statutes.
14. Members must be physically present to participate in CAC meetings to ensure participation with other members and the public.

#### **Section VIII – Adoption and Amendment to Bylaws**

1. The CAC shall review these bylaws periodically and update them as needed.
2. These Bylaws may be amended by a majority vote of the quorum, provided a copy of the proposed amendment shall be sent to every member at least seven (7) calendar days prior to the vote. All proposed amendments shall be voted on at regular meetings.
3. These Bylaws, and any and all amendments to the Bylaws, will become effective upon affirmative vote the majority of the quorum and subsequent approval by the Collier MPO Board.

**These Bylaws for the Citizens Advisory Committee of the Collier Metropolitan Planning Organization are hereby endorsed on \_\_\_\_\_ by the Citizens Advisory Committee and subsequently adopted by the Collier Metropolitan Planning Organization on \_\_\_\_\_.**

**Citizens Advisory Committee**

By: \_\_\_\_\_  
Karen Homiak, CAC Chair

**Collier Metropolitan Planning Organization**

By: \_\_\_\_\_  
Councilor Tony Pernas, MPO Chair

Attested by: \_\_\_\_\_  
Carmen Monroy, MPO Director

**County Attorney**

By: \_\_\_\_\_  
Scott R. Teach, Deputy County Attorney

**EXECUTIVE SUMMARY**  
**COMMITTEE REPORTS & PRESENTATIONS**  
**ITEM 8A**

**Presentation on the Collier County 2026 Annual Update and Inventory Report**

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**OBJECTIVE:** To receive a presentation on the Collier County 2026 Annual Update and Inventory Report (AUIR) from Collier County staff.

**CONSIDERATIONS:** The Collier County Annual Update and Inventory Report is an annual, legally required review of the county's major public infrastructure facilities, documenting approved "Levels of Service" standards. The document guides future planning, funding, and capital improvement decisions.

The AUIR sets and maintains level of service standards for infrastructure. The standards define the minimum performance and capacity levels that infrastructure must meet to support future growth. The report is part of the Capital Improvement Element of County's Growth Management Plan and is updated each year to reflect current conditions, project scheduled, and funding needs. The AUIR reviews key infrastructure related to Transportation, Stormwater, Water, Wastewater, and Parks and Recreation.

Collier County will provide a presentation on the AUIR at the Committee meeting.

**STAFF RECOMMENDATION:** None.

Presented by: Lorraine Lantz, Manager Transportation Planning

**ATTACHMENTS:**

1. None

**EXECUTIVE SUMMARY**  
**DISTRIBUTION ITEMS**  
**ITEM 10A**

**FDOT Announcement of Public Hearing and Comment Period for I-75 From North of Golden Gate Pkwy to South of Alico Road Improvements Project**

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**OBJECTIVE:** That the Committee be aware of a public hearing and public comment period for the Florida Department of Transportation's (FDOT) I-75 from North of Golden Gate Parkway to South of Alico Road Improvements Project.

**CONSIDERATIONS:** On October 1, 2026, FDOT provided notice of a public hearing and comment period for the I-75 from North of Golden Gate Parkway to South of Alico Road Improvements Project (Attachment 1).

An in-person public hearing is scheduled for Tuesday, October 27, 2026, beginning at 4 p.m., at the Vanderbilt Presbyterian Church, 1225 Piper Boulevard, Naples, FL, 34110.

A virtual public hearing is scheduled for Wednesday, October 28, 2026, beginning at 6 p.m.

Public comments are accepted at any time, but in order to be included in the formal hearing record, comments should be submitted to FDOT by November 10, 2026.

**STAFF RECOMMENDATION:** That the Committee be aware of the public hearing and public comment period for the I-75 from North of Golden Gate Parkway to South of Alico Road Improvements Project.

Presented by: Dusty Hansen, Senior Planner

**ATTACHMENTS:**

1. FDOT Announcement of Public Hearing and Comment Period for I-75 From North of Golden Gate Pkwy to South of Alico Road Improvements Project

**From:** [Slater, Melissa](#)  
**Subject:** Public Hearing scheduled for Interstate 75 (I-75) from north of Golden Gate Parkway to south of Alico Road on October 27 and 28, 2026 - FPID 452544-1, Collier and Lee Counties  
**Date:** Thursday, October 1, 2026 12:46:55 PM  
**Attachments:** [I-75 Collier Lee Public Hearing Postcard FINAL.pdf](#)

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**EXTERNAL EMAIL:** This email is from an external source. Confirm this is a trusted sender and use extreme caution when opening attachments or clicking links.

The Florida Department of Transportation (FDOT) is hosting a public hearing to discuss capacity improvements to I-75 in Collier and Lee counties to help address growing congestion and support the region's long-term growth. The hearing is to express your views concerning auxiliary lane capacity improvements within the project. *This hearing will not include noise wall information; it will be provided when available.*

**Participate in the hearing either in-person OR virtually.**

Both events will include a presentation reviewing the proposed improvements followed by a verbal comment period.

**In-Person: Tuesday, October 27, 2026**

Anytime between 4 – 4:30 p.m.: View project materials – “Open House”

4:30 p.m.: Formal presentation and verbal comment period

Vanderbilt Presbyterian Church

1225 Piper Boulevard

Naples, FL 34110

**Virtually: Wednesday, October 28, 2026**

Microsoft Teams

Register in advance: <https://tinyurl.com/I75CollierLeeHearing>

6 p.m.: Formal presentation and verbal comment period

**Comments and questions** can be submitted through the project webpage <https://www.swflroads.com/project/452544-1>

or by email or mail to the project manager at:

Melody Joyner, CPM

Corridors Program Development Manager

Florida Department of Transportation - District One

Mail Station 1-41

[Melody.Joyner@dot.state.fl.us](mailto:Melody.Joyner@dot.state.fl.us)

While comments about the project are accepted at any time, they must be received or postmarked **by Tuesday, November 10, 2026**, to be included in the formal hearing record. **All comment methods are weighed equally.**

The purpose of this project is to increase capacity, improve traffic operations, and enhance safety on I-75 from Golden Gate Parkway to Alico Road within Collier and Lee Counties. Proposed improvements include adding segments of additional lanes (including auxiliary and express lanes) in both directions.

This project has been advanced as a part of the Moving Florida Forward Infrastructure Initiative, a statewide effort to deliver congestion relief faster and more efficiently to Florida's residents and visitors. As population and development increase, congestion on I-75 will continue to worsen without added capacity. These improvements are designed to meet travel needs well into the future.

If you have questions about the project, please contact FDOT's Interstate Community Outreach Team by email at: [I75Improvements@atkinsrealis.com](mailto:I75Improvements@atkinsrealis.com) or by phone at 239-322-3131.

FDOT solicits public participation without regard to race, color, national origin, age, sex, religion, disability, or family status. People who require special accommodations under the Americans with Disabilities Act or who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator, at (863) 519-2287, or email at [Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us) at least seven days prior to the event you plan to attend.

Thank you,

Melissa Slater

Melissa Slater, P.E.  
District Corridors Program Engineer

Florida Department of Transportation – District 1

Phone: (863)519-2590

Mobile: (863)221-8847



## Interstate 75 from north of Golden Gate Parkway to south of Alico Road

MOVING FLORIDA  
**FORWARD**  
Infrastructure Initiative

FPID 452544-1; Collier and Lee Counties

### Public Hearing October 2026 - Participate In-Person or Virtually

The Florida Department of Transportation (FDOT) is hosting a public hearing to discuss capacity improvements to Interstate 75 (I-75) in Collier and Lee counties to help address growing congestion and support the region's long-term growth. The hearing is to express your views concerning auxiliary lane capacity improvements within the project limits.

*This hearing will not include noise wall information,  
but it will be provided when available.*

#### In-Person Hearing

Tuesday, October 27, 2026  
Vanderbilt Presbyterian Church  
1225 Piper Blvd, Naples, FL 34110

**4 – 4:30 p.m.: “Open House”**  
**4:30 p.m.: Formal presentation  
and verbal comment period**

*\* Both events will provide the same information and opportunity to comment*

#### Virtual Hearing

Wednesday, October 28, 2026  
Microsoft Teams - Register in advance:  
<https://tinyurl.com/I75CollierLeeHearing>

**6 p.m.: Formal presentation  
and verbal comment period**

Comments and questions can also be submitted through the project webpage at <https://www.swflroads.com/project/452544-1>. While comments about the project are accepted at any time, they must be received or postmarked by Tuesday, November 10, 2026, to be included in the formal hearing record.  
**All comment methods are weighed equally.**





MOVING FLORIDA  
**FORWARD**   
Infrastructure Initiative

FDOT District 1 Corridors Program Office  
465 E. Main St.  
Bartow, FL 33830

**Interstate 75  
from north of Golden Gate Parkway to  
south of Alico Road**

**Public Hearing October 2026**

If you have questions about the project, please contact  
**FDOT Interstate Community Outreach**  
at (239) 322-3131 or  
via e-mail at [I75Improvements@atkinsrealis.com](mailto:I75Improvements@atkinsrealis.com)

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