AGENDA CMC

Congestion Management Committee

Collier County Transportation
Management Services Department
South Conference Room
2885 South Horseshoe Drive
Naples, Florida 34104

NOTE: THIS IS AN IN-PERSON MEETING

November 18, 2026
2:00 – 3:00 p.m.

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Meeting Minutes**
   A. October 21, 2026
5. **Open to Public for Comment on Items Not on the Agenda**
6. **Agency Updates**
   A. FDOT
   B. MPO
   C. Other
7. **Committee Action**
   A. Endorse the Updated CMC Bylaws (Carmen Monroy)
   B. Endorse the Updated Joint Regional Lee County/Collier MPO CMP Network Map (Carmen Monroy)
   C. Endorse the 2026 Collier MPO Congestion Management Process Report (Ian Debnam, Benesch)
8. **Reports and Presentations (May Require Committee Action)**
   A. Presentation on Collier County Planning application to the Safe Routes to School Grant opportunity (Kathy Eastley)
   B. Commute with Enterprise Vanpool Presentation (Mark Kalo)
9. **Member Comments**
10. **Distribution Items (No presentation)**
11. **Next Meeting Date:**
    January 21, 2027, 2 p.m.
12. **Adjournment**

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 Director 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 Metropolitan Planning Organization 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, Sean Kingston, (239) 252-5859 or by email at: Sean.Kingston@collier.gov, or in writing to the Collier MPO, Attention: Mr. Kingston, at 2885 South Horseshoe Dr., Naples, FL 34104.

CONGESTION MANAGEMENT COMMITTEE of the
COLLIER METROPOLITAN PLANNING ORGANIZATION
MEETING MINUTES
October 21, 2026, 2:00 p.m.

1. Call to Order

Chair Hall called the meeting to order at approximately 2:00 p.m.

2. Roll Call

Ms. Monroy called the roll and confirmed a quorum was present in the room.

CMC Members Present In-Person
Dan Hall, *Chair*
Alison Bickett, *Vice-Chair* (*arrived during Item 7.A.)*
Chris Ordonez
Dave Rivera
Dayna Fendrick
Don Scott
Karen Homiak
Omar De Leon *(arrived after Roll Call)*
John Lambcke

CMC Members Absent
Justin Martin
John Hamilton

MPO Staff
Carmen Monroy, Executive Director
Dusty Hansen, Planner II

Others Present
Kathy Eastley, Collier County Transportation Planning, Planner III
Ian Debnam, Alfred Benesch & Company
Sally Bertsch, Kimley-Horn

3. Approval of the Agenda

Mr. Scott *moved to approve the agenda and* ***Mr. Rivera*** *seconded. Passed unanimously.*

4. Approval of the Meeting Minutes

Mr. Scott *moved to approve July 15, 2026 minutes*. ***Mr. Rivera*** *seconded*. *Passed unanimously*.

5. Public Comments for Items not on the Agenda

None.

6. Agency Updates

A. FDOT

None.

B. MPO

Ms. Monroy provided an update on the MPO consolidation study. She indicated FDOT Central Office will finalize the report by December 2026 as required.

C. Other

None.

7. Committee Action

A. Review and Comment on the Proposed Updated Congestion Management Committee Bylaws

Ms. Hansen presented proposed updates to the CMC Bylaws, asking the committee to review and provide comment. She noted all of the MPO committee bylaws were in the process of review and updating. She asked that any comments be forwarded to her.

This item was presented for discussion.

B. Approve CMC Meeting Day Change for 2027; Review and Endorse the 2027 Collier MPO Meeting Calendar

Ms. Hansen presented the 2027 meeting calendar, noting the 2027 meeting dates of the CMC had been compared against City of Naples City Council (and other City Council and Board of County Commissioners) meeting dates, resulting in CMC meeting dates changing from the third Wednesday of every other month to the third Thursday of every other month.

Ms. Bickett *moved to approve the new meeting dates and 2027 calendar. The motion was seconded by* ***Mr. De Leon****. Passed unanimously.*

C. Review and Comment on the Draft Congestion Management Process Report

Mr. Debnam of Benesch Consulting presented an overview of the Congestion Management Study and the major findings.

Ms. Hansen requested comments to be provided by October 30, so that the report could be finalized.

Mr. Scott inquired about the survey results focused on adding turn lanes. **Ms. Hansen** clarified the survey question provided described the option as "adding turn lanes at intersections."

Mr. Debnam finalized the presentation with a review of the segment profiles, noting these contained notes that provided context for some of the intersections.

Mr. Scott requested identification of the designated truck routes and asked what standards were used for residential versus commercial space for the land use analysis.

Ms. Fendrick noted the BPAC had recently received a presentation by Billy Hattaway on placemaking and connectivity. She recommended language in the report include strengthening connectivity. She stated more connecting roads that are not as wide would alleviate congestion and be safer.

Mr. Scott added the use of transit and vanpool as congestion mitigation strategies was important. After some discussion, staff offered to bring back additional information on vanpools.

Mr. De Leon addressed transit, noting the decline in ridership.

8. Reports and Presentations (May Require Committee Action)

None.

9. Member Comments

None.

10. Distribution Items

A. Digital Transportation and E-Bike Safety Resources

Ms. Hansen advised of the availability of resources including digital messaging to promote safety.

B. Digital Link to FDOT's Traffic Analysis Handbook update.

Ms. Hansen shared information regarding the update and opportunities to review.

C. FDOT Announcement of Public Hearing and Comment Period for the I-75 from North of Golden Gate Parkway to South of Alico Road Improvements Project.

Ms. Hansen provided information on the public hearing and opportunities for comment will be held on October 27, 2026, in person and on October 28, 2026, virtually. Attendance at these meetings was encouraged.

D. 2027 Safe Streets Summit

Ms. Monroy advised of the next Safe Streets Summit which is scheduled for February 25 – 26, 2027 in Miami. The Safe Streets Summit will be sponsored by Miami-Dade TPO, Broward MPO and the Palm Beach TPO. Information on registration and attendance was provided.

E. Safe Routes to School

Ms. Monroy provided information on the open application period currently underway for FDOT Safe Routes to School funding program. The application portal closes January 31, 2027, and requires MPO participation in the development of the application. Ms. Monroy advised the MPO will assist with the application process.

11. Next Meeting Date

November 18, 2026, at 2:00 p.m. –Transportation Management Services Bldg., South Conference Room, 2885 S. Horseshoe Dr., Naples, FL, 34104 – in person.

12. Adjournment

There being no further comments or business to discuss, **Chair Hall** adjourned the meeting at 2:46 p.m.

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7A

Endorse the Proposed Updated CMC Bylaws

OBJECTIVE: For the Congestion Management Committee (CMC) to endorse proposed changes to the CMC Bylaws.

CONSIDERATIONS: MPO Staff has prepared proposed updated CMC Bylaws to:

- Bring the Bylaws current;
- Reformat and restructure the Bylaws for consistency in form, appearance and language with ongoing updates to other MPO Committee bylaws;
- Consistent with Collier MPO's Comprehensive Safety Action Plan, specify that CMC prioritizes proposed transportation safety projects;
- Provide that Robert's Rules of Order shall be followed for CMC meetings (consistent with other MPO bylaws); and
- Enhance clarity and provide additional context (where needed).

A clean copy of the proposed Bylaws is included as **Attachment 1** and a track changes version of the proposed Bylaws is included as **Attachment 2**. The current CMC Bylaws (2024) are included as **Attachment 3** for reference.

CMC reviewed the draft Updated Bylaws at its last meeting on October 21, 2026. No additional changes were made to the proposed Updated Bylaws from the version previously presented to CMC.

MPO Staff anticipates presenting the updated Bylaws to the MPO Board for approval at its December 11, 2026 meeting.

STAFF RECOMMENDATION: That the Committee endorse the proposed changes to the CMC Bylaws and authorize the CMC Chair to sign the Bylaws.

ATTACHMENTS:

1. Proposed 2026 CMC Bylaws-Clean Copy
2. Track Changes Version of Proposed 2026 Bylaws Compared to Current Bylaws
3. Current CMC Bylaws (2024)

Bylaws for the Congestion Management Committee of the Collier Metropolitan Planning Organization

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The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Congestion Management Committee (CMC). The intent is to provide procedures and policies to assist the CMC to accomplish its purpose.

SECTION I NAME

The name of this Committee shall be the Congestion Management Committee (CMC) of the Collier Metropolitan Planning Organization (MPO).

SECTION II PURPOSE

A. The CMC shall serve the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management Process (CMP) and the coordination of the CMP with regional Congestion Management System and Intelligent Transportation System architecture.

B. The functions of this CMC shall include, but not be limited to, the following:

1. To promote coordination among the MPO, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC) and CMC in the identification and resolution of common transportation problems;

2. To identify potential multimodal projects that will reduce congestion on the network and/or improve the intelligent transportation system;

3. To review studies, plans, programs, or public information documents for potential impacts to congestion on the network and/or impacts to the intelligent transportation system and advise the MPO thereof;

4. To make priority recommendations for Congestion Management System/Intelligent Transportation System (CMS/ITS) and transportation safety projects to the MPO;

5. To review and update the Congestion Management Process (CMP) as needed;

6. To help review and update the CMP component of the Long Range Transportation Plan;

7. To assist in the development and evaluation of transportation performance measures and of potential project priorities; and

8. To monitor CMS/ITS projects' performance after implementation.

CAO

SECTION III MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT

A. Members:

The CMC shall be composed of ten (10) voting members appointed by the division, department or agency that they represent. CMC voting and non-voting members may designate a qualified alternate capable of fulfilling the functions of the CMC, as set forth in Section II, to replace them in their absence.

B. Appointment and Term of Appointment:

Each member agency representative shall be duly appointed by the member agency and shall serve at the pleasure of his or her member agency. MPO Staff shall be notified of the designated representative by the Department Director/Administrator of the member agency in writing, including electronic communication of the appointment or replacement of a member agency's representative.

C. Alternate Member:

An official alternate member can be designated by the affected voting- member agency by providing such designation in writing to the MPO. The so designated alternate member has the capacity to act on behalf of the voting member. The alternate member may vote only in the absence of the official voting member on a one-vote-per-member basis. In the absence of the Chair or Vice-Chair, their respective alternate does not automatically assume the role of the Chair or Vice-Chair.

D. The Voting Member Agencies are as follows:

1. VOTING MEMBER AGENCIES

Collier County Transportation Management Services Department
- Traffic Operations – Safety (1)
- Traffic Operations – Traffic Management Center (1)
- Fiscal and Public Transit Services Division (1)

Collier County Public Schools
- Transportation Department (1)

City of Naples
- Engineering/Planning Representative (1)
- Traffic Operations Representative (1)

City of Marco Island
- Public Works Department (1)

Collier MPO's Citizen Advisory Committee (1)

Collier MPO's Bicycle and Pedestrian Advisory Committee (1)

Lee County MPO (1)

CAO

MPO staff will be responsible for maintaining a current list of the names of voting members.

SECTION IV OFFICERS, DUTIES AND TERMS OF OFFICE

A. Officers and Terms of Office:

1. The first regularly scheduled meeting of the CMC in a calendar year shall be an organizational meeting for the purpose of electing a Chair and a Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the CMC present at the annual organizational meeting.

2. Each Officer elected shall serve for one year, unless reelected.

3. Any voting member may nominate or be nominated as an Officer.

4. The Chair and Vice-Chair shall be voting members of the CMC.

B. Chair Duties:

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings.

C. Vice-Chair Duties:

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.

2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

D. Absenteeism of an Officer:

1. If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting.

2. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.

3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsections B and C, it may recommend the removal of the Officer to the MPO. An Officer may be removed from office by the MPO Board at a regular MPO meeting by a simple majority vote.

CAO

SECTION V MEETINGS

A. The CMC shall meet every other month at a date, time and place acceptable to a majority of the voting membership. The date or time may be changed by a majority vote if seven (7) calendar days' notice is given to the voting members.

B. 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 member agencies.

C. A minimum of seven (7) calendar days notice shall be given for regular meetings. Agendas should be sent with meeting notices and, whenever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

D. MPO staff is responsible for preparing agendas for each CMC meeting. Members may request to place items on the tentative agenda by notification to MPO staff.

E. 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 participating voting CMC members shall be required to take affirmative action on issues before the Committee.

F. Except as otherwise provided in these Bylaws, Robert's Rules of Order shall be followed at all meetings.

SECTION VI ADOPTION AND AMENDMENTS TO THE BYLAWS

A. Amendments:

1. Recommended amendments to these Bylaws may be endorsed by an affirmative vote of the CMC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the CMC.

2. All proposed amendments shall be voted on at regular meetings.

3. Any and all amendments to the Bylaws will become effective upon adoption by the Collier MPO Board.

B. These Bylaws supersede and replace any and all Bylaws previously adopted.

CAO

C. Effective Date:

These Bylaws for the Congestion Management Committee of the Collier Metropolitan Planning Organization were hereby endorsed on _____, 2026, by the Congestion Management Committee and subsequently adopted by the Collier Metropolitan Planning Organization on _____, 2026.

CONGESTION MANAGEMENT COMMITTEE

By: _____
Dan Hall
CMC Chair

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
Councilman Tony Pernas, MPO Chair

ATTESTED BY: _____
Carmen Monroy, MPO Director

COUNTY ATTORNEY

By: _____
Courtney L. DaSilva
Assistant County Attorney

CAO

~~BYLAWS~~

Bylaws for

the Congestion Management Committee

of the

~~COLLIER METROPOLITAN PLANNING ORGANIZATION~~

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Collier Metropolitan Planning Organization

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4. To make priority recommendations for Congestion Management System/Intelligent Transportation System (CMS/ITS) and transportation safety projects to the MPO;
5. To review and update the Congestion Management Process (CMP) as needed;
6. To help review and update the ~~Congestion Management Process~~CMP component of the Long Range Transportation Plan;
7. To assist in the development and evaluation of transportation performance measures and of potential project priorities.; and
8. To monitor CMS/ITS projects' performance after implementation.

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SECTION III MEMBERSHIP, APPOINTMENT AND TERM OF APPOINTMENT

A. Members:

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B. Appointment and Term of Appointment:

Each member agency representative shall be duly appointed by the member agency and shall serve at the pleasure of his or her member agency. ~~The~~ MPO Staff shall be notified of the designated representative by the Department Director/Administrator of the member agency in writing, including electronic communication of the appointment or replacement of a member agency's representative.

C. Alternate Member:

An official alternate member can be designated by the affected voting- member agency by providing such designation in writing to the MPO. The so designated alternate member has the capacity to act on behalf of the voting member. The alternate member may vote only in the absence of the official voting member on a one-vote-per-member basis. In the absence of the Chair or Vice-Chair, their respective alternate does not automatically assume the role of the Chair or Vice-Chair.

D. The Voting Member Agencies are as follows:

1. VOTING MEMBER AGENCIES

Collier County Transportation Management Services Department
- Traffic Operations – Safety (1)
- Traffic Operations – Traffic Management Center (1)
- Fiscal and Public Transit ~~& Neighborhood Enhancement (PTNE)~~Services Division (1)

Collier County Public Schools
- Transportation Department (1)

City of Naples
- Engineering/Planning Representative (1)
- Traffic Operations Representative (1)

City of Marco Island
- Public Works Department (1)

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Collier MPO's Citizen Advisory Committee (1)

Collier MPO's Bicycle and Pedestrian Advisory Committee (1)

Lee County MPO (1)

The MPO staff will be responsible for maintaining a current list of the names of voting members.

SECTION IV OFFICERS, DUTIES AND TERMS OF OFFICE

A. Officers and Terms of Office:

1. ~~1. A Chair and a Vice-Chair of the CMC shall be elected at the~~ The first regularly scheduled meeting of ~~each~~the CMC in a calendar year ~~when~~shall be an organizational meeting for the purpose of electing a ~~quorum is attained and shall hold the offices until their successors are elected~~Chair and a Vice-Chair. Officers shall be elected by a majority vote of a quorum of the members of the CMC present at the annual organizational meeting.

2. ~~2.~~ Each Officer elected shall serve for one year, unless reelected.

3. Any voting member may nominate or be nominated as an ~~officer. All elections shall be held by the majority vote of voting members present.~~Officer.

~~**B. Chair Duties:**~~

~~1. The Chair and Vice-Chair shall be voting members of the CMC.~~

~~2.~~

B. Chair Duties:

1. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings. ~~In the absence of the Chair or Vice-Chair, the respective alternate may only act as a regular voting member of the Committee.~~

C. Vice-Chair Duties:

1. ~~1.~~ The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.

~~2.~~

2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

D. Absenteeism of an Officer:

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1. If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting. ~~No Alternate member of the Chair or Vice-chair can assume the responsibilities of his/her official roles.~~

2. ~~1.~~ Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.

~~2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.~~

~~3.~~

3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, ~~Subsection~~Subsections B and C, it may recommend the removal of the Officer to the MPO. An ~~officer~~Officer may be removed from office by the MPO Board at a regular MPO meeting by a simple majority vote.

SECTION V ~~-~~ MEETINGS

A. ~~Regular Meetings:~~

The CMC shall meet ~~bimonthly~~every other month at a date, time and place acceptable to a majority of the voting membership. The date or time may be changed by a majority vote if seven (7) calendar ~~days~~days' notice is given to the voting members.

B. ~~Special Meetings:~~

Special meetings may be called by the Chair with a minimum of three (3) calendar ~~day's~~days' notice, indicating the reason for the meeting and notifying all member agencies.

C. ~~Notice of Meetings:~~

A minimum of seven (7) calendar days notice shall be given for regular ~~meeting~~meetings. Agendas should be sent with meeting notices and, whenever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

D. ~~Agendas:~~

MPO staff is responsible for preparing agendas for each CMC meeting. Members may request to place items on the tentative agenda by notification to ~~the~~ MPO staff.

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E. ~~Quorum:~~

~~1.~~ 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.

~~2.~~ A vote of a majority of the participating voting CMC members shall be required to take affirmative action on issues before the ~~committee~~Committee.

F. Except as otherwise provided in these Bylaws, Robert's Rules of Order shall be followed at all meetings.

SECTION ~~VI~~ ADOPTION AND AMENDMENTS TO THE BYLAWS

A. Amendments:

1. Recommended amendments to these Bylaws may be endorsed by an affirmative vote of the CMC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the CMC. ~~All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws will become effective upon adoption by the Collier MPO.~~

2. All proposed amendments shall be voted on at regular meetings.

3. Any and all amendments to the Bylaws will become effective upon adoption by the Collier MPO Board.

B. ~~Prior Agreement:~~

These Bylaws supersede and replace any and all Bylaws previously adopted ~~by the Congestion Management Committee~~.

C. Effective Date:

~~The~~These Bylaws for the Congestion Management Committee of the Collier Metropolitan Planning Organization were hereby endorsed ~~in an open session with a quorum present and~~

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~~voting~~ on ~~March 20, 2024~~ _____, 2026, by the Congestion Management Committee and subsequently adopted by the Collier Metropolitan Planning Organization on ~~April 12, 2024~~ _____, 2026.

CONGESTION MANAGEMENT COMMITTEE

By: _____

~~Lorraine Lantz~~

Dan Hall
CMC Chair

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____

~~William L. McDaniel, Jr., MPO Chair~~

ATTESTED BY:

~~Anne McLaughlin~~

Councilman Tony Pernas, MPO Chair

Carmen Monroy, MPO ~~Executive~~ Director

COUNTY ATTORNEY

By: _____

~~Scott R. Teach~~

~~Deputy~~Courtney L. DaSilva
Assistant County Attorney

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7A Attachment 3
CMC 11/18/26

BYLAWS

for

Congestion Management Committee

of

COLLIER METROPOLITAN PLANNING ORGANIZATION

CAO

The following Bylaws guide the proper functioning of the Collier Metropolitan Planning Organization's (MPO) Congestion Management Committee (CMC). The intent is to provide procedures and policies to assist the CMC to accomplish its purpose.

SECTION I NAME

The name of this Committee shall be the Congestion Management Committee (CMC) of the Collier Metropolitan Planning Organization (MPO).

SECTION II PURPOSE

A. The CMC shall serve the MPO in an advisory capacity on technical matters relating to the update of the MPO's Congestion Management Process (CMP) and the coordination of the CMP with regional Congestion Management System and Intelligent Transportation System architecture.

B. The functions of this CMC shall include, but not be limited to, the following:

1. To promote coordination among the MPO, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle and Pedestrian Advisory Committee (BPAC) and CMC in the identification and resolution of common transportation problems;
2. To identify potential multimodal projects that will reduce congestion on the network and/or improve the intelligent transportation system;
3. To review studies, plans, programs, or public information documents for potential impacts to congestion on the network and/or impacts to the intelligent transportation system and advise the MPO thereof;
4. To make priority recommendations for Congestion Management System/Intelligent Transportation System (CMS/ITS) projects to the MPO;
5. To review and update the Congestion Management Process (CMP) as needed;
6. To help review and update the Congestion Management Process component of the Long Range Transportation Plan;
7. To assist in the development and evaluation of performance measures of potential priorities,
8. To monitor CMS/ITS projects' performance after implementation.

SECTION III MEMBERSHIP APPOINTMENT AND TERM OF APPOINTMENT

A. Members:

The CMC shall be composed of ten (10) voting members appointed by the division, department or agency that they represent. CMC voting and non-voting members may designate an alternate to replace them in their absence.

CAO

B. Appointment and Term of Appointment:

Each member agency representative shall be duly appointed by the member agency and shall serve at the pleasure of his or her member agency. The MPO Staff shall be notified by the Department Director/Administrator of the member agency in writing, including electronic communication of the appointment or replacement of a member agency's representative.

C. Alternate Member:

An official alternate member can be designated by the affected voting- member agency by providing such designation in writing to the MPO. The so designated alternate member has the capacity to act on behalf of the voting member. The alternate member may vote only in the absence of the official voting member on a one-vote-per-member basis.

D. The Voting Member Agencies are as follows:

1. VOTING MEMBER AGENCIES

Collier County Transportation Management Services Department
Traffic Operations - Safety
Traffic Operations – Traffic Management Center
Public Transit & Neighborhood Enhancement (PTNE) Division

Collier County Public Schools
Transportation Department

City of Naples
Engineering/Planning Representative
Traffic Operations Representative

City of Marco Island
Public Works Department

Collier MPO's Citizen Advisory Committee

Collier MPO's Bicycle and Pedestrian Advisory Committee

Lee County MPO

The MPO staff will be responsible for maintaining a current list of the names of voting members.

SECTION IV OFFICERS, DUTIES AND TERMS OF OFFICE

A. Officers and Terms of Office:

CAO

1. A Chair and a Vice-Chair of the CMC shall be elected at the first regularly scheduled meeting of each calendar year when a quorum is attained and shall hold the offices until their successors are elected.

2. Any voting member may nominate or be nominated as an officer. All elections shall be held by the majority vote of voting members present.

B. Chair Duties:

1. The Chair and Vice-Chair shall be voting members of the CMC.

2. The Chair shall preside at all meetings and shall be responsible for the conduct of such meetings. In the absence of the Chair or Vice-Chair, the respective alternate may only act as a regular voting member of the Committee.

C. Vice-Chair Duties:

1. The Vice-Chair shall, during the absence of the Chair, have and exercise all of the duties and powers of the Chair.
2. The Vice-Chair shall also perform such duties as may be assigned by the Chair.

D. Absenteeism of an Officer:

If both the Chair and Vice-Chair are absent from a meeting, the Committee shall elect a voting member present to be the Chair for that meeting. No Alternate member of the Chair or Vice-chair can assume the responsibilities of his/her official roles.

1. Any vacancy in an office created by a resignation or replacement of an Officer shall be filled by a majority vote of voting members.
2. The Officer so elected shall fill the remainder of the unexpired term of the vacant office.
3. If, at any time, the Committee believes that an Officer is not performing his/her duties in accordance with Section IV, Subsection B, it may recommend the removal of the Officer to the MPO. An officer may be removed from office by the MPO Board at a regular MPO meeting by a simple majority vote.

SECTION V MEETINGS

A. Regular Meetings:

The CMC shall meet bimonthly at a date, time and place acceptable to a majority of the voting membership. The date or time may be changed by a majority vote if seven (7) calendar days notice is given to the voting members.

CAO

B. Special Meetings:

Special meetings may be called by the Chair with a minimum of three (3) calendar day's notice, indicating the reason for the meeting and notifying all member agencies.

C. Notice of Meetings:

A minimum of seven (7) calendar days notice shall be given for regular meeting. Agendas should be sent with meeting notices and, whenever possible, minutes of the previous meeting, at least seven (7) calendar days prior to any regular meeting and at least three (3) calendar days prior to any special meeting.

D. Agendas:

MPO staff is responsible for preparing agendas for each CMC meeting. Members may request to place items on the tentative agenda by notification to the MPO staff.

E. Quorum:

1. 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.
2. A vote of a majority of the participating voting CMC members shall be required to take affirmative action on issues before the committee.

SECTION VI AMENDMENTS

A. Amendments

Recommended amendments to these Bylaws may be endorsed by an affirmative vote of the CMC, provided a copy of the proposed amendment(s) shall have been sent to every member at least seven (7) calendar days prior to a vote for endorsement by the CMC. All proposed amendments shall be voted on at regular meetings. Any and all amendments to the Bylaws will become effective upon adoption by the Collier MPO.

B. Prior Agreement:

These Bylaws supersede and replace any and all Bylaws previously adopted by the Congestion Management Committee.

C. Effective Date:

The Bylaws for the Congestion Management Committee of the Collier Metropolitan Planning

CAO

Organization were hereby endorsed in an open session with a quorum present and voting on March 20, 2024 by the Congestion Management Committee and adopted by the Collier Metropolitan Planning Organization on April 12, 2024.

CONGESTION MANAGEMENT COMMITTEE

By: _____
Lorraine Lantz
CMC Chair

COLLIER METROPOLITAN PLANNING ORGANIZATION

By: _____
William L. McDaniel, Jr., MPO Chair

ATTESTED BY: _____
Anne McLaughlin
MPO Executive Director

COUNTY ATTORNEY

By: _____
Scott R. Teach
Deputy County Attorney

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CAO

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7B

Endorse the Updated Joint Regional Lee County/Collier MPO CMP Network Map

---

OBJECTIVE: To obtain the Committee's endorsement of the proposed updated Joint Regional Lee County/Collier MPO Congestion Management Process (CMP) Network Map, for incorporation into the MPOs' long-range planning initiatives.

CONSIDERATIONS: The last update to the Joint Regional Lee County/Collier MPO CMP Network Map occurred in 2017 (**Attachment 1**).

Collier and Lee County MPOs have collaborated to update the Map to bring it current (**Attachment 2**) in connection with Collier MPO's current CMP update.

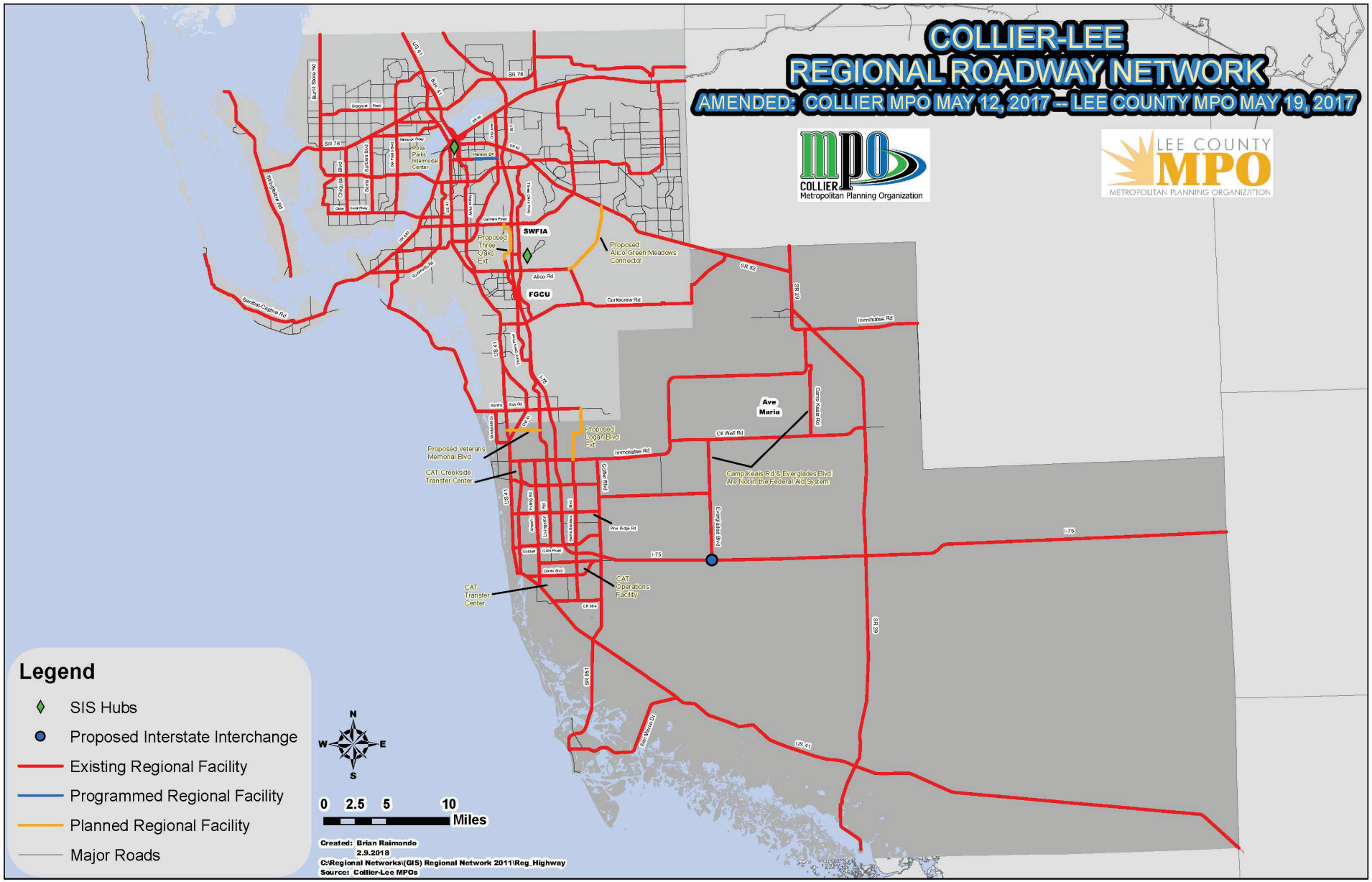
The Committee reviewed the draft CMP Network Map at its July meeting. The Map was also reviewed by the Technical and Citizens Advisory Committees in August, and by the MPO Board in early November.

The updated Map was endorsed by the Lee County MPO Technical on September 3, 2026 and by the Citizens Advisory Committee August 6, 2026. The Updated Joint Regional Lee County/Collier MPO CMP network map was approved by the Lee County MPO Board on October 16, 2026.

STAFF RECOMMENDATION: That the Committee endorse the proposed updated Joint Regional Lee County/Collier MPO CMP Network Map.

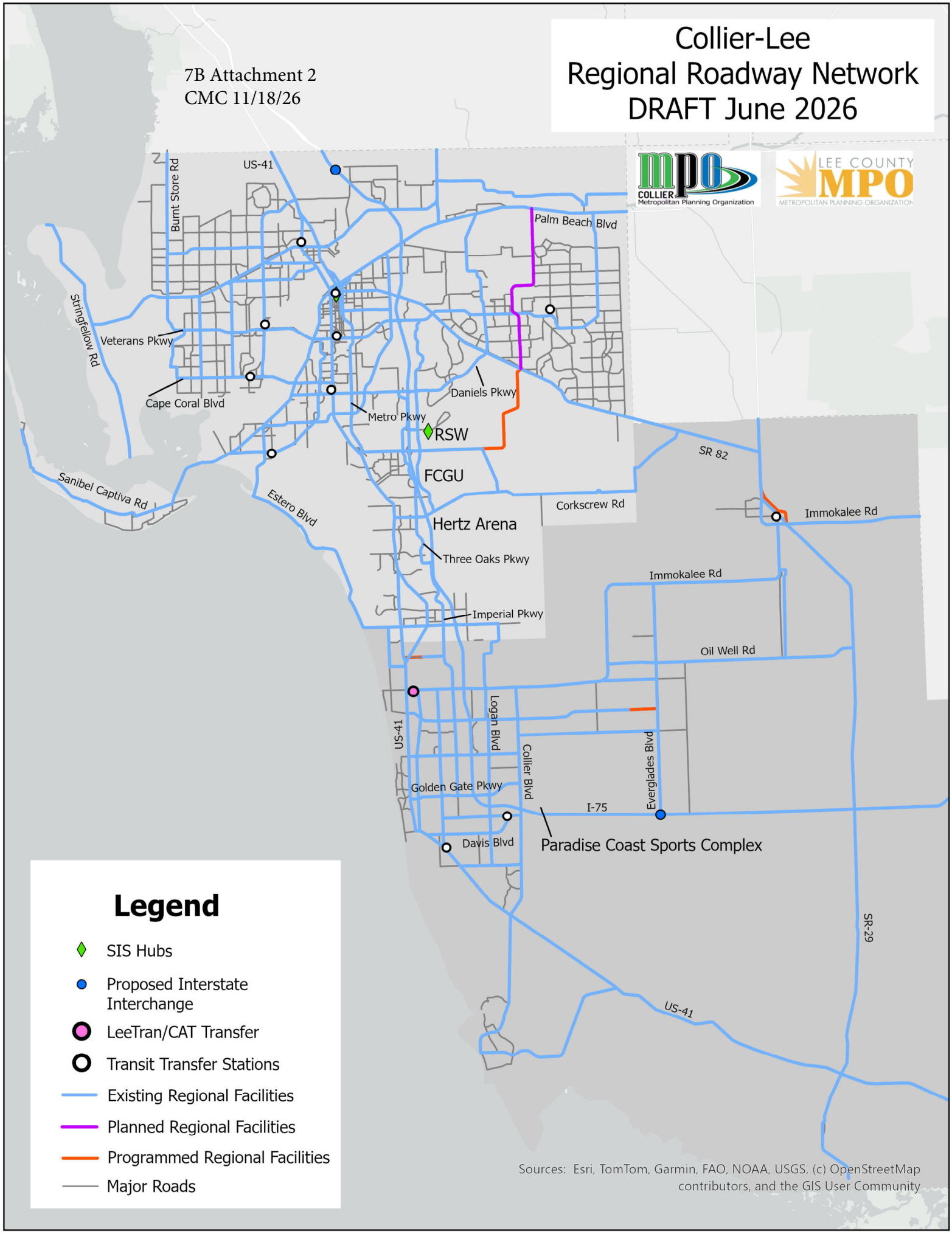
ATTACHMENTS:

1. 2017 Version- Joint Regional Lee County/Collier MPO CMP Network Map
2. Proposed 2026 Joint Regional Lee County/Collier MPO CMP Network Map


COLLIER-LEE
REGIONAL ROADWAY NETWORK
AMENDED: COLLIER MPO MAY 12, 2017 – LEE COUNTY MPO MAY 19, 2017
COLLIER MPO
Metropolitan Planning Organization
LEE COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
SWFIA
FGCU
Ave Maria
Proposed Three Oaks Ext
Proposed Alico/Green Meadows Connector
Proposed Logan Blvd Ext
Proposed Veterans Memorial Blvd
CAT Creekside Transfer Center
CAT Transfer Center
CAT Operations Facility
Immokalee Rd
Alico Rd
Corkscrew Rd
Oil Well Rd
Pine Ridge Rd
Collier Blvd
Camp Keais Rd
Everglades Blvd
Desoto Blvd
Bonita Beach Rd
Sanibel-Captiva Rd
Burnt Store Rd
Del Prado Blvd
Pine Island Rd
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SIS Hubs
Proposed Interstate Interchange
Existing Regional Facility
Programmed Regional Facility
Planned Regional Facility
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Miles
Created: Brian Raimondo
2.9.2018
C:\Regional Networks\(GIS) Regional Network 2011\Reg_Highway
Source: Collier-Lee MPOs

7B Attachment 2
CMC 11/18/26

Collier-Lee Regional Roadway Network DRAFT June 2026



EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 7C

Endorse the 2026 Collier MPO Congestion Management Process Report

---

OBJECTIVE: To obtain the Committee's endorsement of the proposed 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 last meeting, the Committee reviewed the draft CMP report and provided feedback. The draft report was also presented to the Technical and Citizens Advisory Committees, as well as the MPO Board, for review and comment. Comments have been incorporated in the proposed final version of the CMP report (**Attachment 1**).

A draft of the final report will be presented at the Committee meeting.

STAFF RECOMMENDATION: That the Committee endorse the proposed Collier MPO Congestion Management Process (CMP) report.

ATTACHMENTS:

1. Proposed Collier MPO 2026 CMP report

Collier Metropolitan Planning Organization

2026 Congestion Management Process

DRAFT November 2026

CMC 11/18/26
7C Attachment 1

COLLIER
Metropolitan Planning Organization

2026 Congestion Management Process

DRAFT November 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.colliermpo.org
Dusty Hansen, Project Manager, Senior Planner
Carmen Monroy, Executive Director

Prepared by:

Benesch
1000 N. Ashley Drive, Suite 700
Tampa, FL 33602
www.benesch.com
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

The Federal Highway Administration (FHWA) defines the Congestion Management Process 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."*

For the Collier MPO, 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.

Having a Congestion Management Process that results in low-cost improvements or strategies benefits the regional transportation system by providing a defined approach to address congestion concerns linked to transportation, livability, and land use. The MPO's approach to congestion management is consistent with the multimodal nature of congestion and its causes.

Congestion can often be thought of as simply too many cars on the roadway at the same time. However, four specific dimensions of congestions have been identified by FHWA. Understanding the root cause of congestion and the specific condition for each case provides insight for selecting and implementing mitigation strategies.

Four Dimensions of Congestion



Trends and Conditions

Since 2000, population has grown by more than 10% with projections through 2050 estimating more than 500,000 people living in Collier County. Similar trends show that roadway miles experience congestion has grown by 11% since 2019 when the previous CMP analysis was completed.

Over the same period of time, the number of signalized intersections equipped with advanced traffic control devices grew by more than 20%. Additional funding is programmed in the upcoming fiscal year to update an additional 40 intersections, providing more reliable signal control.

Multimodal facilities in the form of bicycle lanes and sidewalks also increased during this time. Through identification of gaps and needs in the Bicycle and Pedestrian Master Plan, the MPO prioritizes and funds projects that improve safe walking and bicycling across Collier County. Last updated in 2025, this Master Plan Update developed design guidelines and standards to ensure consistency across future projects to promote user-friendly facilities.

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.

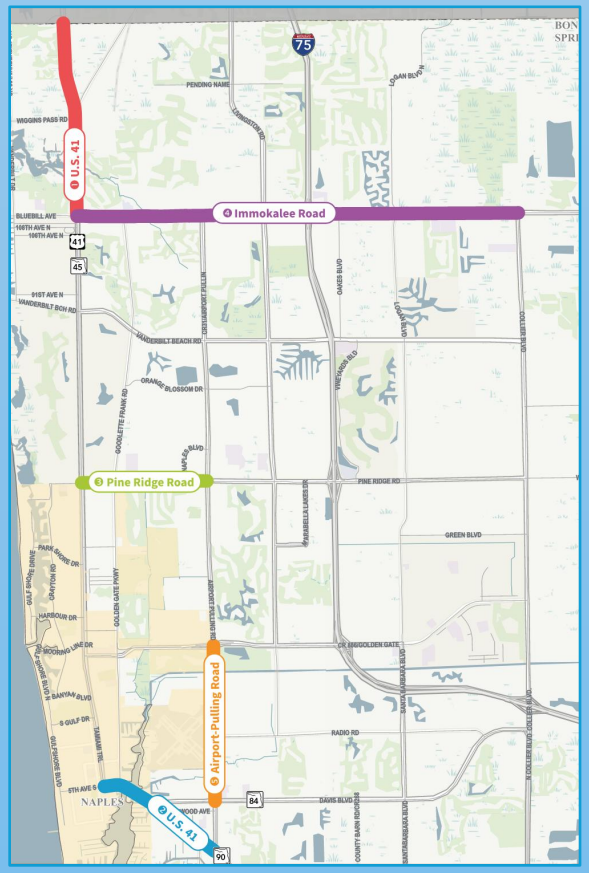
Congestion Analysis

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 Bicycle and Pedestrian Master Plan and the Comprehensive Safety Action Plan, are used to identify potential operational and system management strategies for addressing congestion and improving transportation system performance.

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 this analysis was based on the most recent traffic counts from state, county, and municipal sources. Additional analysis of travel speed data was used for identifying the top 10 congestion locations.

Top Congested Corridors
Corridor 1: Golden Gate Boulevard from Collier Boulevard to Wilson Boulevard
Corridor 2: Golden Gate Boulevard from 18th Street to DeSoto Boulevard
Corridor 3: Immokalee Road from Collier Boulevard to Wilson Boulevard
Corridor 4: New Market Road from SR 29 to Charlotte Street
Corridor 5: Pine Ridge Road from Airport Road to I-75
Corridor 6: Randall Boulevard from 8th Street NE to Everglades Boulevard
Corridor 7: US 41 from Greenway Road to San Marco Drive
Corridor 8: US 41 from Immokalee Road to Wiggins Pass Road
Corridor 9: Vanderbilt Beach Road from Gulfshore Drive to US 41
Corridor 10: Golden Gate Parkway from Livingston Road to I-75

FDOT District One completed a Transportation Systems Management & Operations (TSM&O) Master Plan for Collier County. This Master Plan supports the identification of congestion management strategies by identifying technology-focused investments that can improve safety, mobility, and traffic operations on critical regional corridors. The study identified the following five priority corridors within Collier County for further consideration.



Strategies and Recommendations

The Collier MPO conducted public outreach and coordinated with local agency stakeholder partners to develop congestion management strategies.

The recommended toolbox of strategies resulting from this approach are intended to guide and lead the MPO in selecting and prioritizing future projects.

Outreach and Engagement

Numerous public outreach and engagement strategies were used to understand the perspectives of Collier County residents and visitors in terms of congestion and traffic-related issues. Survey respondents 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, and multimodal safety improvements.

Partner agency 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.

Virtual Room

195 visits to virtual room



Interactive Map

10 points of interest placed



Survey Form

235 responses collected



Strategy Toolbox

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

- **Travel Demand Management (TDM) -** Demand management programs address the source of congestion by reducing the number of vehicles on the road or by spreading trips to non-peak travel times.
- **Improve Traffic Operations -** Operational Improvements are geared toward improving the "supply side" of the transportation system by enhancing operations and adding system efficiency.
- **Shift to Alternative Modes -** Improving access to alternative modes of transportation can help reduce travel demand and provide choices beyond driving alone in cars.
- **Manage or Expand Roadway Capacity -** Expanding the physical roadway capacity can provide temporary relief to congestion. This relief is often short-lived due to continued and increased use of single-occupant vehicles.

Future Studies

In addition to project level strategies, the CMP identifies future planning efforts that support the CMP objectives and address congestion-related needs

- Intelligent Transportation System (ITS) or Advanced Traffic Management System (ATMS) Master Plan
- Data and Technology Applications
- City-Focused Transportation Master Plans
- Corridor Focused Congestion Studies
- Future Transit Studies



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

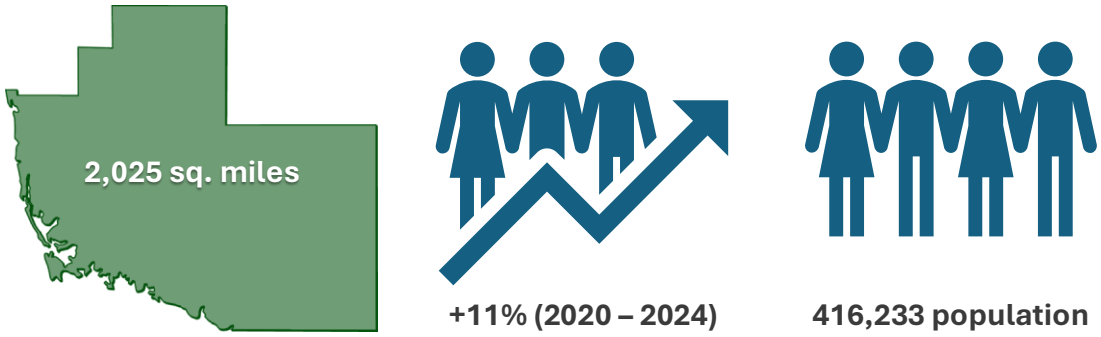
A CMP allows an MPO to respond to congestion or other operational issues by using a systematic, measurable approach. The Federal Highway Administration (FHWA) identifies the following benefits of a successful CMP:

- 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 Alico 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 16th Street Northeast is shown as a future roadway.

Bicycle & Pedestrian Network

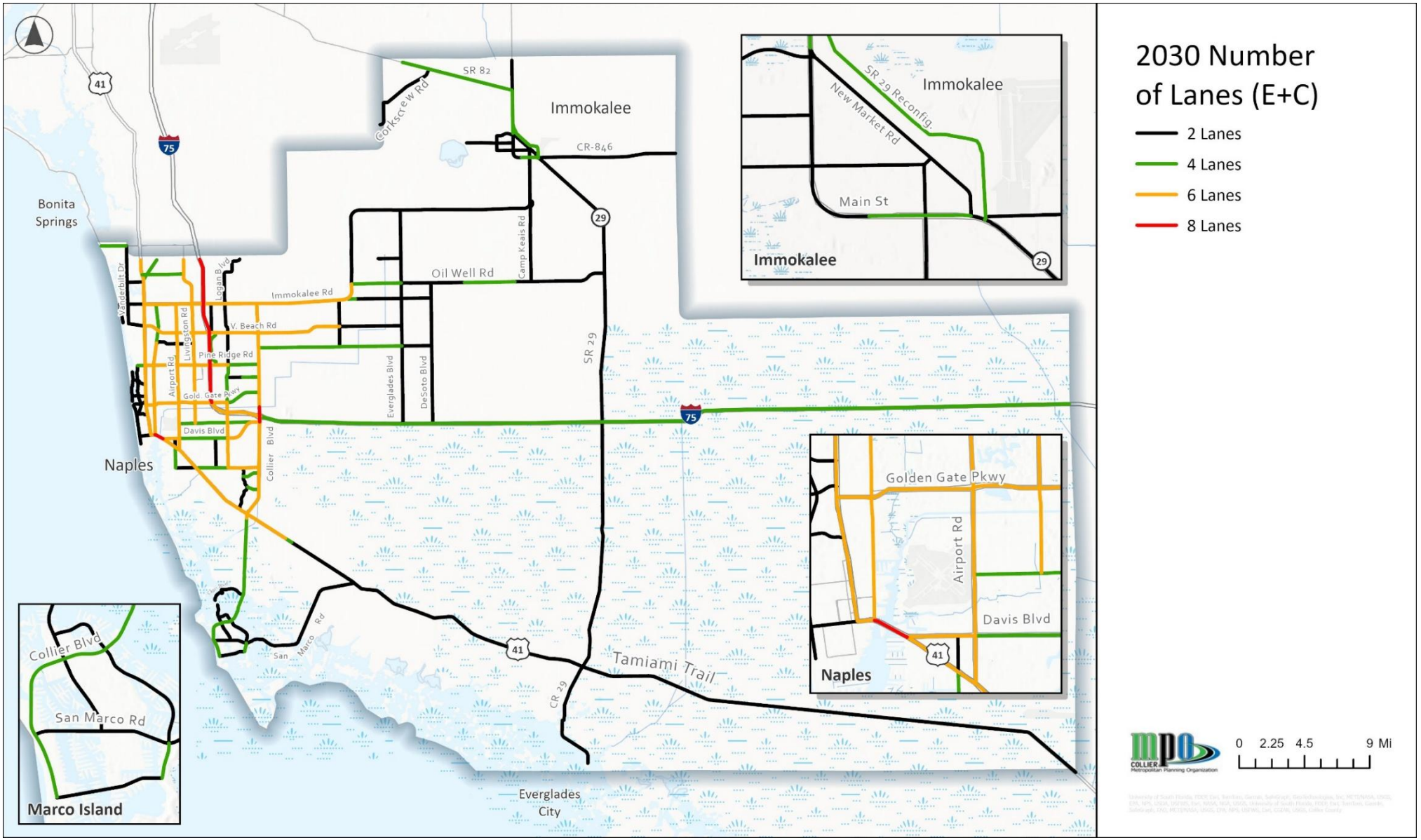
The CMP network also includes the bicycle, sidewalk, and shared use path facilities shown in **Map 1-2**, which were identified in the MPO's most recent *Bicycle/Pedestrian Master Plan* (BPMP) of October 2025. In addition to providing transportation options and recreational opportunities, implementation 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.

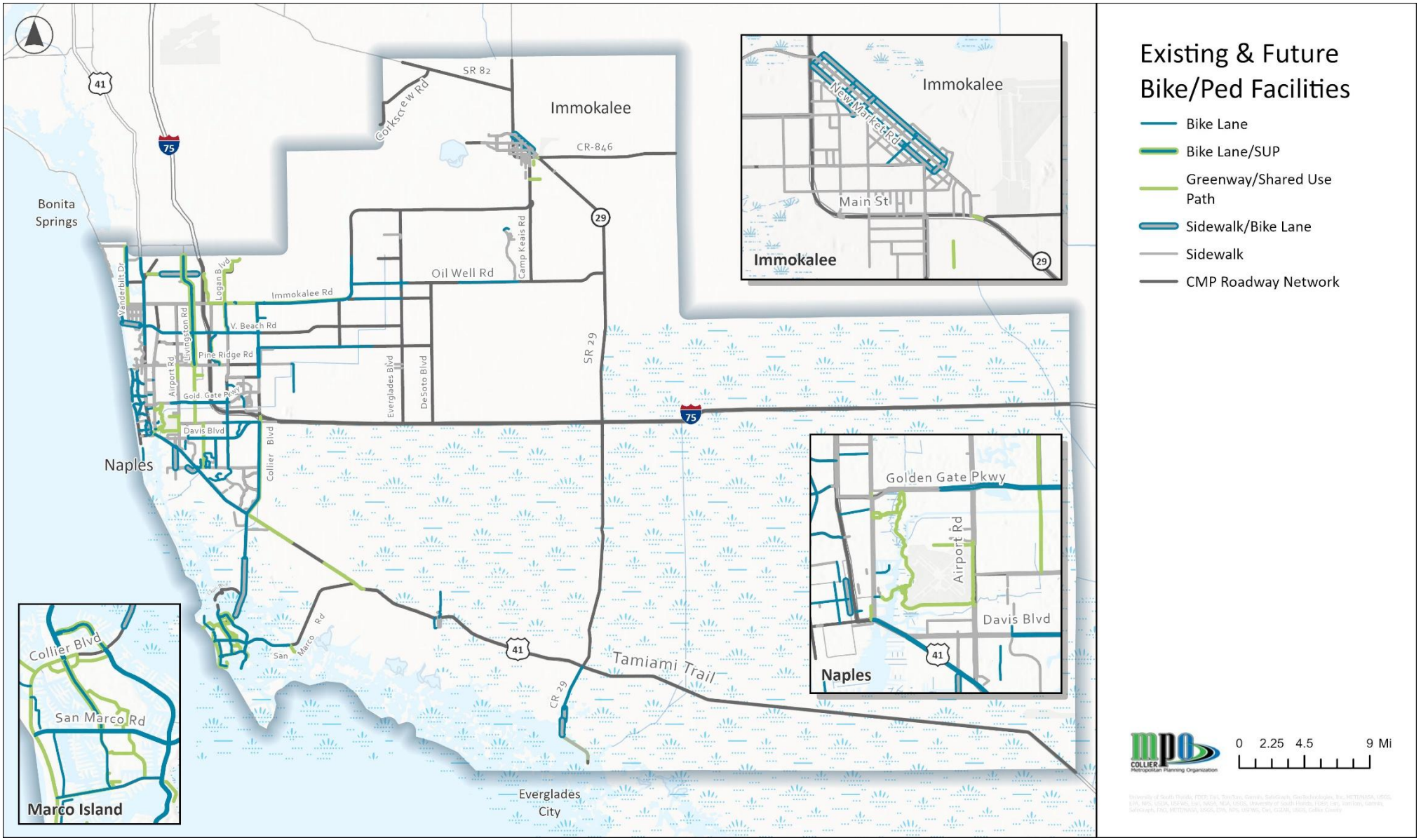
Transit Network

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.

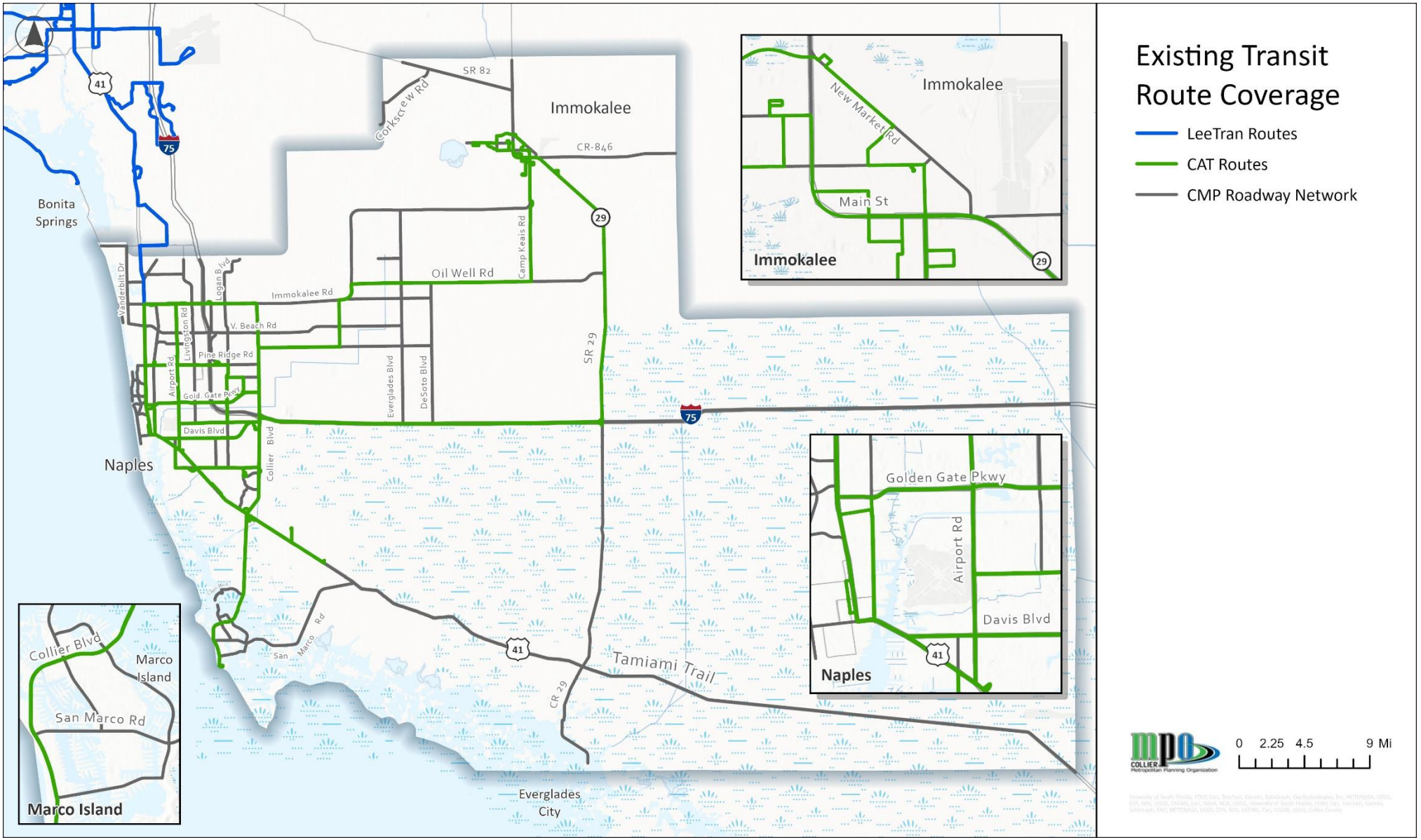
Map 1-1: 2030 Collier CMP Network



Map 1-2: Bicycle/Pedestrian Network



Map 1-3: Collier Area Transit Services



A connection between CAT Routes 11, 12 and 27 with LeeTran Route 600 is possible at the Creekside Transfer Center located near Immokalee Road between Goodlette Frank Road and US 41. This transfer location provides a regional connection for traveling between the two counties.

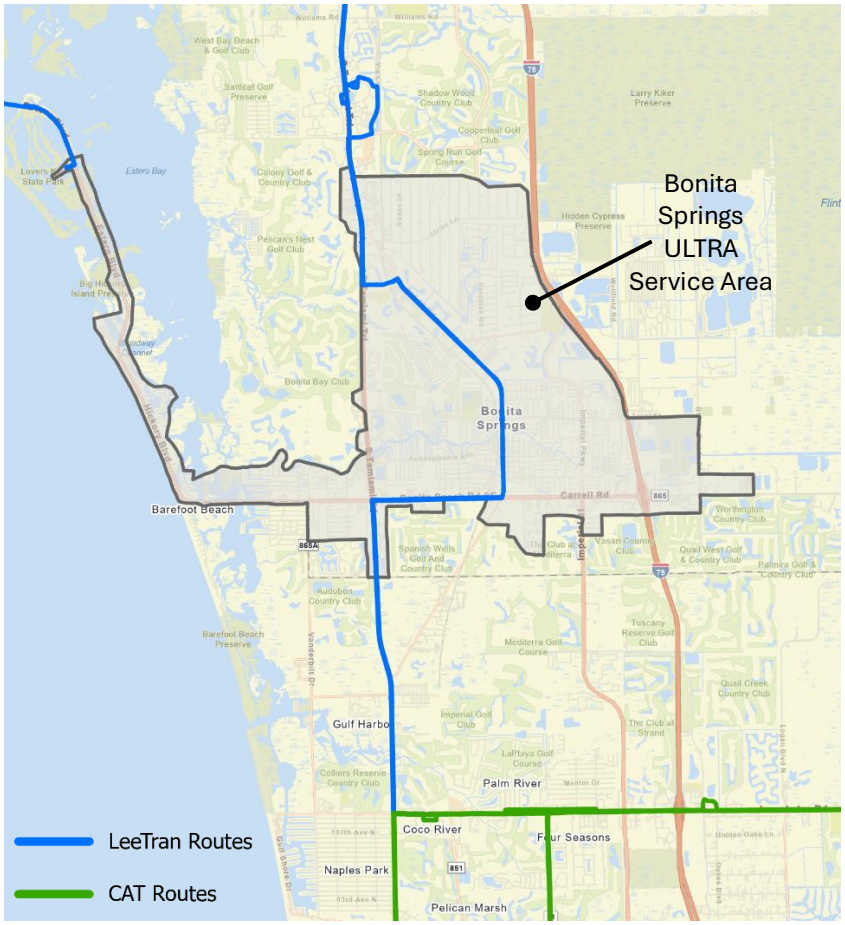
This inter-county link is further enhanced by the Bonita Springs ULTRA On-Demand Service Zone (see **Figure 1-2**), which provides flexible, curb-to-curb microtransit mobility within Lee County. The ULTRA service zone resolves first-mile/last-mile transit barriers for commuters traveling to or from Route 600.

Freight Network

Building off of the Florida Mobility and Trade Plan updated by FDOT District 1 in 2023, the Collier MPO Freight Network is shown in **Map 1-4** and includes the following facility designations.[1]

- **Limited Access Facilities:** In Collier County, this category is limited to Interstate 75. Across the State, these facilities serve as primary trade corridors connecting across regions and beyond the State of Florida.
- **Regional Facilities:** These roadways provide high-capacity connections to the limited access facilities by serving freight activity centers and long-haul truck trips. US 41, SR 29, and SR 82 are identified in Collier County as Regional Facilities.
- **Distribution Routes:** These county roadways distribute truck traffic to local delivery areas by providing a network for trucks to deliver goods while minimizing truck traffic on local roadways within populated areas.

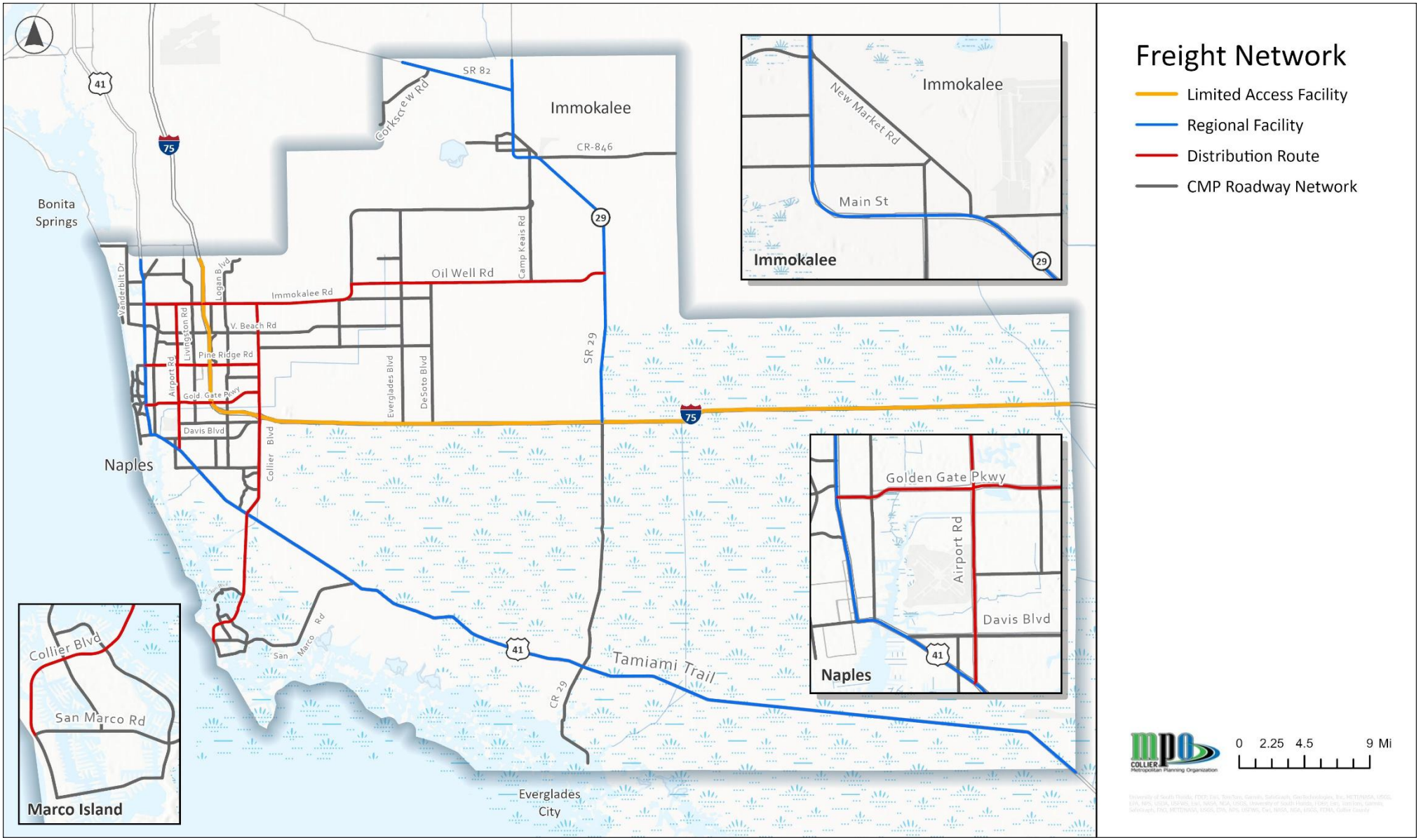
Figure 1-2: Bonita Springs Mobility on Demand Service Area



Source: LeeTran 2026-2035 Transit Development Plan

[1] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/rail/publications/d1/11.27.23.pdf?sfvrsn=12c526fd_9

Map 1-4: Collier County Freight Routes



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.

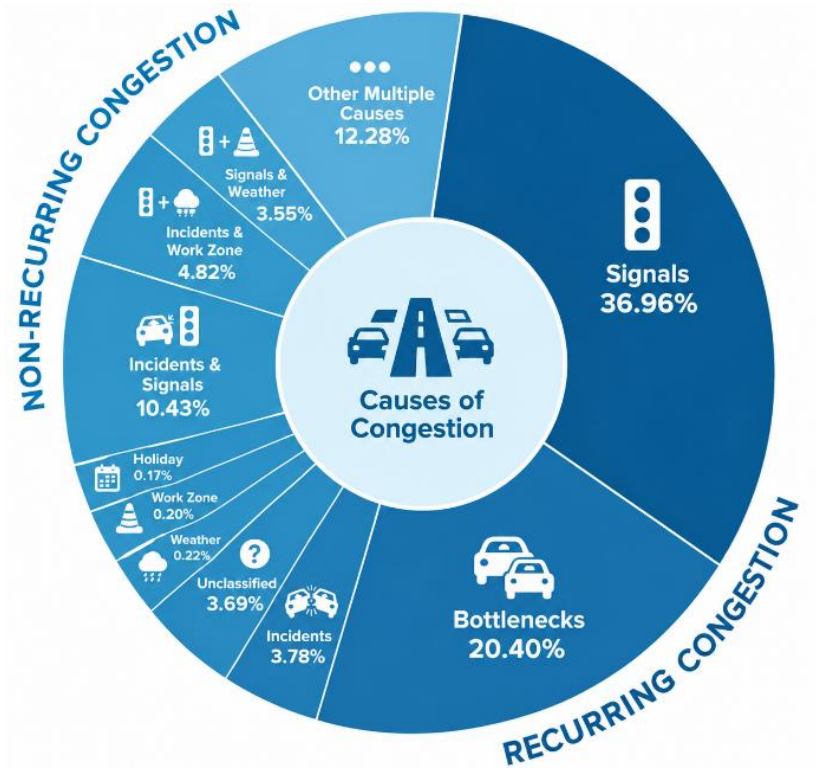
Non-recurring congestion: when unexpected or non-regular disruptions to the normal flow of traffic occur on a roadway (e.g., traffic incidents, weather, road construction and maintenance, special events). This type of congestion is more difficult to measure and predict.

The causes of congestion in Collier County, presented in **Figure 1-3**, were derived from the Regional Integrated Transportation Information System (RITIS)[2] 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 1-3: Causes of Congestion



[2] 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.[3] 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 is as follows.

[3] 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 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.

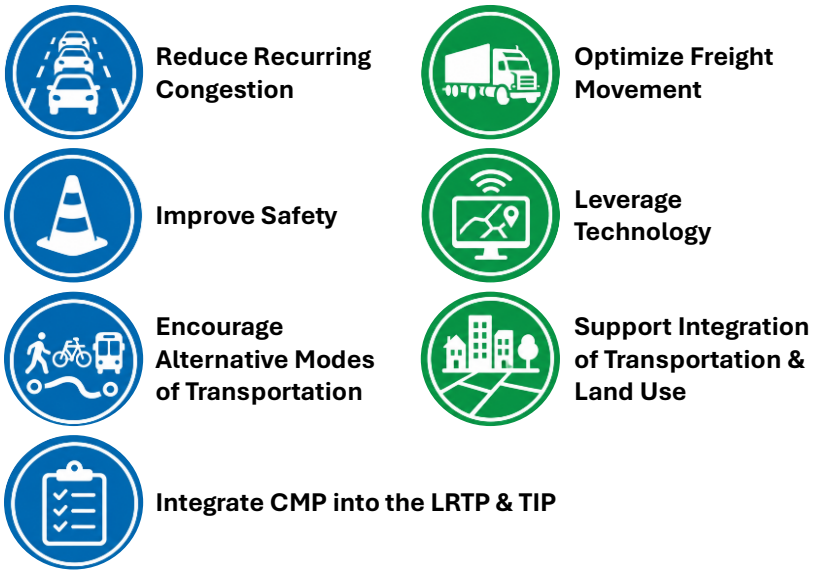
2.1 CMP Objectives

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

INTENSITY

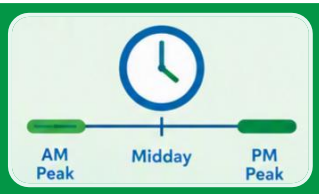
How much congestion there is at a location



EXAMPLE: During peak hours, US 41 has higher volume and slower speeds than other times of the day.

DURATION

How long does the congestion last



EXAMPLE: A recurring bottleneck on Pine Ridge Road causes delays every weekday evening peak period.

EXTENT

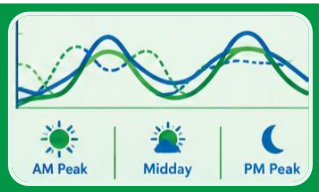
Where congestion occurs.



EXAMPLE: Congestion occurs at a single intersection vs. multiple corridors across Collier County.

VARIABILITY

How often and how much does it change



EXAMPLE: Travel times can be reliable on some days but can vary when there are incidents.

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 *
1. Reduce Recurring Congestion	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
2. Optimize Freight Movement	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
3. Improve Safety	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
4. Leverage Technology	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
5. Encourage Alternative Modes of Transportation	Number of People Registered in the FDOT Commute Connector Database That Have an Origin or Destination in Collier County	FDOT
	Number of Regional Vanpools That Have a 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
6. Support Integration of Transportation & Land Use	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
7. Incorporate CMP Into the LRTP & TIP	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.

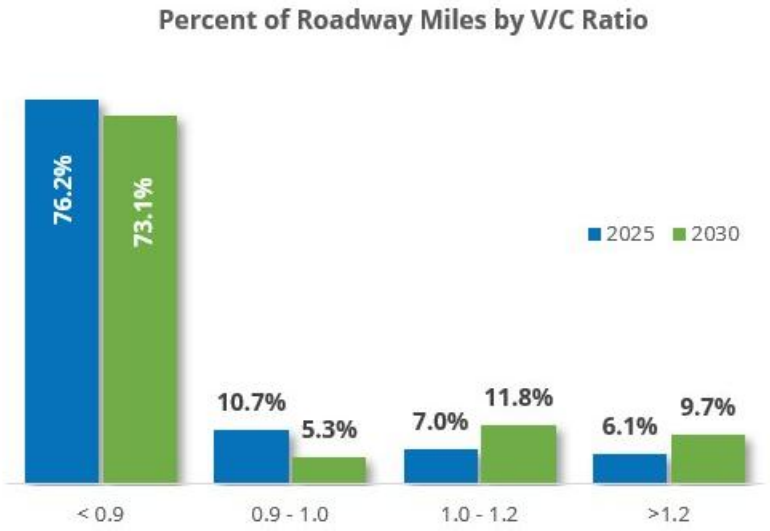
Current and projected conditions for the performance metrics are organized into groups based on the CMP objectives each is associated with. These measures are used to report conditions affecting congestion in Collier County over time. A comparison of these measures with past performance conditions is included in Section 6.2. 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.

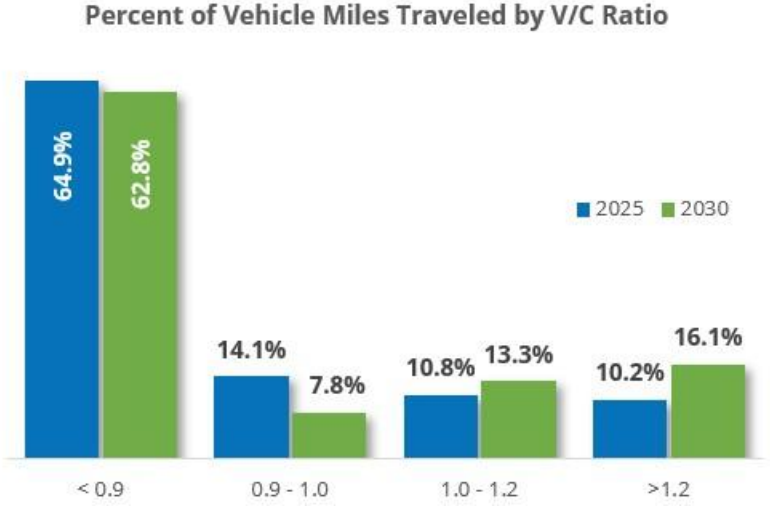
The E+C conditions reflect projected growth in future traffic volumes as well as anticipated roadway widening and construction projects.

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.





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	1,506,159	2,278,055

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
- Number of Regional Vanpools That Have a 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
Number of Regional Vanpools That Have a Destination in Collier County	3

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
**Express Route 121, Seasonal Route 29, and Marco Island Circulator Route 21 were omitted from the frequency calculation. Lee Tran Route 600 was also omitted from the 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

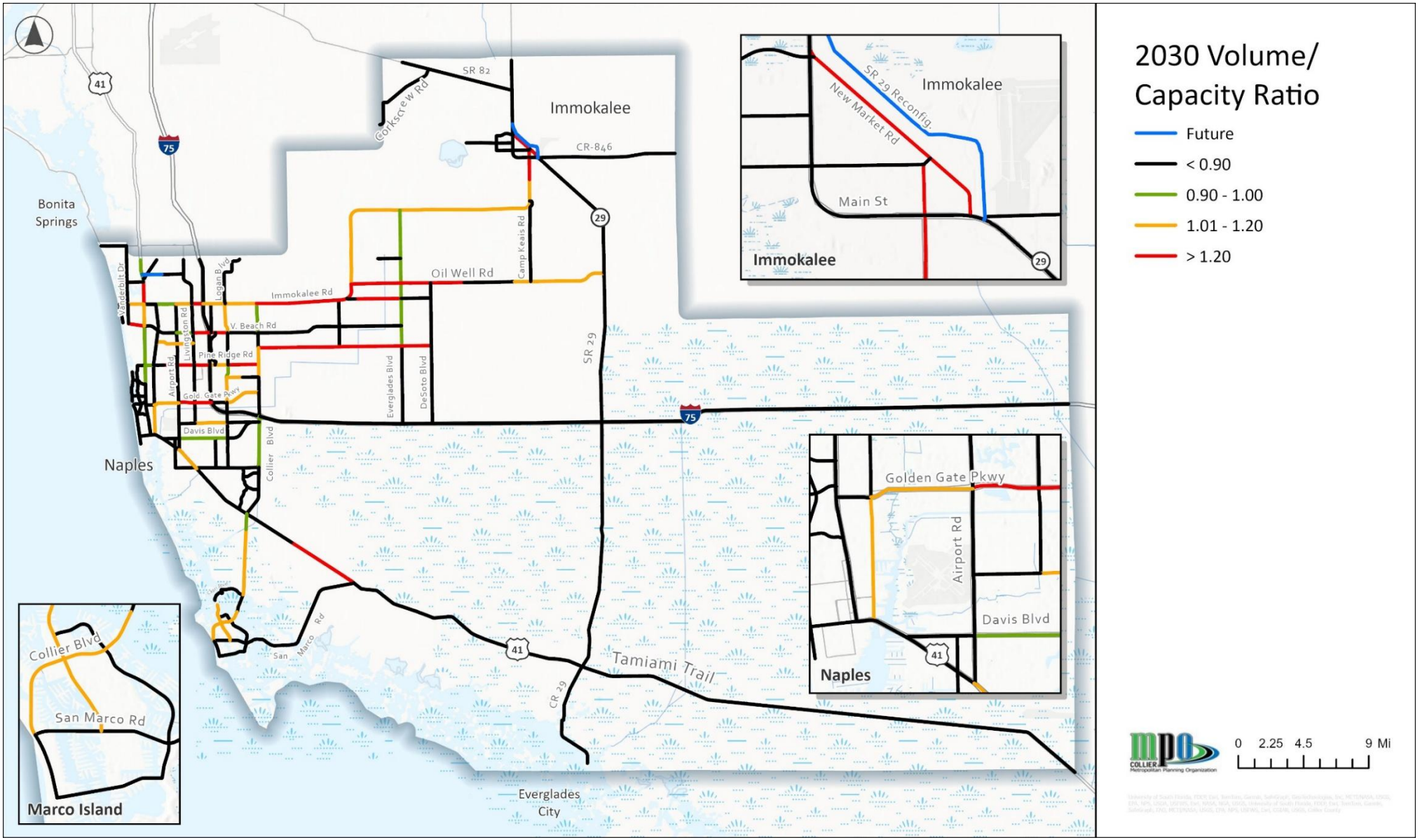
Measure	Result
Number of Programmed Projects with a Congestion-Reduction Component or Purpose in the TIP	21

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.

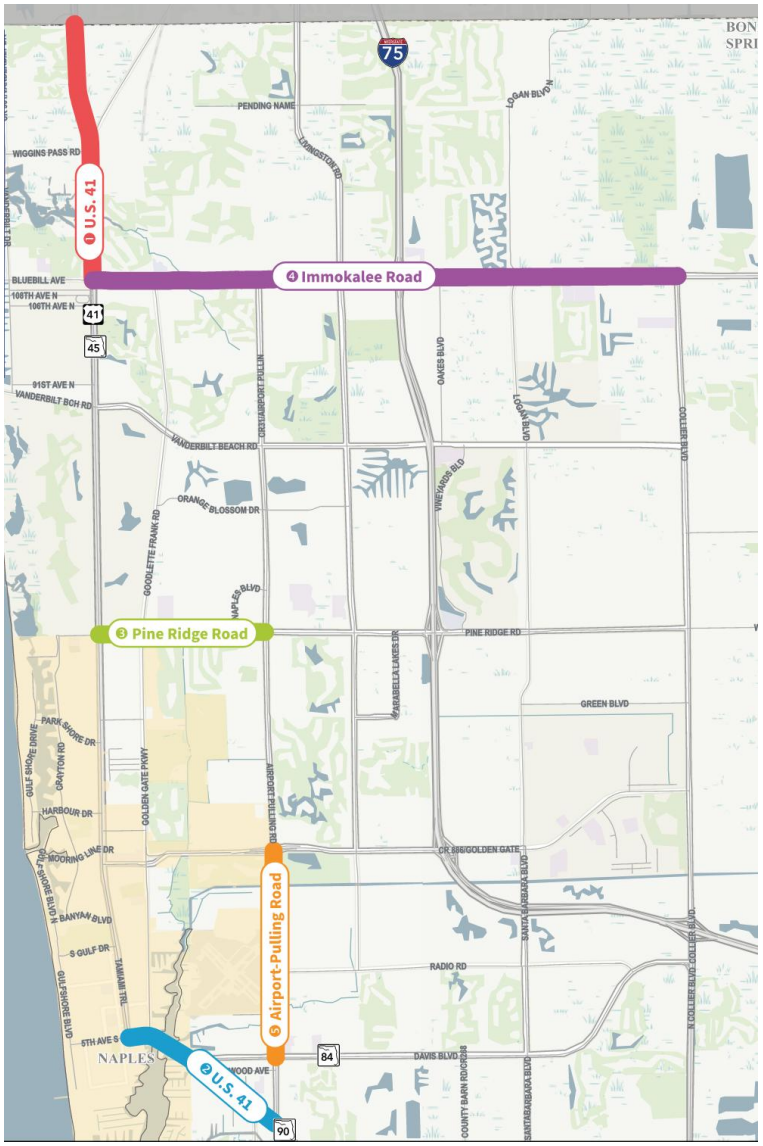
FDOT Transportation Systems Management and Operations Master Plan

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.

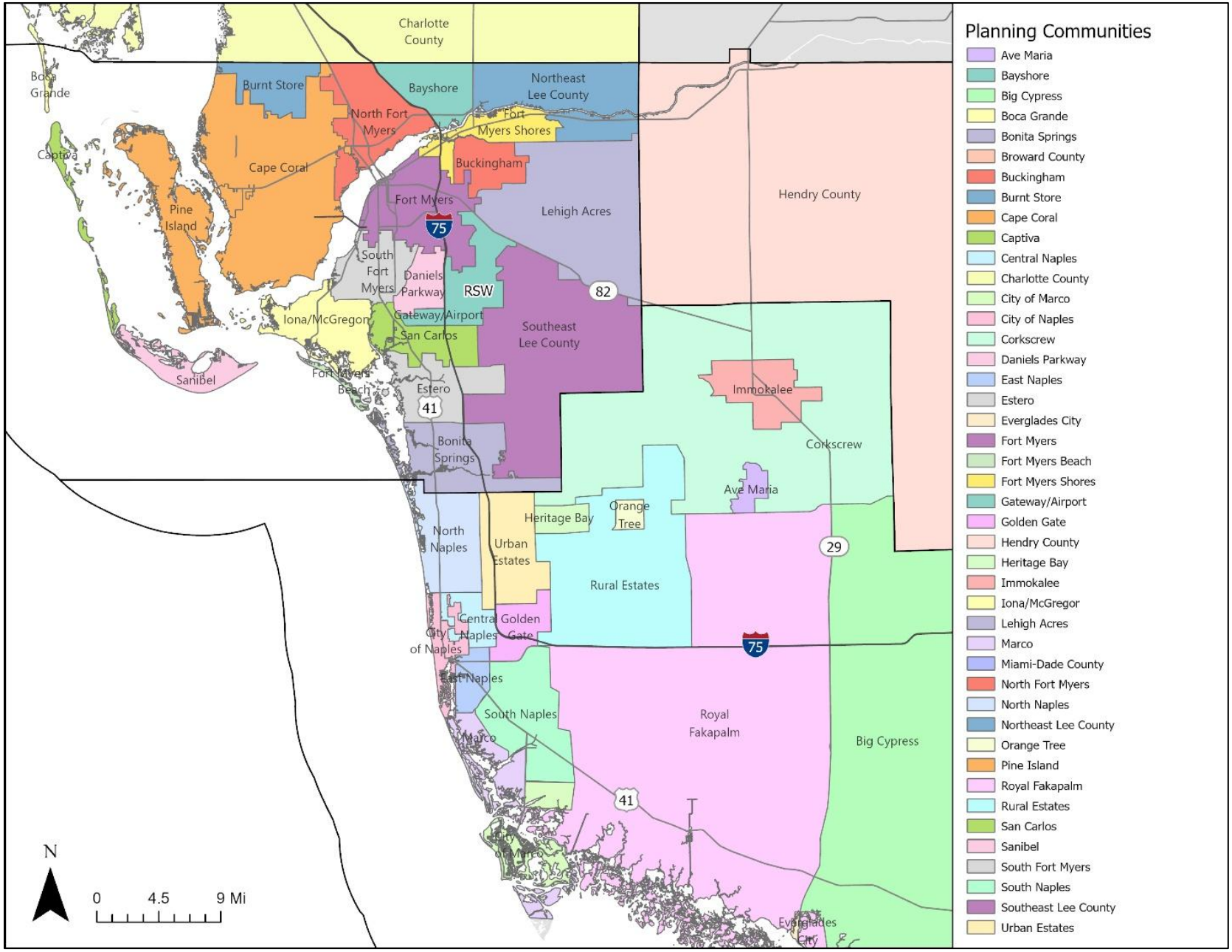
Data used for establishing the mix of residential and non-residential square footage is based on 2025 parcel records. Summarizing travel patterns and trip generation results by these same sub-areas helps to understand the relationship between residential locations and access to services, goods, and employment.

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



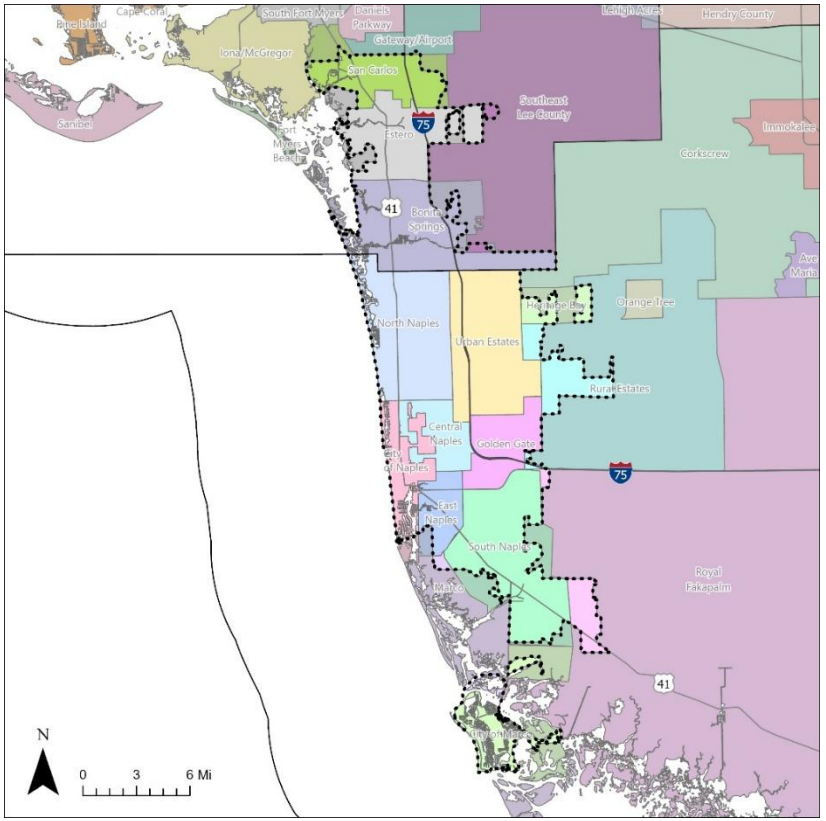
Planning Area Summarization

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.[4]

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

[4] These figures reflect workers whose residence is in one county and primary workplace is in the other, but do not capture all work-related travel between the counties. Service-oriented workers may travel between job sites across county lines during the workday, contributing to the interconnected nature of the two counties' transportation systems.

(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.

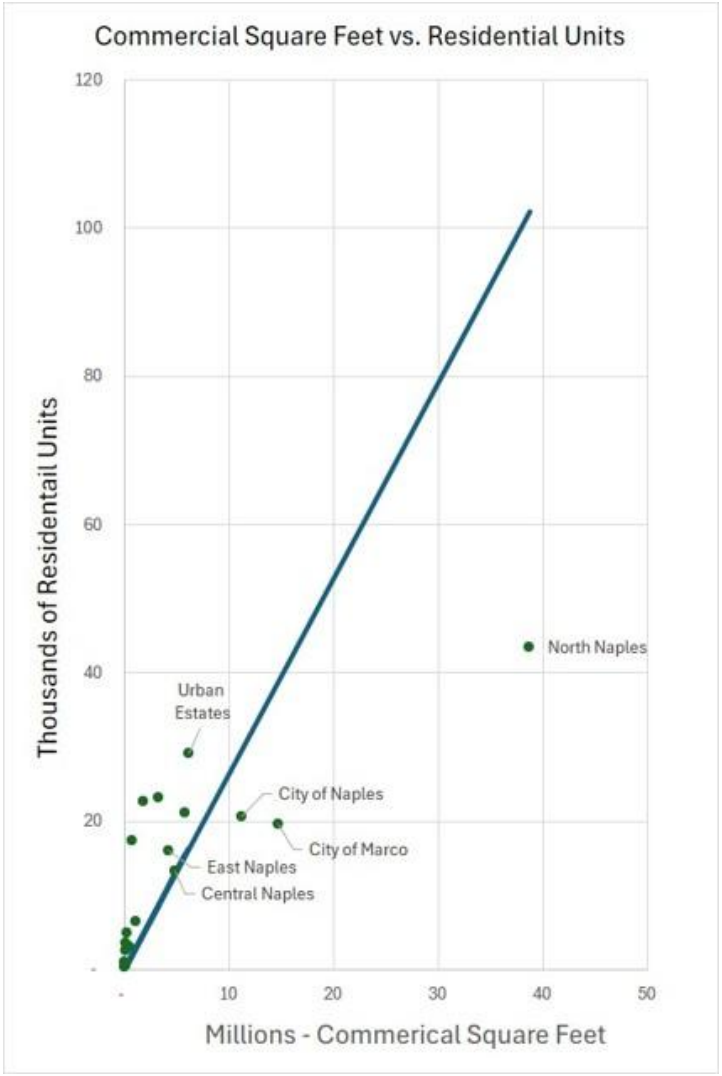
Using the parcel-based Department of Revenue information the mix of residential and non-residential development was compiled. This comparison evaluated the diversity of uses within each Planning Area in two ways. First, the building square footage for residential and commercial uses was compared. A second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

Figure 3-1: Commercial Square Footage per Residential Unit



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.

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.

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

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

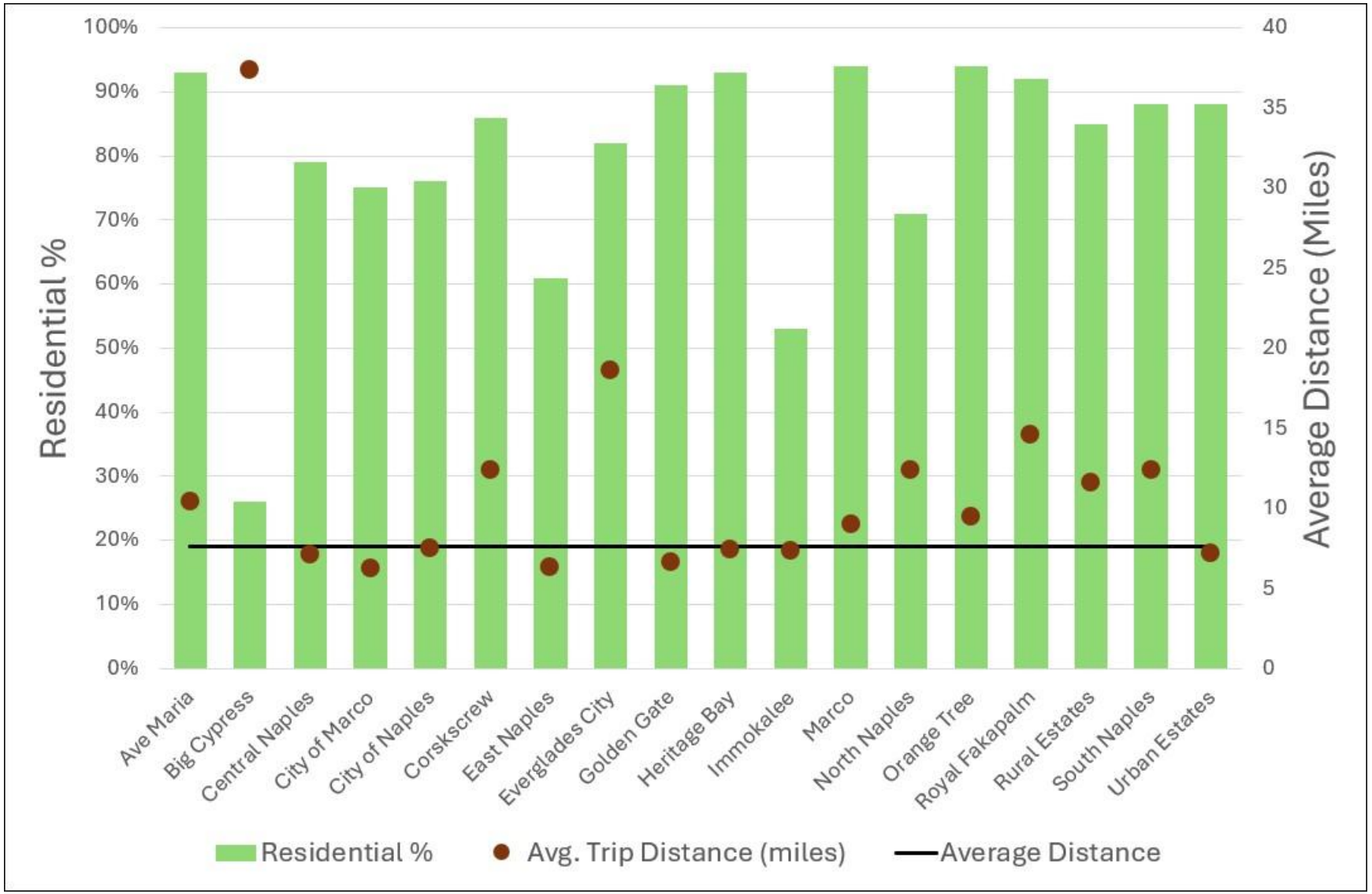
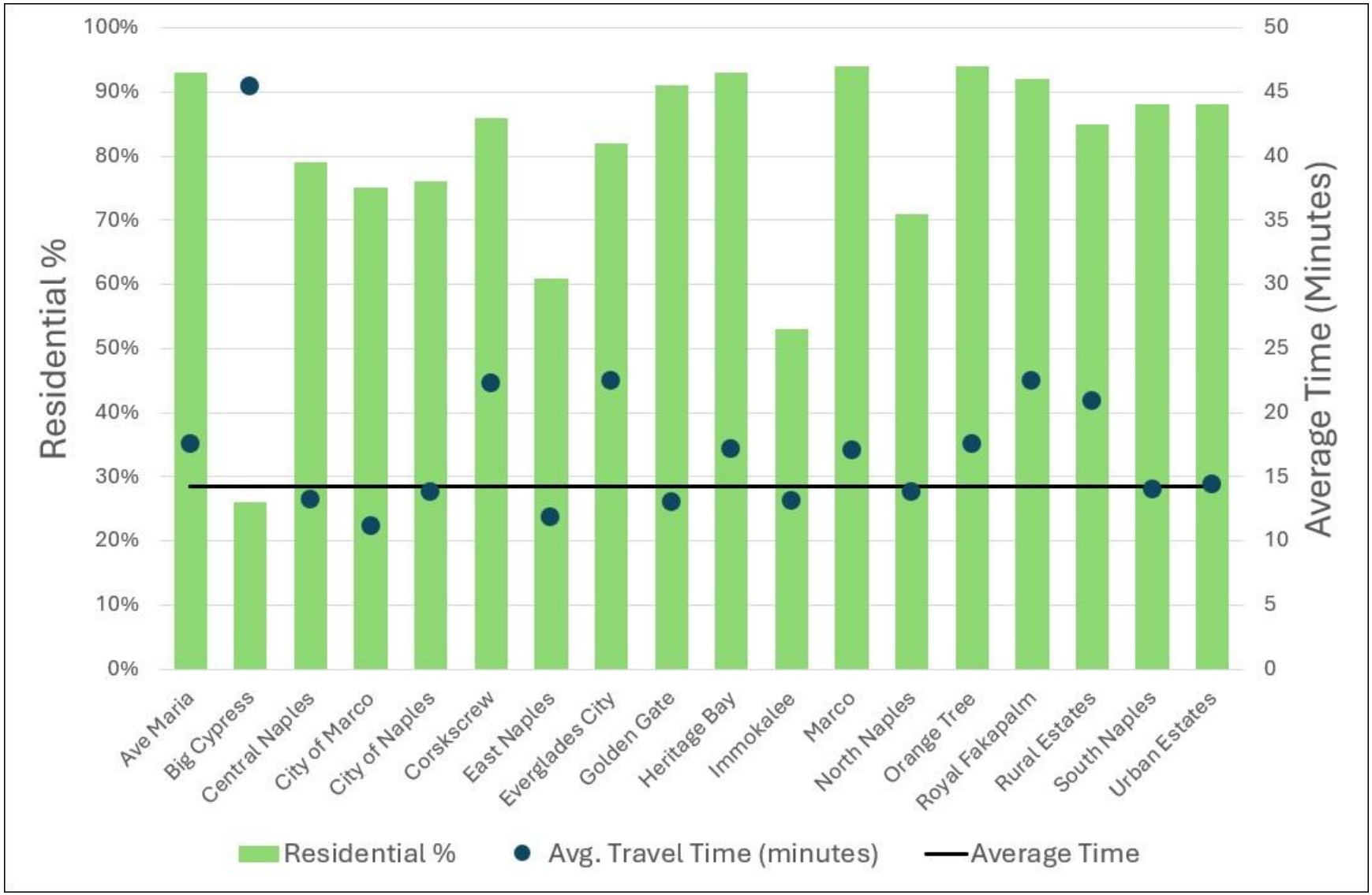


Figure 3-3: Planning Community Land Use Mix and Average Travel Times





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
Corridor 1	Golden Gate Boulevard	Collier Boulevard	Wilson Boulevard	**1.49**	#6 - WB @ Collier Blvd #7 - Collier Blvd NB #19 - WB @ Wilson Blvd
Corridor 2	Golden Gate Boulevard	18th Street NE/SE	DeSoto Boulevard	**1.26**	*Not listed in top 50 locations*
Corridor 3	Immokalee Rd	Collier Boulevard	Wilson Boulevard	**1.48**	#38 - EB @ Collier Blvd #44 - WB @ Collier Blvd
Corridor 4	New Market Road	SR 29	Charlotte St	**1.45**	#16 - SB @ Westclox St #19 - NB @ Westclox St
Corridor 5	Pine Ridge Road	Airport Road	I-75	**1.38**	#3 - EB @ Livingston Rd #2 - EB @ I-75
Corridor 6	Randall Blvd	8th St NE	Everglades Blvd	**1.33**	*Not listed in top 50 locations*
Corridor 7	Tamiami Trail East	Greenway Road	San Marco Drive	**1.93**	*Not listed in top 50 locations*
Corridor 8	Tamiami Trail North	Immokalee Road	Wiggins Pass Road	**1.38**	#9 - NB @ Old US 41 #14 - NB @ Immokalee Rd
Corridor 9	Vanderbilt Beach Road	Gulfshore Drive	US 41 (Tamiami Trail)	**1.70**	*Not listed in top 50 locations*
Corridor 10	Golden Gate Parkway	Livingston Road	I-75	**1.30**	#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. Public outreach was conducted to understand community perspectives on congestion, identify preferred improvements, and gauge public receptiveness to including demand management strategies. The MPO also coordinated with local agency stakeholders and advisory committee members to determine applicable strategies within the local context. Together, these efforts informed the CMP strategy toolbox.

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



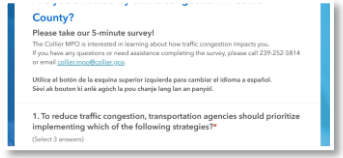
Interactive Map

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.

"Widening roads won't solve our problems long term... Connecting communities, businesses and side roads, safe walkways...are important."
- Survey Respondent

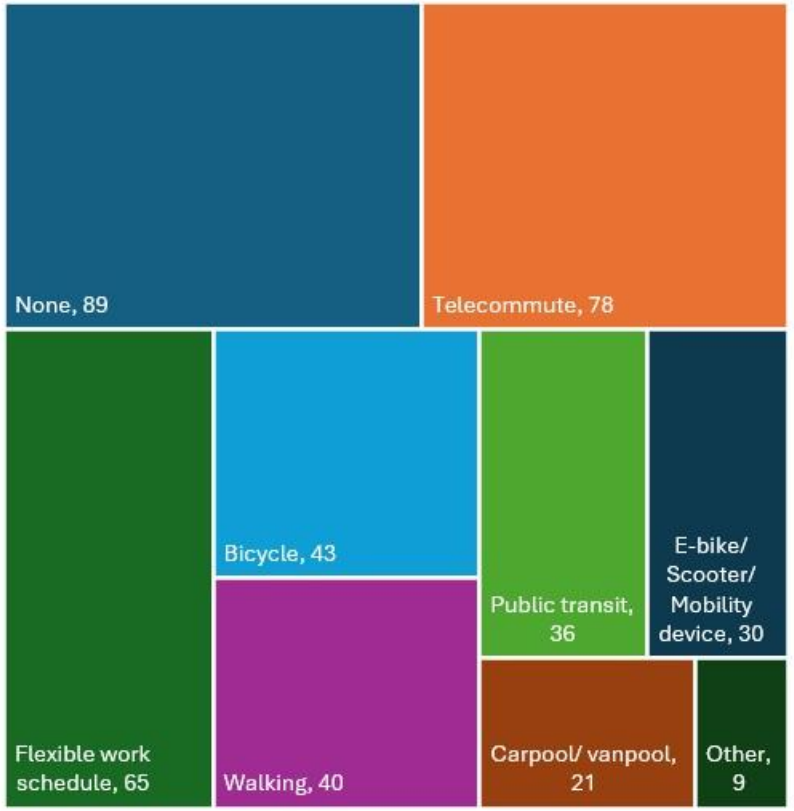
Table 4-1: Which strategies should be prioritized to reduce traffic congestion?

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**).

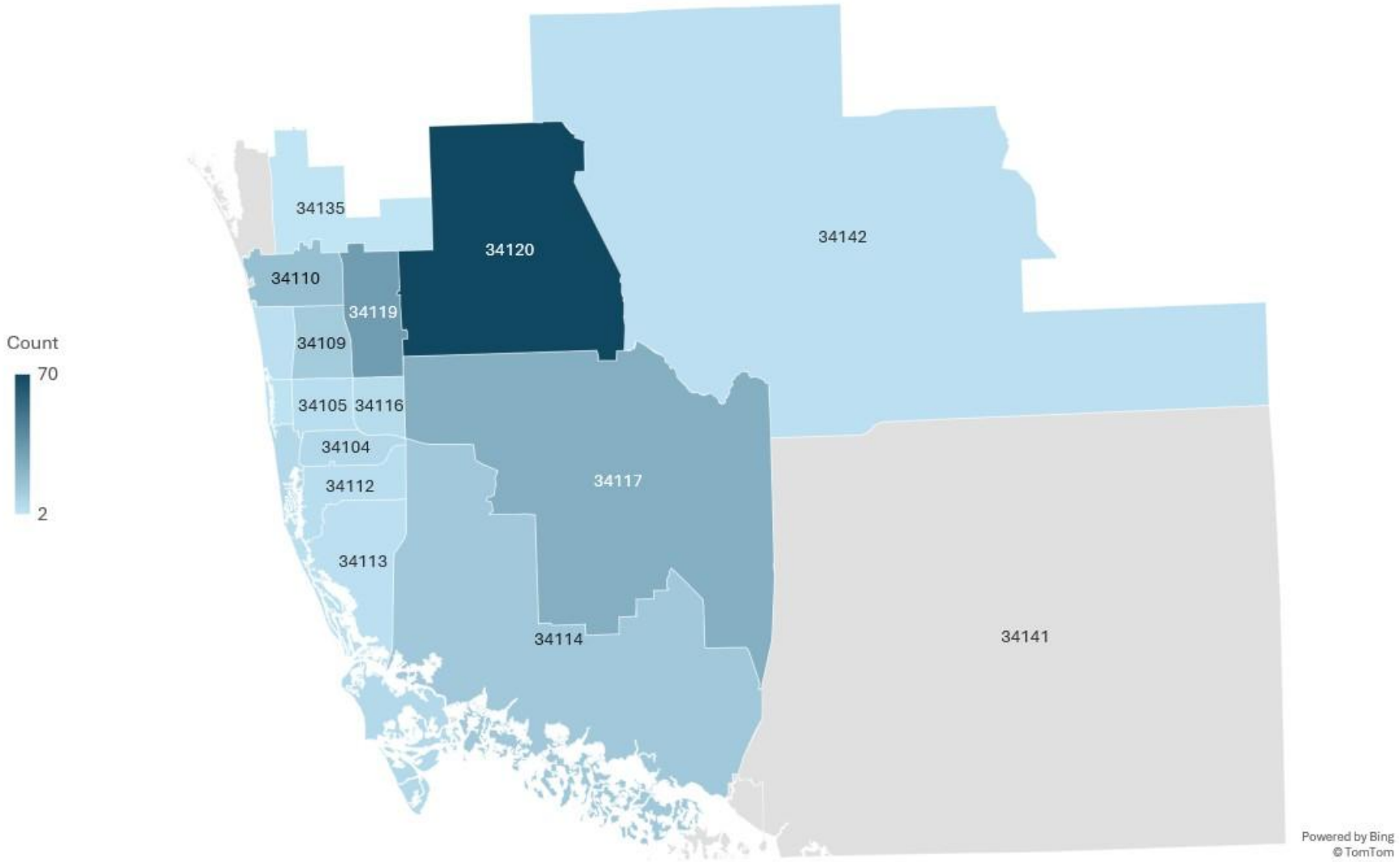
Figure 4-2 Which demand strategies would you be willing to use?





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**.

Figure 4-3: Web App Pin Locations

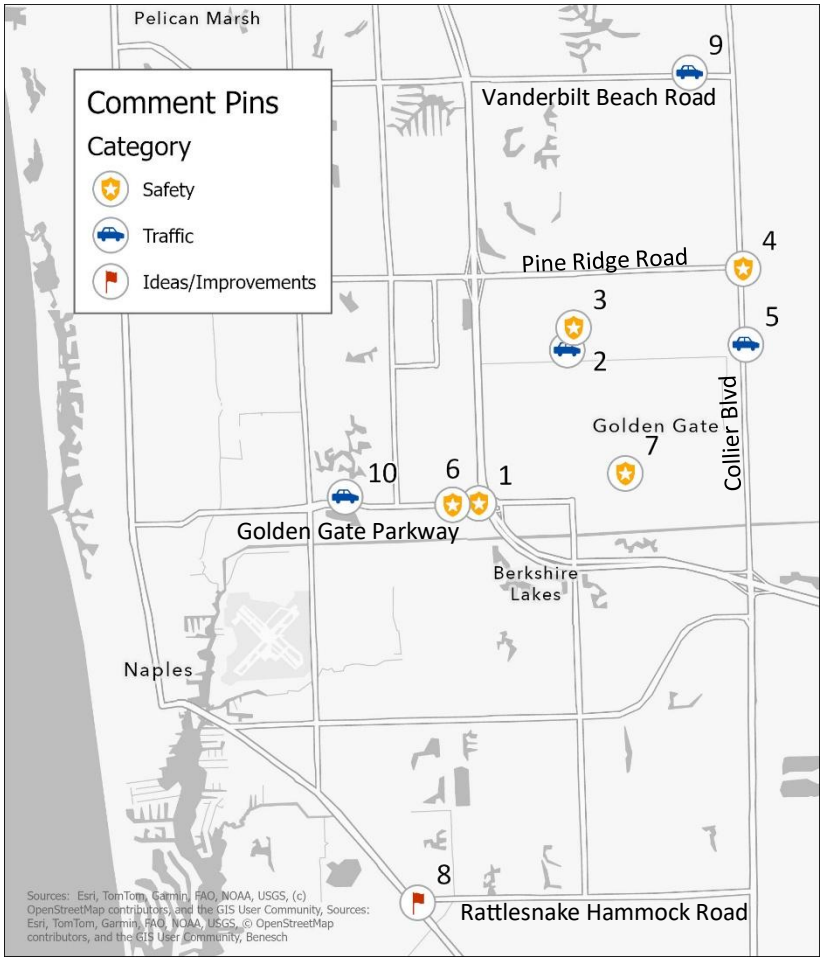


Table 4-2: Web App Comments

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 Logan Boulevard (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



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 One Commute Connector commuter assistance program.
- **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 has 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
ROADWAY CHARACTERISTICS	
Jurisdiction, Posted Speed, Corridor Length, & Functional/ Context Classification	Collier County AUIR
Signalized Intersections & Roadway Description	Google Aerial & Streetview Imagery
ROADWAY PERFORMANCE	
Traffic Volumes, Volume/ Capacity Ratio, & Level of Service	Collier County AUIR
Truck Share	FDOT RCI
Travel Time Index, Travel Speeds, & Bottleneck Locations	RITIS
SAFETY, MULTIMODAL, & OTHER FACTORS	
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

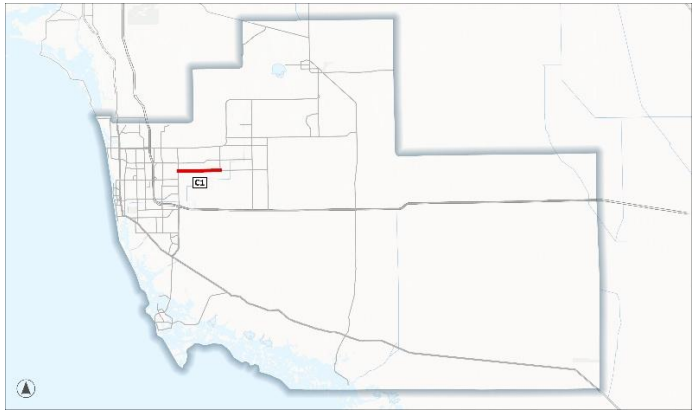
Posted Speed (mph): 45

Corridor Length (miles): 5.03

Number of Signalized Intersections: 6

Functional/Context Classification: Major Collector Urban

Roadway Description: 4-Lane Divided with Landscaped Median



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 40,100

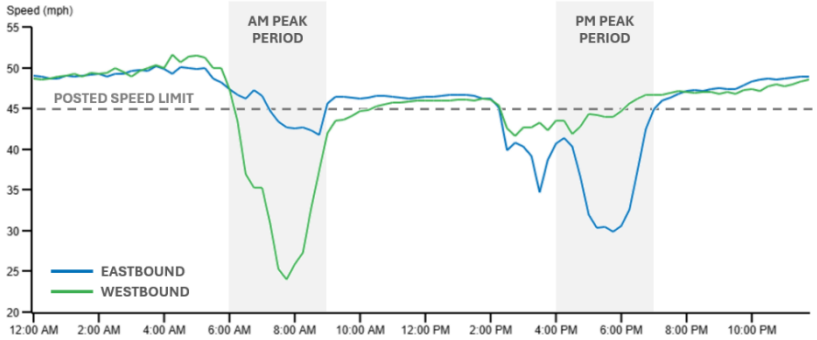
2030 Max Volume/Capacity Ratio: 1.49

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

CMP STRATEGY CONSIDERATIONS

- Support land use planning efforts that coordinate future growth with the roadway network, including mixed-use concepts identified in the Rural Lands Stewardship Area (RLSA).
- 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 18th 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

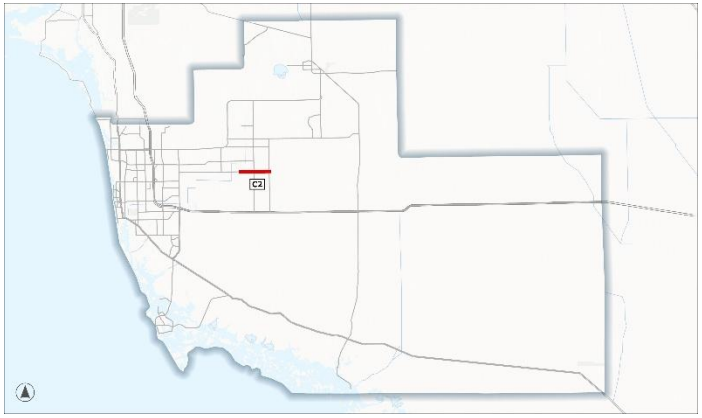
2030 Max Volume/Capacity Ratio: 2.87

2030 Level of Service: F

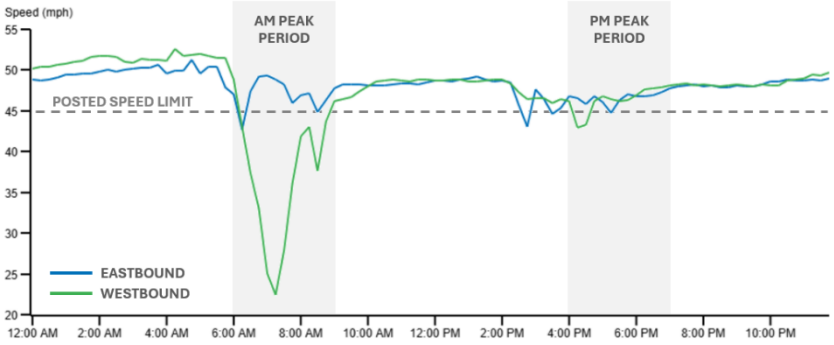
2025 Max Truck Share: 9%

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 land use planning efforts that coordinate future growth with the roadway network, including mixed-use concepts identified in the RLSA.
- 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

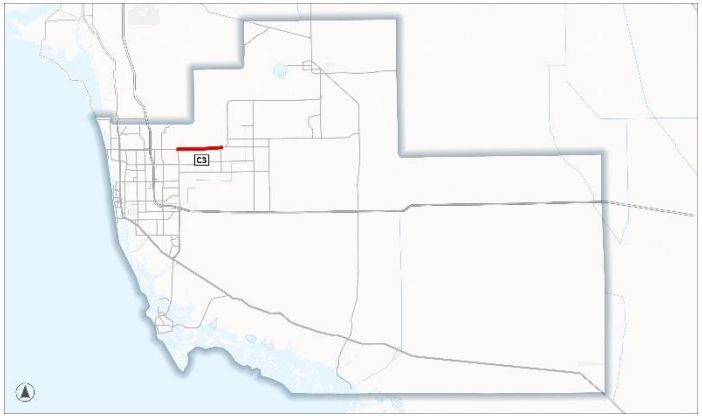
Posted Speed (mph): 50

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



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 61,700

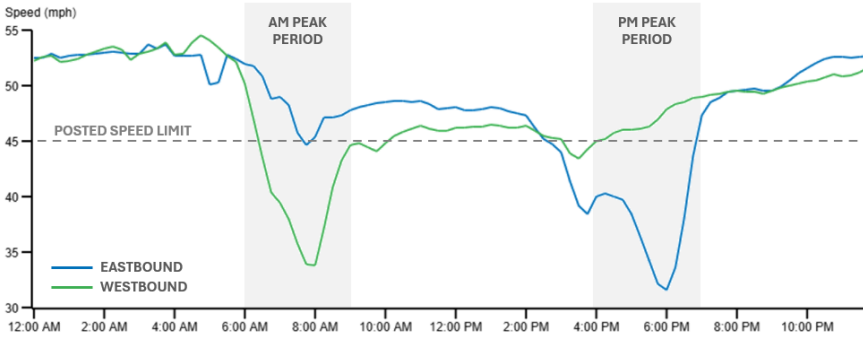
2030 Max Volume/Capacity Ratio: 1.48

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



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.
- 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

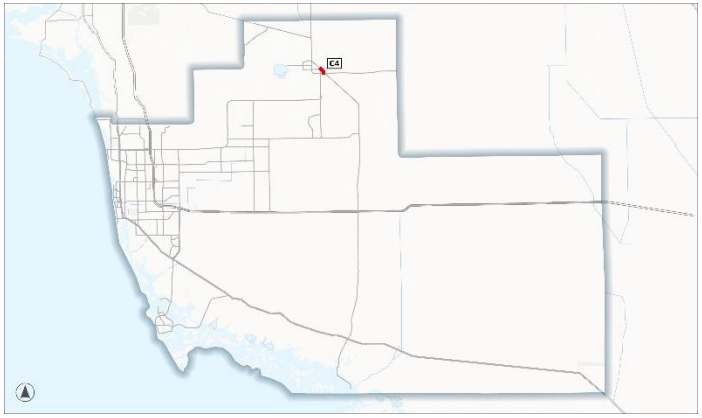
Posted Speed (mph): 35

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

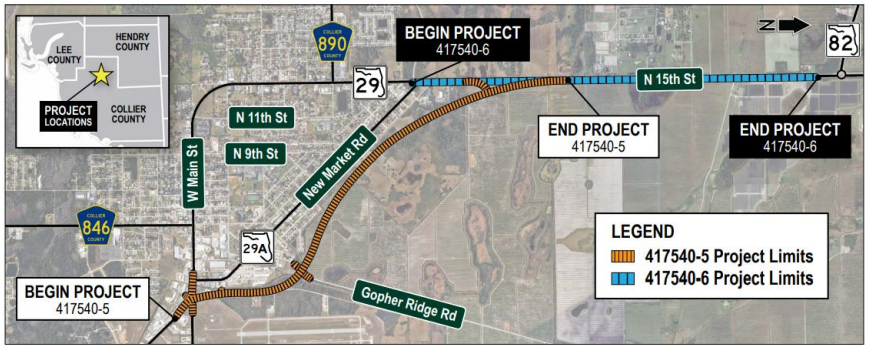
2030 Max Volume/Capacity Ratio: 1.45

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

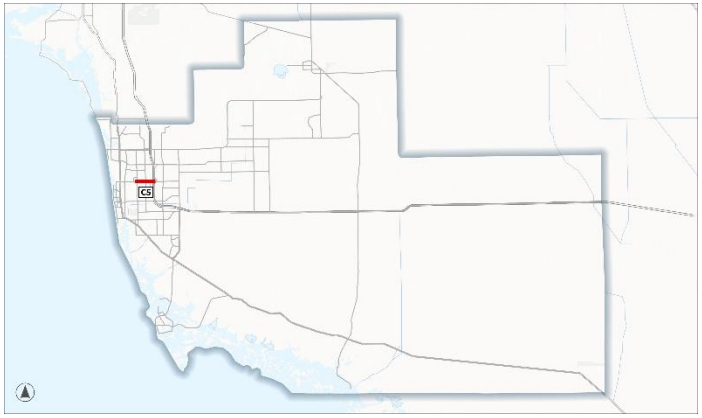
Posted Speed (mph): 45

Corridor Length (miles): 2.00

Number of Signalized Intersections: 8

Functional/Context Classification: Minor Arterial Urban

Roadway Description: 6-Lane Divided with Landscaped Median



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 66,600

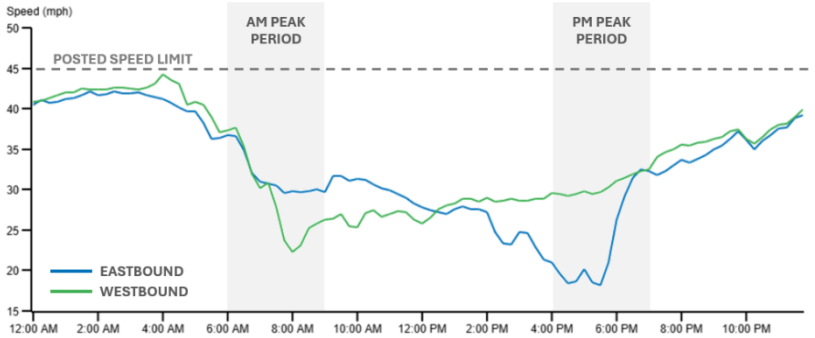
2030 Max Volume/Capacity Ratio: 1.51

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



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 implementation of the 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 8th Street NE to Everglades Blvd

ROADWAY CHARACTERISTICS

Jurisdiction: County

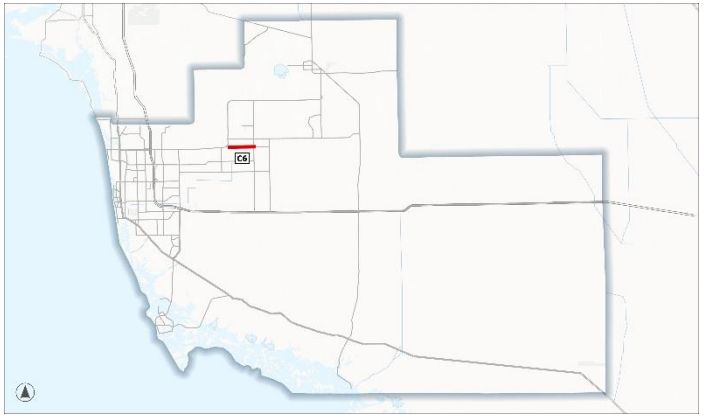
Posted Speed (mph): 45

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

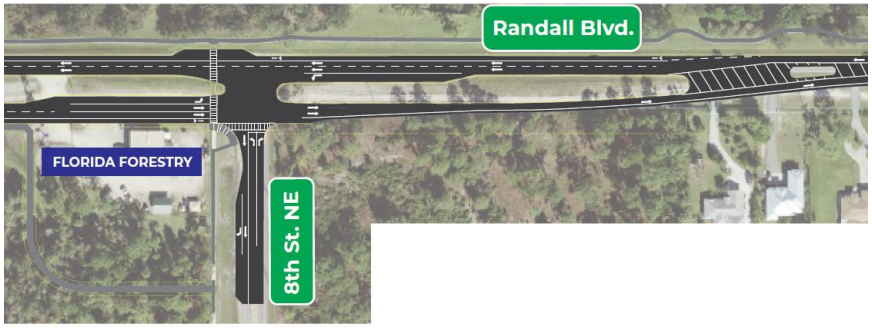
2030 Max Volume/Capacity Ratio: 1.33

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 8th 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 land use planning efforts that coordinate future growth with the roadway network, including mixed-use concepts identified in the RLSA.
- Support Collier County project to widen Randall Blvd and intersection improvement at 8th Street NE. Consider future widening to four lanes east of 8th Street NE.



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

ROADWAY CHARACTERISTICS

Jurisdiction: State

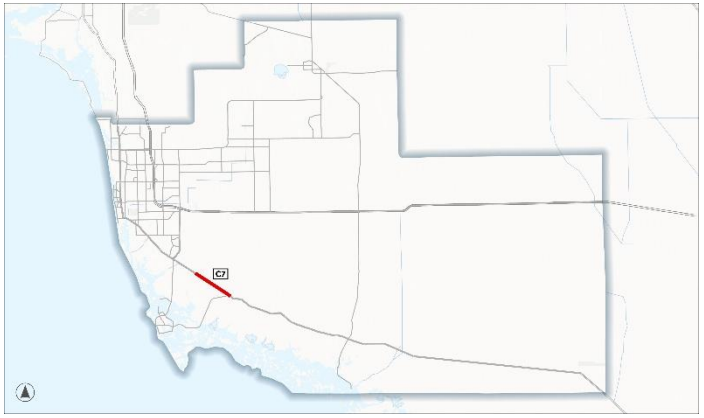
Posted Speed (mph): 60

Corridor Length (miles): 4.76

Number of Signalized Intersections: 1

Functional/Context Classification: C1 - Natural & C2 - Rural

Roadway Description: 2-Lane Undivided



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 29,000

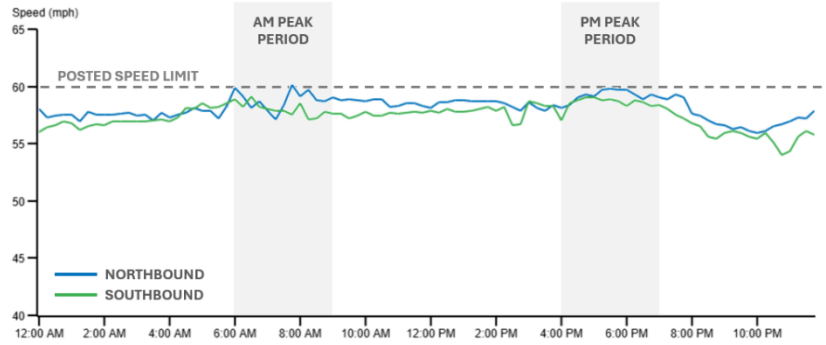
2030 Max Volume/Capacity Ratio: 1.93

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



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 land use planning efforts that coordinate future growth with the roadway network, including mixed-use concepts identified 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

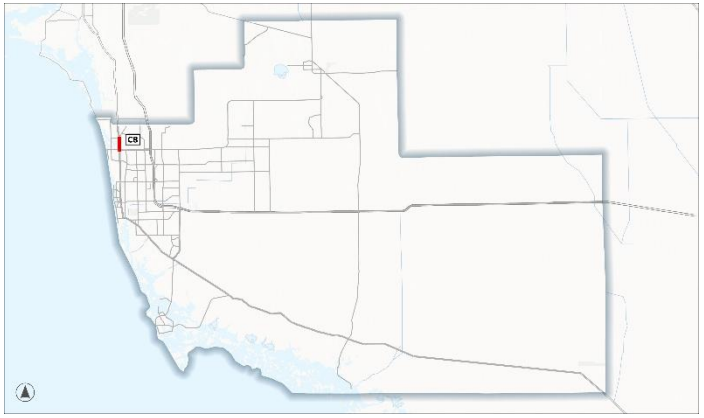
Posted Speed (mph): 55

Corridor Length (miles): 1.52

Number of Signalized Intersections: 4

Functional/Context Classification: 3C3 - Suburban Commercial

Roadway Description: 6-Lane Divided with Landscaped Median



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 61,500

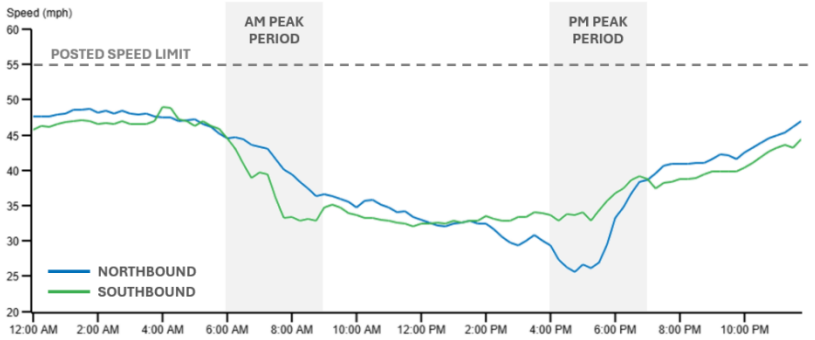
2030 Max Volume/Capacity Ratio: 1.38

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



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

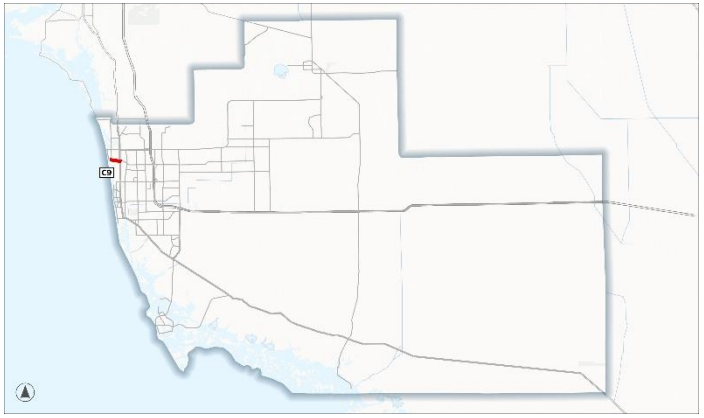
Posted Speed (mph): 35

Corridor Length (miles): 1.00

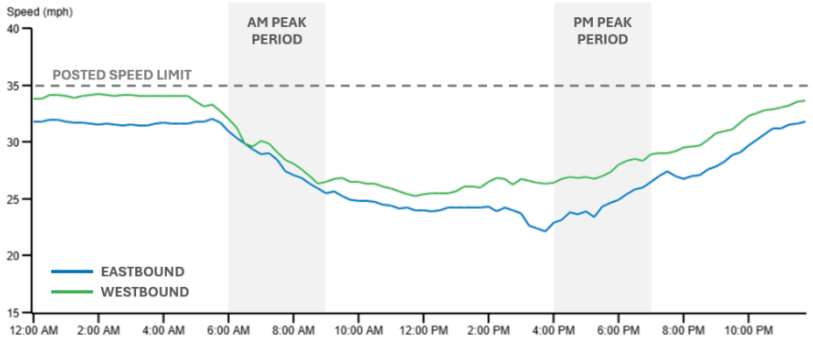
Number of Signalized Intersections: 5

Functional/Context Classification: Major Collector Urban

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



2025 Average Weekday Travel Speeds



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

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

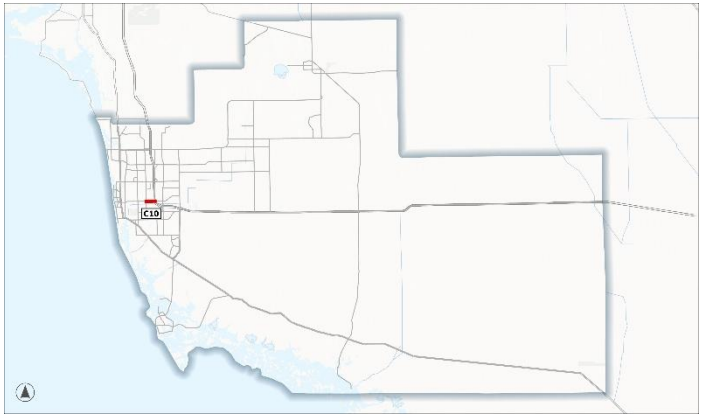
Posted Speed (mph): 45

Corridor Length (miles): 2.05

Number of Signalized Intersections: 3

Functional/Context Classification: Major Arterial Urban

Roadway Description: 6-Lane Divided with Landscaped Median



2025 Average Weekday Travel Speeds

ROADWAY PERFORMANCE

2030 Estimated Traffic Volume (AADT): 52,100

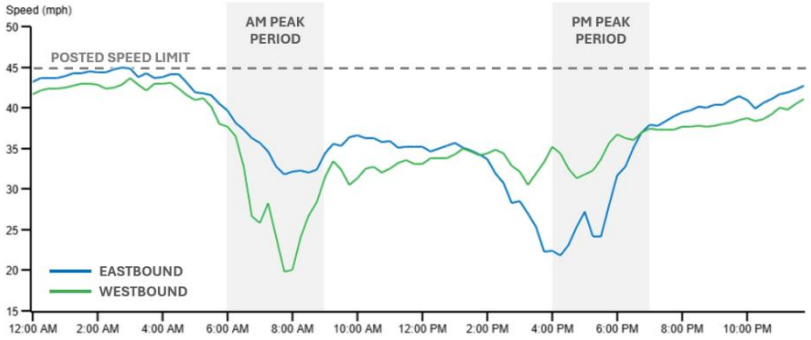
2030 Volume/Capacity Ratio: 1.30

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



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) or Traffic Signal Warning Beacons.



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.

Annual Funding Priority



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 have 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	• Improved system efficiency • Decreased bottlenecks	Capital Funded FY 2027
US 41 @ Golden Gate Parkway	446451-1	Intersection Improvements	2019	$2,335,647	• Improved traffic flow • Improved Safety	Construction Funded FY 2027
91st Avenue N	449514-1	Construction of Sidewalk	2021	$640,500	• Increased safety • Decreased vehicle use for short distance trips • Increase non-motorized mode share	Construction Funded FY 2029
ITS Fiber Optic and FPL Power Infrastructure	449526-1	Installation of fiber optic cables	2021	$830,000	• Improved communications • Traffic monitoring • Decrease nonrecurring delay	Construction Funded FY 2030
ITS Vehicle Detection Update/Installation	449581-1	Implement vehicle detection for ATMS	2021	$991,000	• Traffic monitoring • Decrease nonrecurring delay • Increased safety	Construction Funded FY 2027
ITS ATMS Retiming of Arterials	437925-1 449580-1	Expanded traffic signal timing & coordination	2015 2021	$830,526 $881,900	• Improved efficiency of transportation system • Improved travel time • Reduced intersection delay • Increased safety	Design Funded FY 2027
ATMS and Controller Updates		Advanced Traffic Management System Update	2024	$1,622,000	• Improved efficiency of transportation system • Decreased nonrecurring delay • Increased safety	
Harbor Drive & Mooring Line Dr: US 41 to Crayton Rd	455927-1	Traffic Signal Improvements	2024	$1,998,153	• Improved travel time • Reduced intersection delay • Increased Safety	Construction Funded FY 2030
ITS Retiming of Arterials		Expanded traffic signal timing & coordination	2024	$633,000	• Improved efficiency of transportation system • Improved travel time • Reduced intersection delay • Increased safety	



Project Name	Project Number	Strategy Description	Date Prioritized	Funding Request	Anticipated Benefits	Project Status
US 41: 3rd Avenue to SR 84	453415-1	Context-Based Multimodal Improvements	2024	$1,118,220	• Improved mobility • Increased safety • Increased non-motorized share	PD&E Funded FY 2027
Vanderbilt Beach Road: Airport Rd to Livingston		Corridor Study to identify future needs	2021		• TBD	

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

Project Name	Project Number	Strategy Description	Anticipated Benefits	Project Status
Vanderbilt Beach Road: Gulf Shore Drive to US 41	452207-1	Bike Path/Trail	• Increased safety • Decreased vehicle use for short distance trips • Increase non-motorized mode share	Design Funded FY 2030
Old US 41: US 41 to Lee County	435110-2	Roadway Capacity; multimodal improvements	• Parallel Capacity • Decrease bottleneck • Improve safety	Design Funded FY 2028
Orchid Drive	440436-1	Bike Lane & Sidewalk	• Increased safety • Increased non-motorized mode share	Construction Funded FY 2028
Lake Trafford Road	443375-3 443375-4	Bike Lanes	• Improved safety • Increased non-motorized mode share	Construction Funded FY 2031
Wiggins Pass Road: Vanderbilt Drive to US 41	448069-1	Sidewalk	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2027
Golden Gate Sidewalks	448130-2 448130-1	Sidewalks	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2028
Golden Gate Sidewalks: 23rd Place & 45th St SW	452065-1	Sidewalks	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2030
26th Avenue	448131-1	Sidewalks	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2028
Everglades City (Phase 3)	448265-1	Bike lane / Sidewalk	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2028
Everglades City (Phase 4)	452052-1	Bike lane / Sidewalk	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2030



Project Name	Project Number	Strategy Description	Anticipated Benefits	Project Status
Immokalee	451542-1	Sidewalks	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2028
Bayshore CRA	451543-2	Sidewalks	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2028
McCarty St: Floridian Ave to Caroline Ave	452064-1	Sidewalk	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2030
106th Avenue: Vanderbilt Drive to US 41	452208-1	Sidewalk	• Increased non-motorized mode share • Improved safety	PE Funded FY 2030
Bald Eagle Drive: San Marco Dr to N. Collier Blvd	452209-1	Sidewalk	• Increased non-motorized mode share • Improved safety	Construction Funded FY 2027
109th Avenue N: Vanderbilt Drive to US 41	452210-1	Sidewalk	• Increased non-motorized mode share • Improved safety	PE Funded FY 2030
108th Avenue N: Vanderbilt Drive to US 41	452211-1	Sidewalk	• Increased non-motorized mode share • Improved safety	PE Funded FY 2028 & 2030
Immokalee Rd: Livingston to Logan Rd	452247-1	Paved Shoulders	• Improved safety	Construction Funded FY 2028
SR 29 @ Oil Well Road	456577-1	Lighting	• Improved safety	Construction Funded FY 2027
I-75: CR 951 to Golden Gate Pkwy	457255-1	Safety Project	• Improved safety	PE & Construction Funded FY 2028
Immokalee Road: Phase 5	457882-1	Paved Shoulders	• Improved safety	Construction Funded FY 2027
US 41: Old 41 Road to Woods Edge Pkwy	456239-1	ITS Communication	• Traffic Signal Coordination • Improved Communications	Construction Funded FY 2029
Marco Island Traffic Signal Control Replacement	CIP # 25001	Traffic Signal Improvements	• Improved travel time • Reduced intersection delay • Increased Safety	
Broad & 2nd Street (Naples)	CIP# 26U01	Traffic Signal Improvements	• Improved travel time • Reduced intersection delay • Increased Safety	



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 that 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
Percent of Roadway Miles by Volume-to-Capacity Ratio on the Existing Plus Committed (E+C) Roadway Network			
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
Percent of Vehicle Miles Traveled (VMT) by Volume-to-Capacity Ratio on the Existing Plus Committed (E+C) Roadway Network			
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
Percentage of Person Miles Traveled on Interstates that are Reliable	*Not Measured*	90.9%	-
Percentage of Person Miles Traveled on Non-Interstate NHS that are Reliable	*Not Measured*	96.4%	-
Percent of Roadways with an Average Daily Travel Time Index > 1.0	*Not Measured*	13.2%	-
Total Annual NHS Vehicle Hours of Delay	*Not Measured*	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	2,278,055	↑
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 Regional Vanpools That Have a Destination in Collier County	*Not Measured*	3	-
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	-[5]
Centerline Miles of Connector Sidewalk	83	208	-[5]
Miles of Shared Use Path	4	75	-[5]
Percentage of Funding Allocated to Multimodal Projects	*Not Measured*	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)	*Not Measured*	21	-
Number of Programmed Projects with a Congestion-Reduction Component or Purpose in the TIP	*Not Measured*	21	-

[5] *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 of 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://colliermpo.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	Truck Route[1]	2025 Number of Lanes	LOS Standard [2]	Collier County Station ID	Naples Count Station ID	FDOT Count Station	2025 AADT [3]	Pk Hr. Pk Dir. Volume [3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
10	CR 846	111th Avenue N.	Gulfshore Drive	Vanderbilt Drive	Major Collector Urban	0.51	Collier	45	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	2U	D	519			7,978	400	15,930	792	0.51	C
180	CR 29	CR 29	Copeland Ave	US 41 (Tamiami Trail)	Major Collector Rural	4.00	Collier	55	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	6D	E	567			53,384	3,100	59,900	3,020	1.03	F

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	Truck Route[1]	2025 Number of Lanes	LOS Standard [2]	Collier County Station ID	Naples Count Station ID	FDOT Count Station	2025 AADT [3]	Pk Hr. Pk Dir. Volume [3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
343	CR 846	Immokalee Rd	Livingston Road	I-75	Minor Arterial Urban	0.71	Collier	45	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	2U	D	651			16,676	870	14,580	720	1.21	F
542		Randall Blvd	Everglades Blvd	DeSoto Blvd	Local	1.84	Collier	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	Truck Route[1]	2025 Number of Lanes	LOS Standard [2]	Collier County Station ID	Naples Count Station ID	FDOT Count Station	2025 AADT [3]	Pk Hr. Pk Dir. Volume [3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
592		Santa Barbara Boulevard	Radio Road	Golden Gate Parkway	Major Collector Urban	1.39	Collier	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	6D	E	580			30,992	1,920	59,900	3,020	0.64	C
720		Vanderbilt Beach Road Extension	Collier Blvd	Wilson Blvd	Future Designation	5.04	Collier		N	2U	D				0	0	23,100	1,200	0.00	-
721		Vanderbilt Beach Road Extension	Wilson Blvd	8th St NE	Future Designation	1.01	Collier		N	00	D				0	0	0	0	0.00	-
722		Vanderbilt Beach Road Extension	8th St NE	16th St NE	Future Designation	1.01	Collier		N	00	D				0	0	0	0	0.00	-
723		Vanderbilt Beach Road Extension	16th St NE	Everglades Blvd	Future Designation	1.84	Collier		N	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	N	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	N	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	N	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		N	0	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	N	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	N	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	N	2U	D			30048	3,200	158	13,320	675	0.23	C
620		South Barfield Drive	Winterberry Dr	San Marco Rd	Major Collector Urban	0.58	Marco	30	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	4D	D	557		30157	40,748	2,290	36,600	1,810	1.27	F

Collier MPO
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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	Truck Route[1]	2025 Number of Lanes	LOS Standard [2]	Collier County Station ID	Naples Count Station ID	FDOT Count Station	2025 AADT [3]	Pk Hr. Pk Dir. Volume [3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
135	SR 951	Collier Boulevard	Wal-Mart Driveway	US 41 (Tamiami Trail)	C3C - Suburban Commercial	0.29	State	45	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	LAF	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	LAF	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	LAF	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	LAF	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	LAF	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	LAF	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	N	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	N	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	N	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	Truck Route[1]	2025 Number of Lanes	LOS Standard [2]	Collier County Station ID	Naples Count Station ID	FDOT Count Station	2025 AADT [3]	Pk Hr. Pk Dir. Volume [3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
694	US 41	Tamiami Trail North	Pine Ridge Rd / Seagate Dr	Gulf Park Drive	C3R - Suburban Residential	1.43	State	45	RF	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	RF	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	RF	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	RF	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	RF	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	RF	6D	E	546		30179	37,724	2,370	54,100	2,680	0.88	D

Notes:
(1) Truck Route Designations from District One Freight Mobility and Trade Plan: **LAF** - Limited Access Facility; **RF** - Regional Facility; **DR** - Distribution Route; **N** Not a Truck Route.
(2) based on local agency comprehensive plans
(3) LOS Letter grade based on Pk Hr. Pk Dir. Volume and FDOT Generalize Capacity Thresholds for arterial and collector roadways
(4) 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
(5) assignment of volumes from count stations sources following the color pattern: **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	Truck Route[1]	2030 E+C Number of Lanes	LOS Standard[2]	Collier Count Station ID	Naples Count Station ID	FDOT Count Station	2030 E+C AADT[3]	Pk Hr. Pk Dir. Volume[3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
10	CR 846	111th Avenue N.	Gulfshore Drive	Vanderbilt Drive	Major Collector Urban	0.51	Collier	45	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	4D	D	538		30195	25,420	1,667	37,300	1,850	0.90	C
224	SR 84	Davis Boulevard	Santa Barbara Blvd	Radio Road	C3R - Suburban Residential	1.75	State	50	N	6D	E	560		30170	17,719	983	55,100	2,730	0.36	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	Truck Route[1]	2030 E+C Number of Lanes	LOS Standard[2]	Collier Count Station ID	Naples Count Station ID	FDOT Count Station	2030 E+C AADT[3]	Pk Hr. Pk Dir. Volume[3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
225	SR 84	Davis Boulevard	Radio Road	Collier Boulevard	C3R - Suburban Residential	0.70	State	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	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	N	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	N	4D	D			34900	11,923	590	29,160	1,467	0.40	C
290		Green Boulevard	Santa Barbara Boulevard	Sunshine Boulevard	Major Collector Urban	1.00	Collier	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	LAF	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	LAF	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	LAF	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	LAF	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	LAF	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	LAF	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	2U	D	609			10,858	576	15,930	792	0.73	C
370		Lely Cultural Parkway	Grand Lely Dr	Collier Blvd	Minor Collector (Fed Aid) Urban	1.03	Collier	35	N	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	N	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	N	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	N	6D	E	575			31,531	1,833	59,900	3,020	0.61	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	Truck Route[1]	2030 E+C Number of Lanes	LOS Standard[2]	Collier Count Station ID	Naples Count Station ID	FDOT Count Station	2030 E+C AADT[3]	Pk Hr. Pk Dir. Volume[3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
383	CR 881	Livingston Road	Vanderbilt Beach Road	Immokalee Road	Minor Arterial Urban	1.99	Collier	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	DR	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	DR	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	DR	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	N	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	N	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	N	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	N	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	N	2U	D	651			18,412	961	14,580	720	1.33	F
542		Randall Blvd	Everglades Blvd	DeSoto Blvd	Local	1.84	Collier	45	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	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	N	2U	D	523			6,239	331	13,320	675	0.49	C
620		South Barfield Drive	Winterberry Dr	San Marco Rd	Major Collector Urban	0.58	Marco	30	N	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	N	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	N	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	N	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	N	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	RF	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	RF	2U	D			30205	10,776	563	14,000	730	0.77	D

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	Truck Route[1]	2030 E+C Number of Lanes	LOS Standard[2]	Collier Count Station ID	Naples Count Station ID	FDOT Count Station	2030 E+C AADT[3]	Pk Hr. Pk Dir. Volume[3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
645	SR 29	SR 29	Agriculture Way	New Harvest Rd	C3C - Suburban Commercial	1.15	State	45	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	RF	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	N	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	N	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	N	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	N	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	N	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	N	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	N	6D	E	580			37,707	2,336	59,900	3,020	0.77	C
720		Vanderbilt Beach Road Extension	Collier Blvd	Wilson Blvd	Future Designation	5.04	Collier		N	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		N	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		N	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		N	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	N	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	N	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	N	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	N	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	N	2U	D	611			6,487	338	15,930	792	0.43	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	Truck Route[1]	2030 E+C Number of Lanes	LOS Standard[2]	Collier Count Station ID	Naples Count Station ID	FDOT Count Station	2030 E+C AADT[3]	Pk Hr. Pk Dir. Volume[3]	Daily Service Volume	Pk Hr. Pk Dir. Service Volume	Pk Hr. Pk Dir. V/SV Ratio[4]	LOS[5]
760	CR 888	Wiggins Pass Road	Vanderbilt Drive	US 41 (Tamiami Trail)	Major Collector Urban	0.00	Collier	45	N	2U	D	669			10,265	508	15,930	792	0.64	C
770		Wilson Blvd	Golden Gate Boulevard	Immokalee Road	Major Collector Urban	3.22	Collier	45	N	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	N	2U	D			34712	4,951	245	13,320	675	0.36	C

Notes:
(1) Truck Route Designations from District One Freight Mobility and Trade Plan: **LAF** - Limited Access Facility; **RF** - Regional Facility; **DR** - Distribution Route; **N** Not a Truck Route.
(2) based on local agency comprehensive plans
(3) LOS Letter grade based on Pk Hr. Pk Dir. Volume and FDOT Generalize Capacity Thresholds for arterial and collector roadways
(4) 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
(5) assignment of volumes from count stations sources following the color pattern: **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

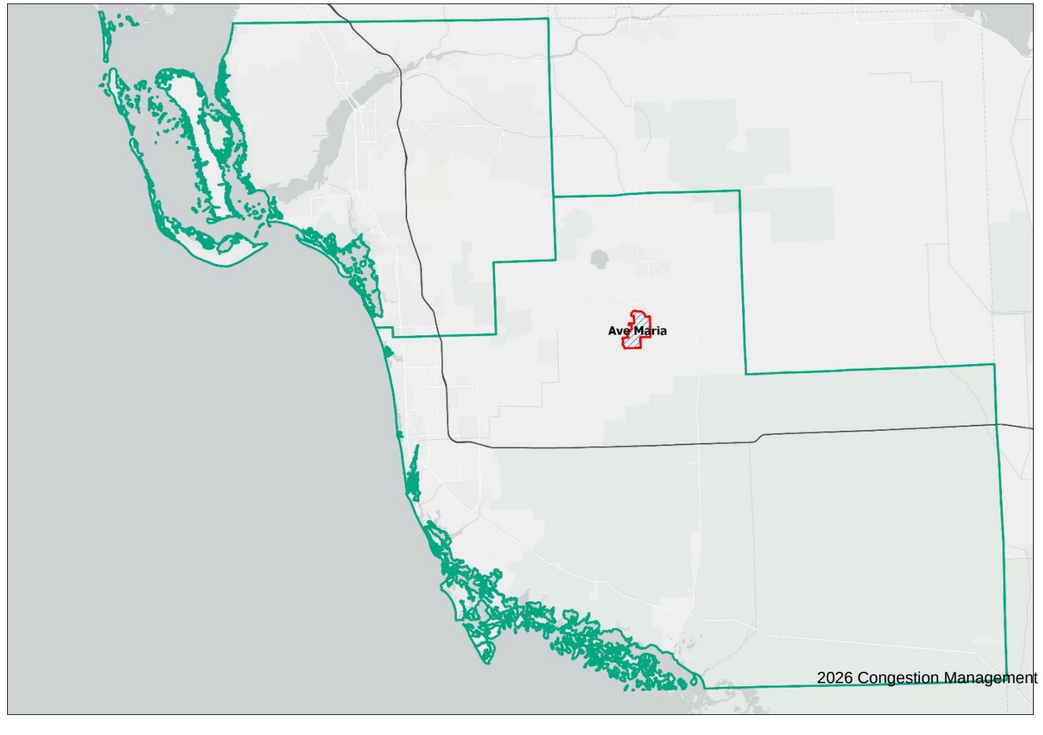
Peak Times # of daily trips		% of total
6 - 9 AM	3,476	16%
4 - 7 PM	4,682	21%
Total Peak	8,158	36%

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

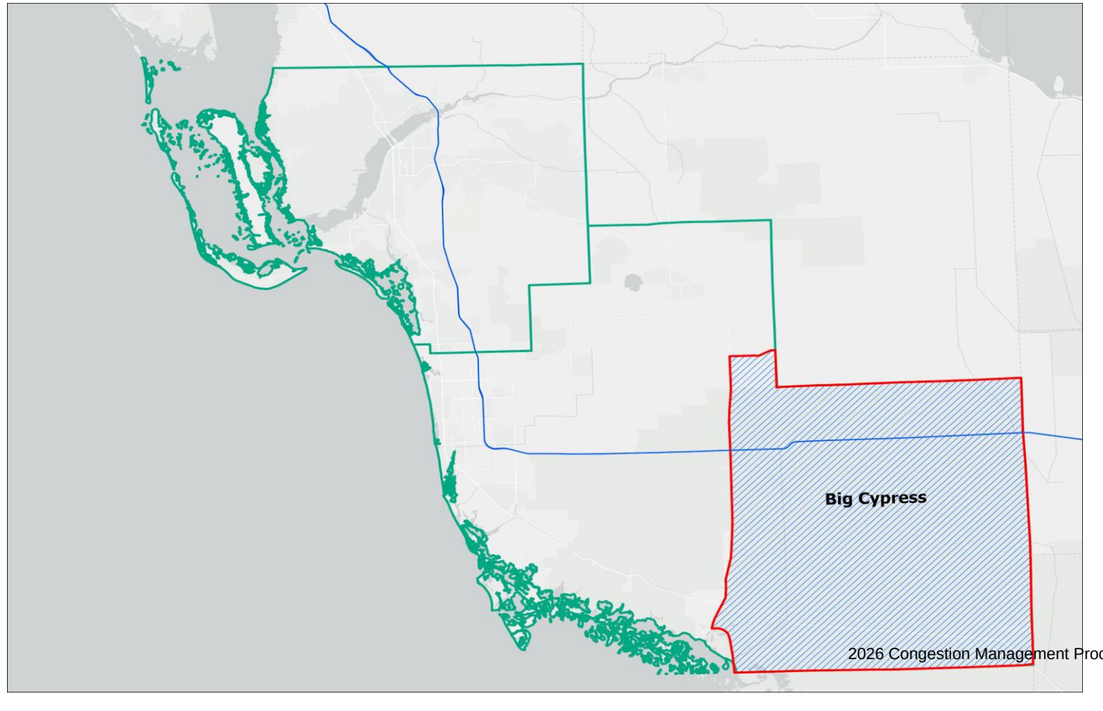
Peak Times # of daily trips		% of total
6 - 9 AM	338	25%
4 - 7 PM	234	17%
Total Peak	572	42%

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

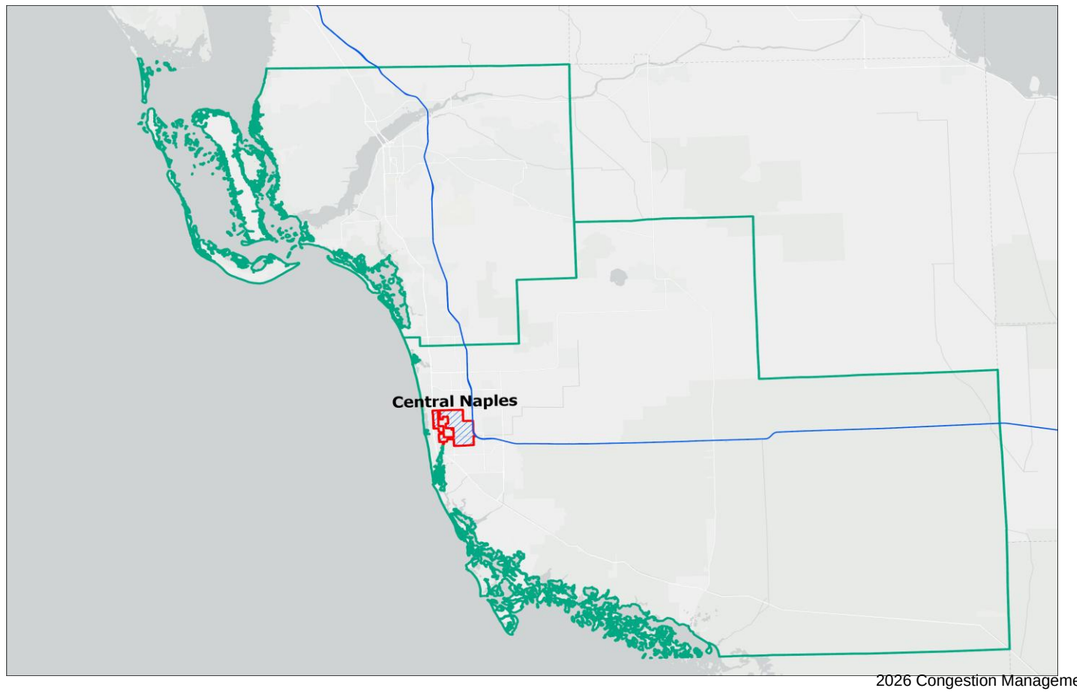
Peak Times # of daily trips		% of total
6 - 9 AM	14,458	14%
4 - 7 PM	24,450	23%
Total Peak	38,908	37%

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

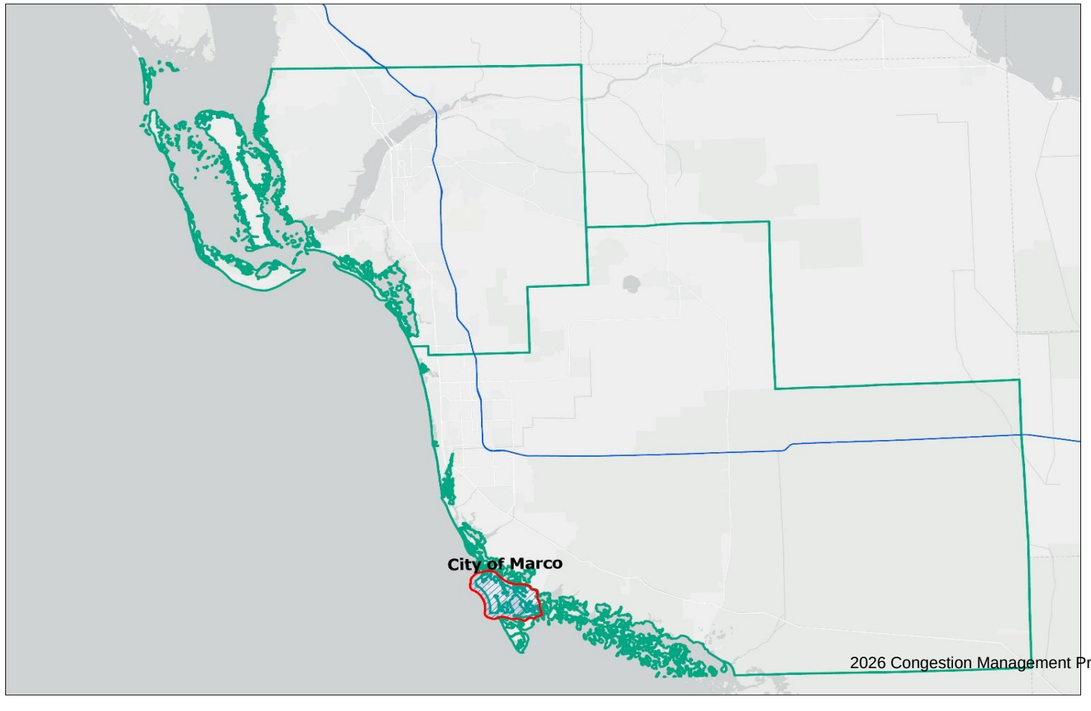
Peak Times # of daily trips		% of total
6 - 9 AM	8,258	10%
4 - 7 PM	16,727	21%
Total Peak	24,985	31%

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 Breakdown		Percent
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 Origin		Percent
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

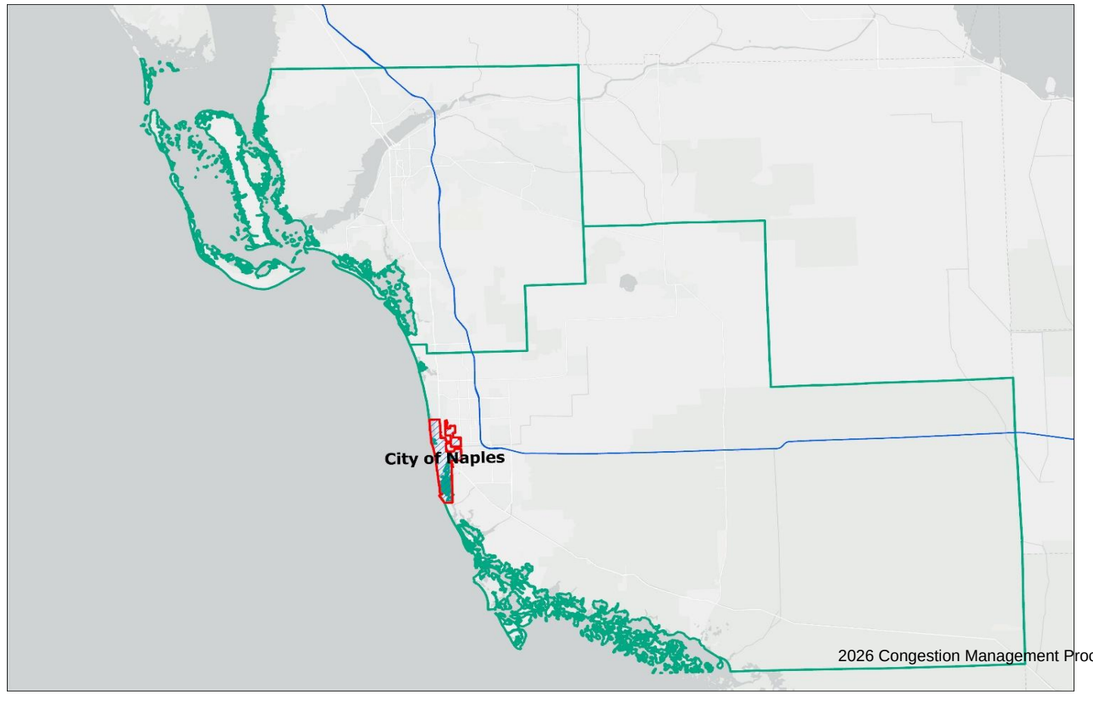
Peak Times # of daily trips		% of total
6 - 9 AM	13,063	9%
4 - 7 PM	35,640	24%
Total Peak	48,703	33%

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

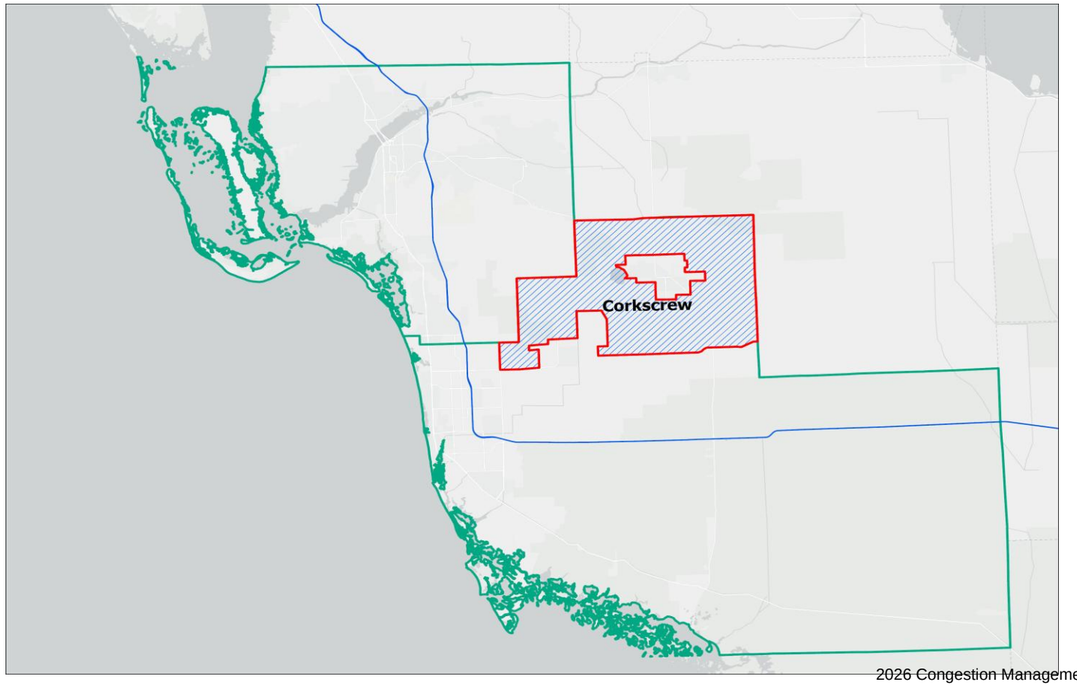
Peak Times # of daily trips		% of total
6 - 9 AM	1,143	21%
4 - 7 PM	1,049	19%
Total Peak	2,192	40%

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

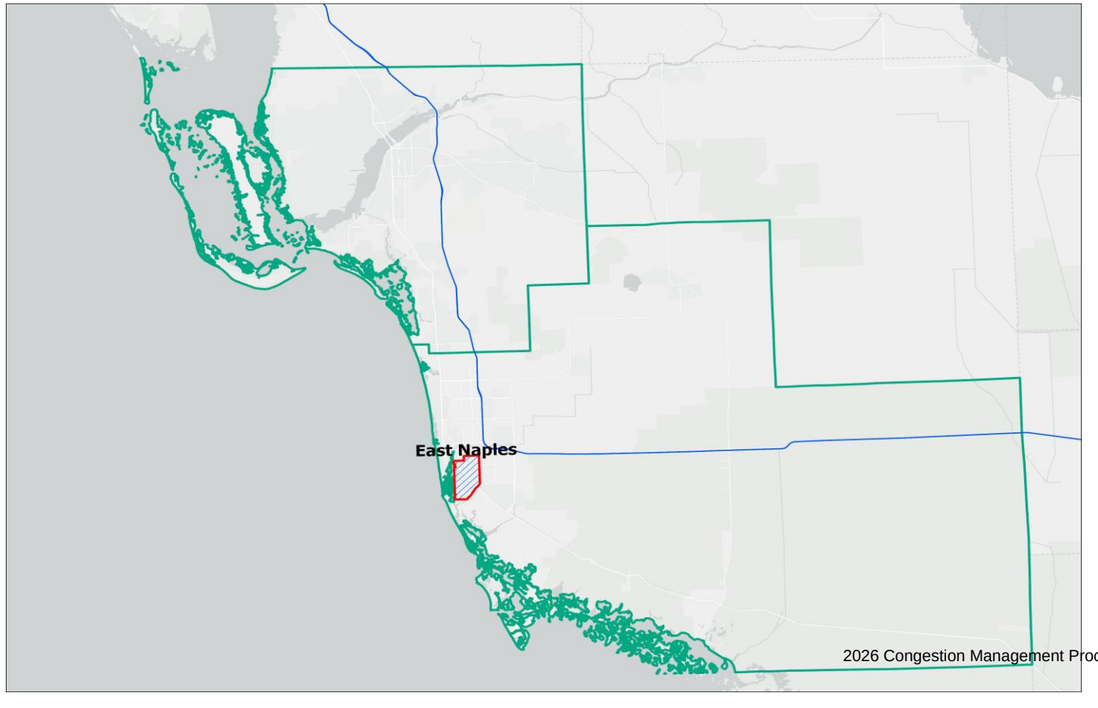
Peak Times # of daily trips		% of total
6 - 9 AM	13,551	13%
4 - 7 PM	24,091	23%
Total Peak	37,642	36%

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

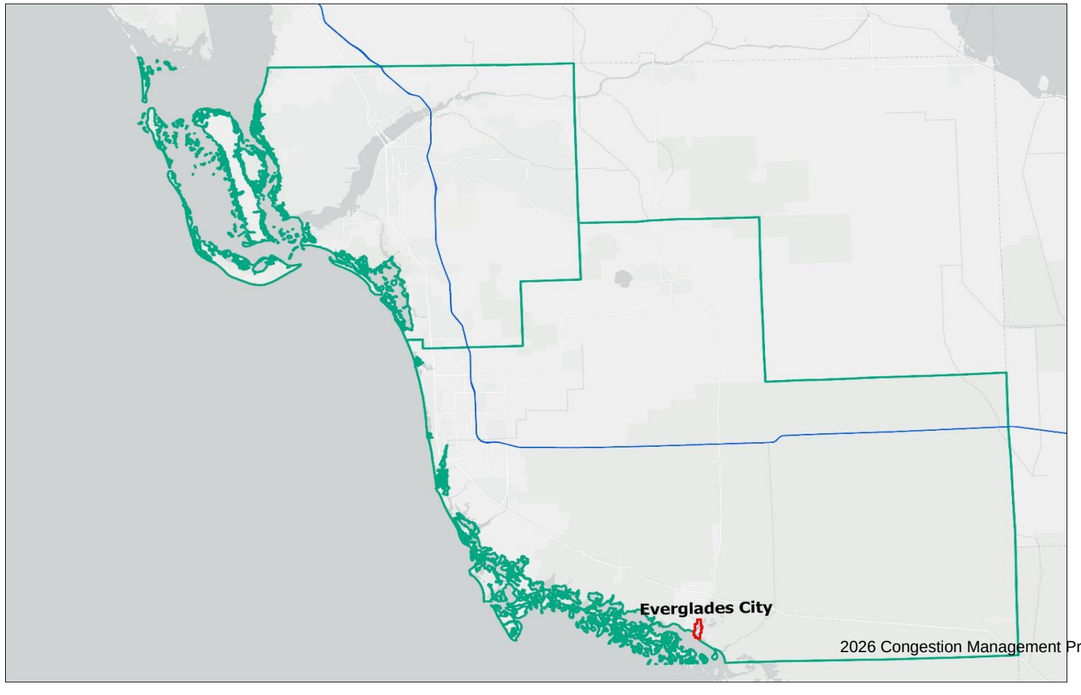
Peak Times # of daily trips		% of total
6 - 9 AM	248	12%
4 - 7 PM	493	23%
Total Peak	741	35%

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

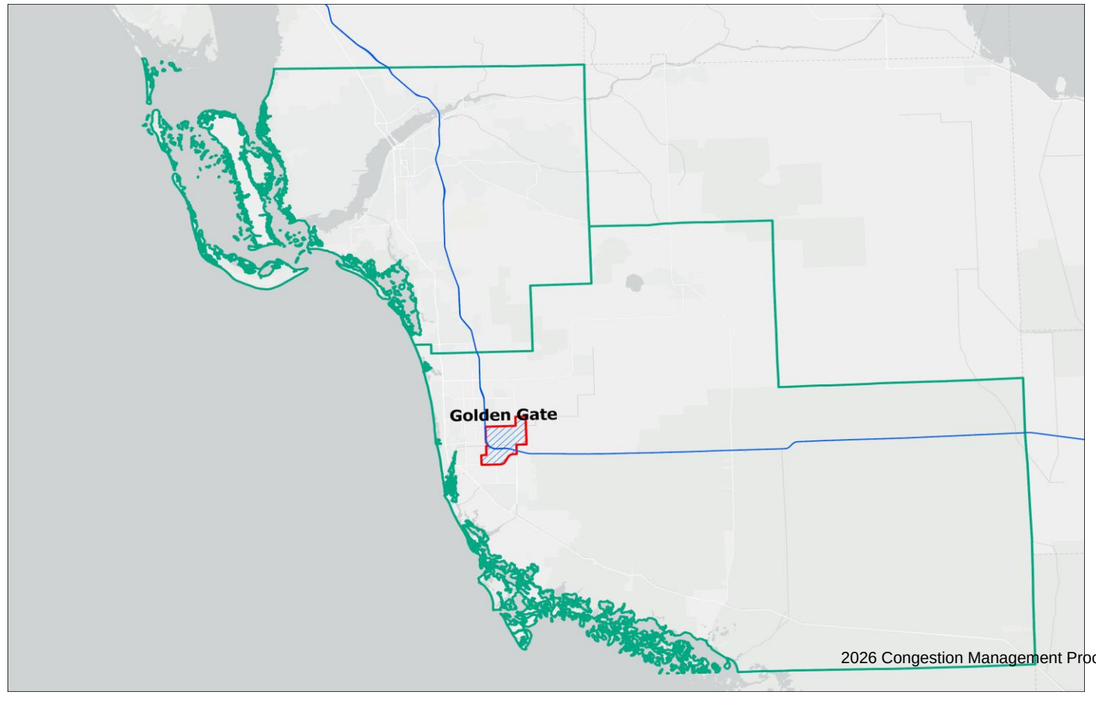
Peak Times # of daily trips		% of total
6 - 9 AM	31,371	21%
4 - 7 PM	31,217	21%
Total Peak	62,588	41%

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

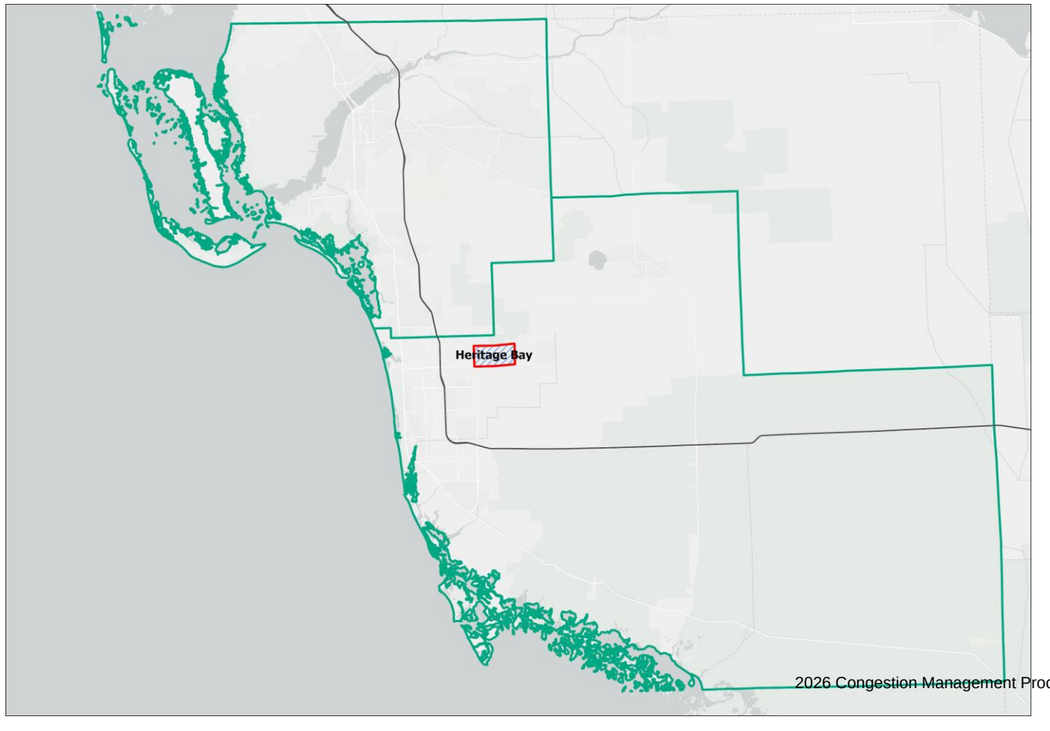
Peak Times # of daily trips		% of total
6 - 9 AM	1,407	11%
4 - 7 PM	2,629	21%
Total Peak	4,036	33%

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

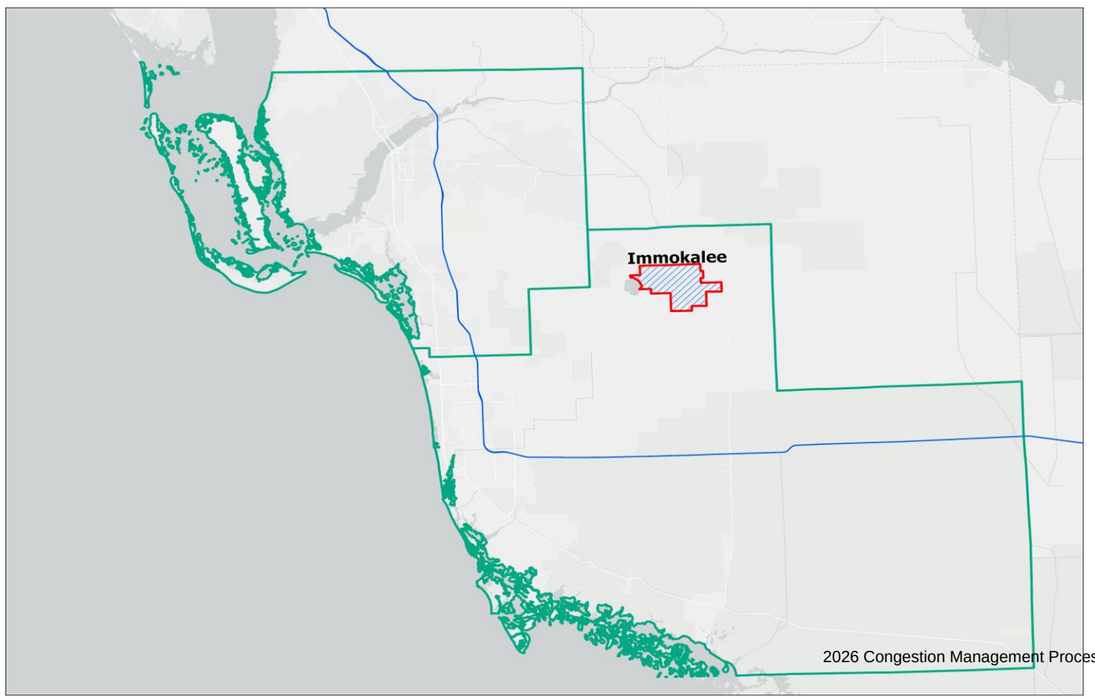
Peak Times # of daily trips		% of total
6 - 9 AM	17,641	19%
4 - 7 PM	19,423	21%
Total Peak	37,064	40%

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

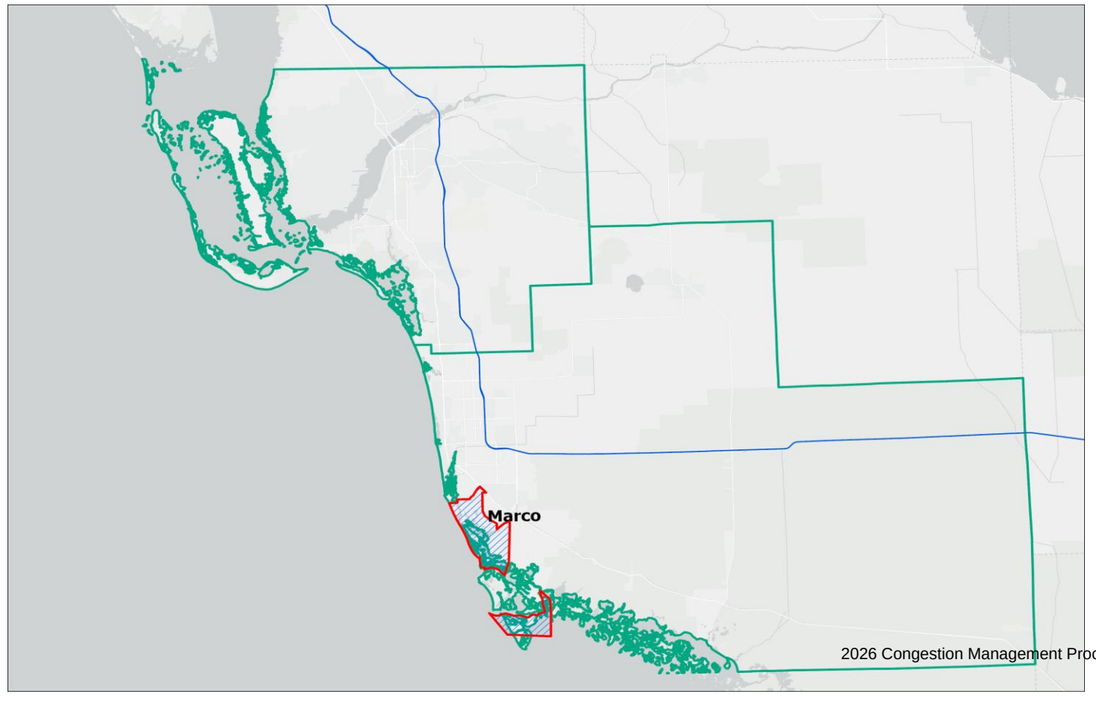
Peak Times # of daily trips		% of total
6 - 9 AM	692	16%
4 - 7 PM	1,052	24%
Total Peak	1,744	40%

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	
North Naples	315,118

Trip Purpose Breakdown		%
commercial	14,082	4%
eat	27,755	9%
home	122,271	39%
lodging	2,480	1%
maintenance	13,180	4%
other_activity_type	6,458	2%
recreation	13,392	4%
region_departure	78	0%
school	6,826	2%
shop	57,494	18%
social	18,370	6%
work	32,732	10%

Land Use Breakdown	(Origin)	%
agriculture	491	0%
civic_institutional	4,620	1%
education	17,914	6%
healthcare	1,868	1%
industrial	2,220	1%
mixed_use	78,126	25%
multi_family	8,648	3%
non_retail_attraction	13,537	4%
office	26,798	9%
open_space	738	0%
other	72	0%
retail	78,410	25%
single_family	66,279	21%
transportation_utilities	1,315	0%
unknown	14,082	4%

Land Use Breakdown	(Destination)	%
agriculture	176	0%
civic_institutional	3,203	1%
education	13,208	4%
healthcare	1,719	1%
industrial	1,209	0%
mixed_use	68,510	22%
multi_family	15,487	5%
non_retail_attraction	11,247	4%
office	21,050	7%
open_space	1,243	0%
other	49	0%
retail	65,102	21%
single_family	97,881	31%
transportation_utilities	952	0%
unknown	14,082	4%

Ratio of Trip Takers who live in Origin		%
Live in Custom Origin	157,717	50%
Do not live in Custom Origin	135,609	43%
Unknown	21,792	7%

North Naples Size	
Square Miles	34.44
Acres	22,040.59

Planning Community Destination Breakdown		%
Ave Maria	991	0%
Bayshore	28	0%
Big Cypress	48	0%
Boca Grande	13	0%
Bonita Springs	20,934	7%
Buckingham	48	0%
Burnt Store	12	0%
Cape Coral	2,418	1%
Captiva	44	0%
Central Naples	17,623	6%
City of Marco	1,159	0%
City of Naples	18,369	6%
Corkscrew	225	0%
Daniels Parkway	478	0%
East Naples	6,364	2%
Estero	4,619	1%
Everglades City	58	0%
Fort Myers	2,153	1%
Fort Myers Beach	519	0%
Fort Myers Shores	281	0%
Gateway/Airport	783	0%
Golden Gate	14,409	5%
Heritage Bay	940	0%
Immokalee	1,299	0%
Iona/McGregor	315	0%
Lehigh Acres	2,431	1%
Marco	162	0%
North Fort Myers	320	0%
North Naples	157,229	50%
Northeast Lee County	29	0%
Orange Tree	1,405	0%
Pine Island	108	0%
Royal Fakapalm	412	0%
Rural Estates	12,307	4%
San Carlos	3,105	1%
Sanibel	143	0%
South Fort Myers	2,558	1%
South Naples	8,328	3%
Southeast Lee County	392	
Urban Estates	32,003	10%

Primary Mode		%
auto_passenger	47,287	15%
biking	3,835	1%
commercial	14,082	4%
on_demand_auto	1,763	1%
other_travel_mode	3,930	1%
private_auto	224,449	71%
public_transit	177	0%
walking	19,595	6%

Trip Density	
Trips per Square Mile	9,150.30
Trips per Acre	14.30

Start Time Breakdown by Hour		%
12:00 AM	176	0%
1:00 AM	115	0%
2:00 AM	67	0%
3:00 AM	850	0%
4:00 AM	1,024	0%
5:00 AM	2,321	1%
6:00 AM	6,409	2%
7:00 AM	14,623	5%
8:00 AM	16,389	5%
9:00 AM	16,676	5%
10:00 AM	16,983	5%
11:00 AM	21,443	7%
12:00 PM	23,258	7%
1:00 PM	21,866	7%
2:00 PM	25,779	8%
3:00 PM	29,610	9%
4:00 PM	26,032	8%
5:00 PM	23,976	8%
6:00 PM	22,467	7%
7:00 PM	17,809	6%
8:00 PM	13,272	4%
9:00 PM	7,772	2%
10:00 PM	4,301	1%
11:00 PM	1,900	1%

Average Trip Distance/Duration	
Miles	12.41
Minutes	13.77

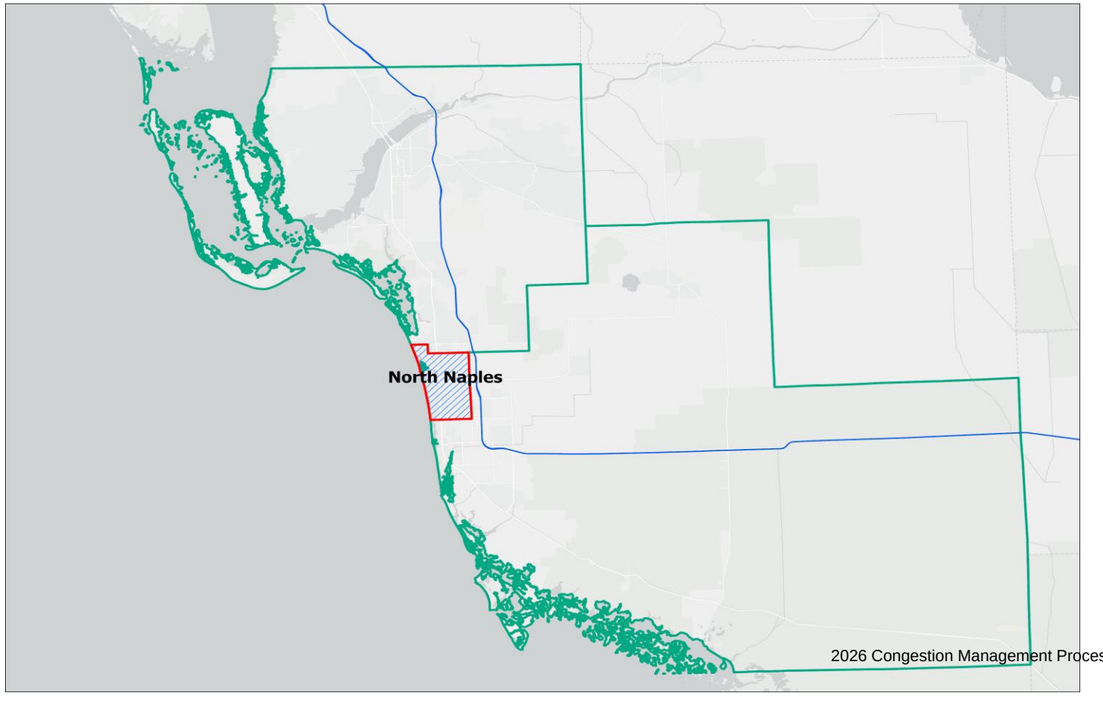
Peak Times # of daily trips		% of total
6 - 9 AM	37,421	12%
4 - 7 PM	72,475	23%
Total Peak	109,896	35%

Day vs Night Breakdown		% of total
Morning	97,076	31%
Afternoon	218,042	69%

Work Trips	
Avg Distance (Miles)	7.26
Avg Duration (Minutes)	13.89
% Crossing County Lines	13%

Trips Under 3 Miles		% of total
	118,868	38%

Residential Origins Per Dwelling Unit	
mixed_use	1.79
multi_family	0.20
single_family	1.52
Total	3.52



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

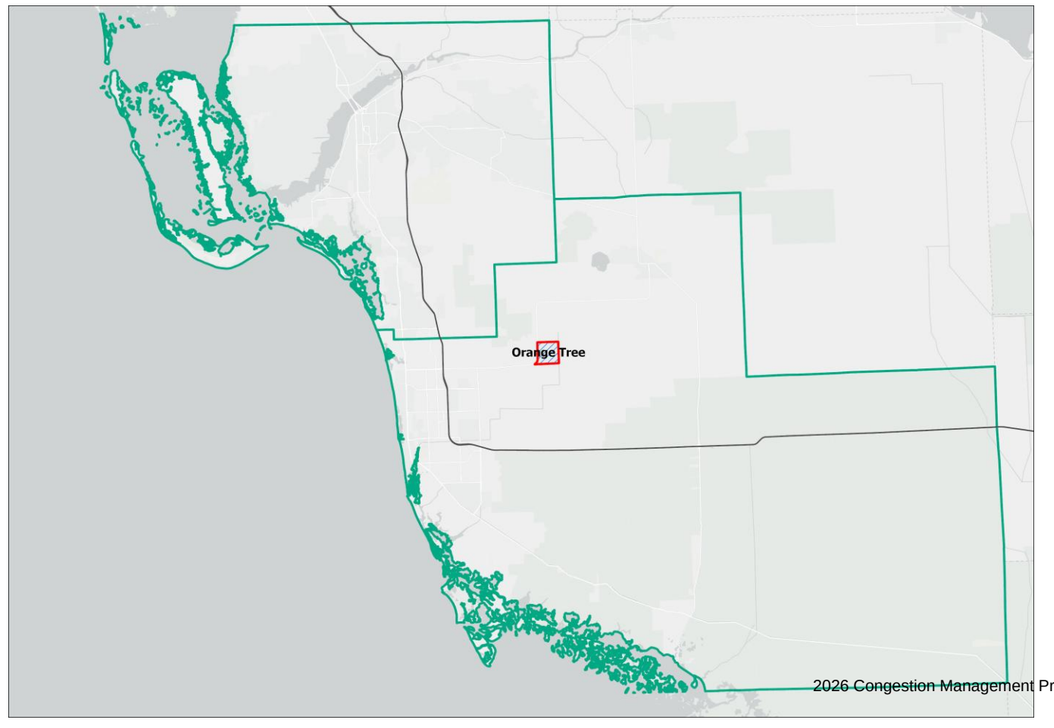
Peak Times # of daily trips		% of total
6 - 9 AM	3,873	17%
4 - 7 PM	4,704	21%
Total Peak	8,577	38%

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

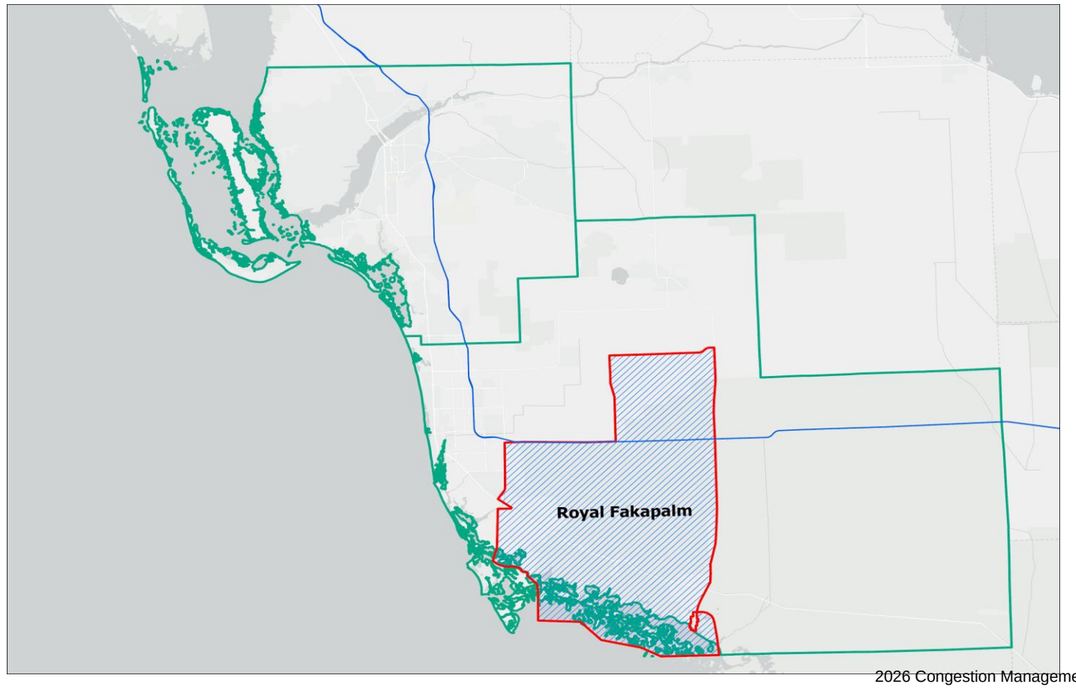
Peak Times # of daily trips		% of total
6 - 9 AM	2,334	23%
4 - 7 PM	1,998	20%
Total Peak	4,332	43%

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

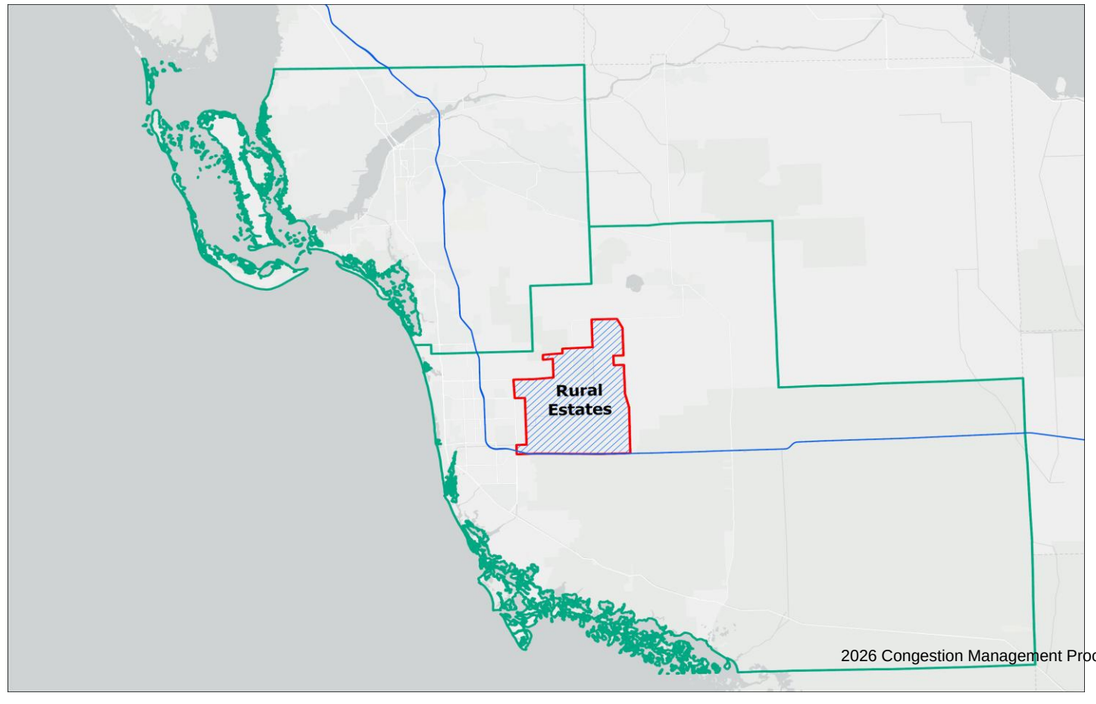
Peak Times # of daily trips		% of total
6 - 9 AM	32,878	26%
4 - 7 PM	23,927	19%
Total Peak	56,805	46%

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



Total Origins	
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

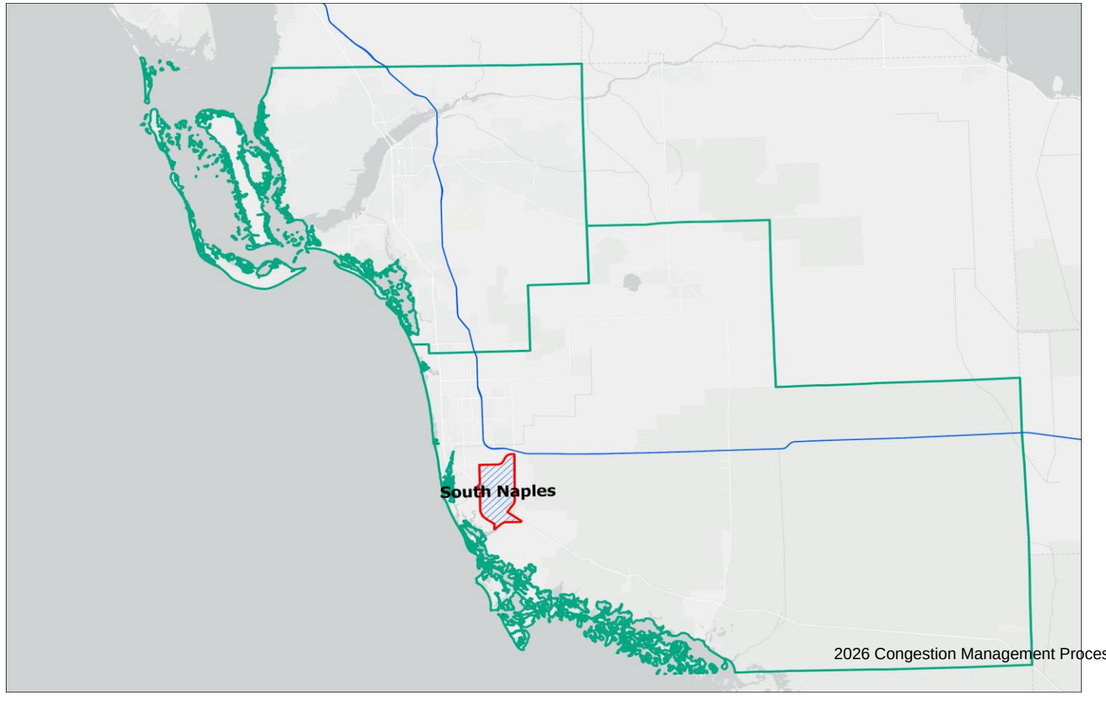
Peak Times # of daily trips		% of total
6 - 9 AM	26,222	15%
4 - 7 PM	36,764	21%
Total Peak	62,986	36%

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%

Trips Under 3 Miles	% of total
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

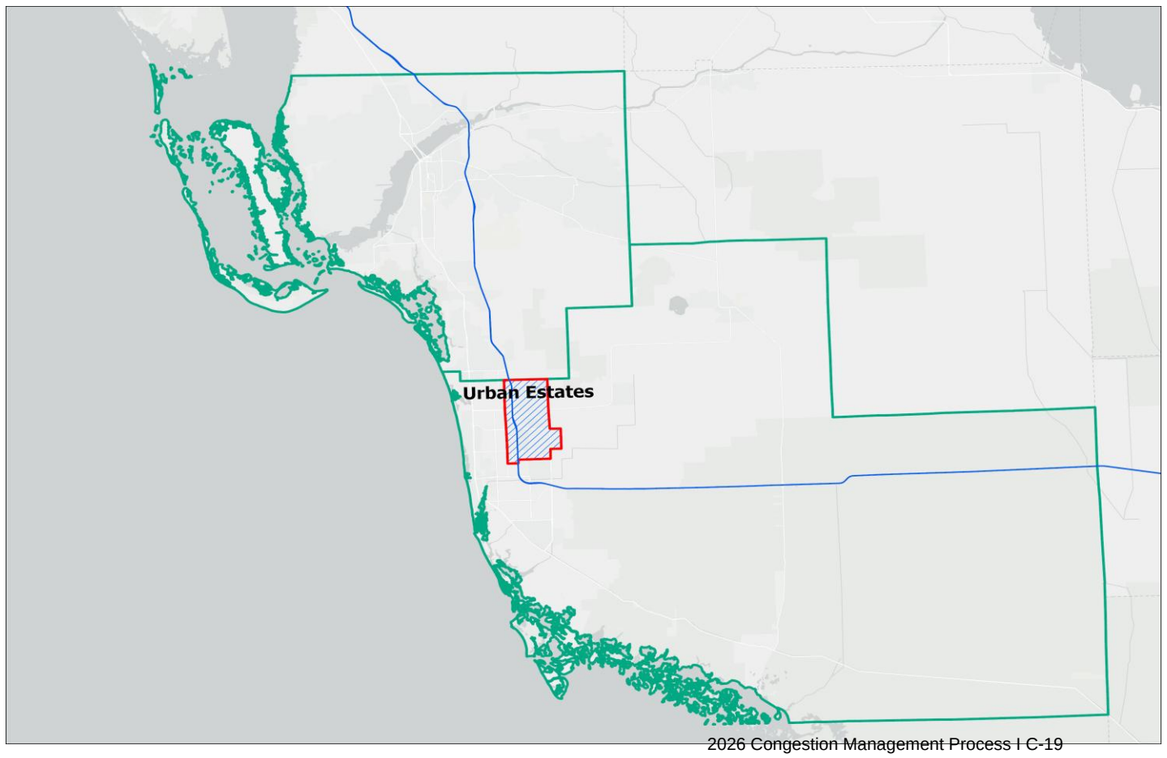
Peak Times # of daily trips		% of total
6 - 9 AM	31,178	17%
4 - 7 PM	38,334	21%
Total Peak	69,512	38%

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

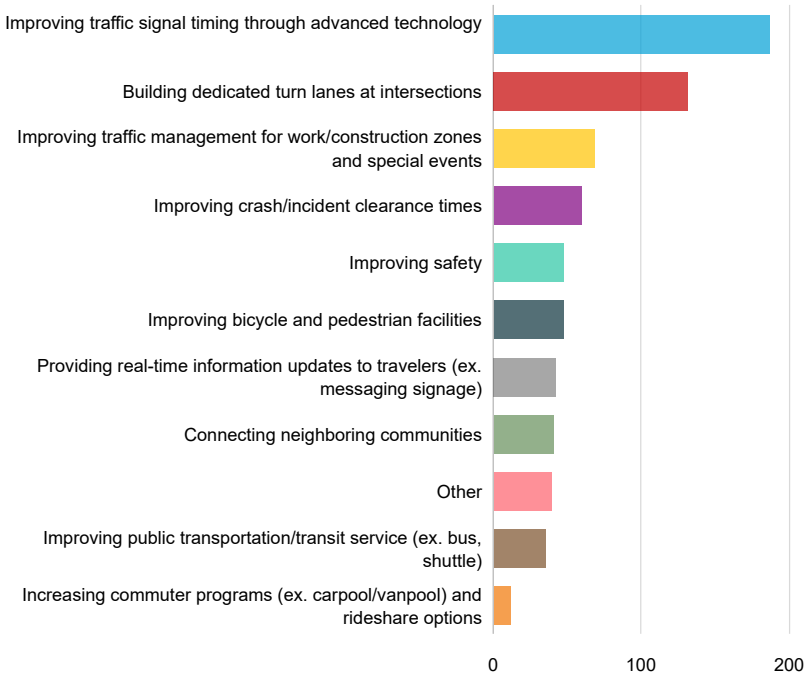


APPENDIX D

Public Survey Results

Collier CMP Congestion Survey

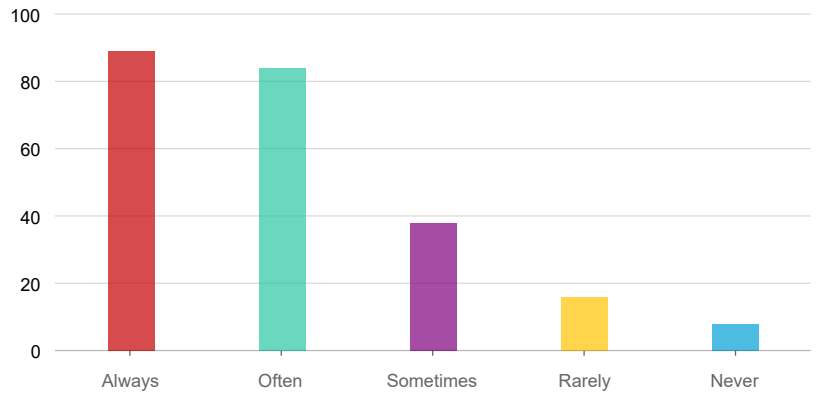
1. To reduce traffic congestion, transportation agencies should prioritize implementing… *



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… *

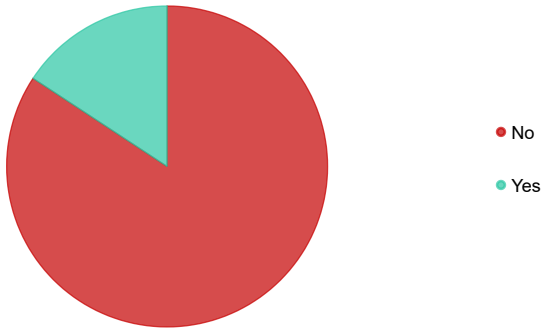


Answers	Count	Percentage
Always	89	37.87%
Often	84	35.74%

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

Answered: 235 Skipped: 0

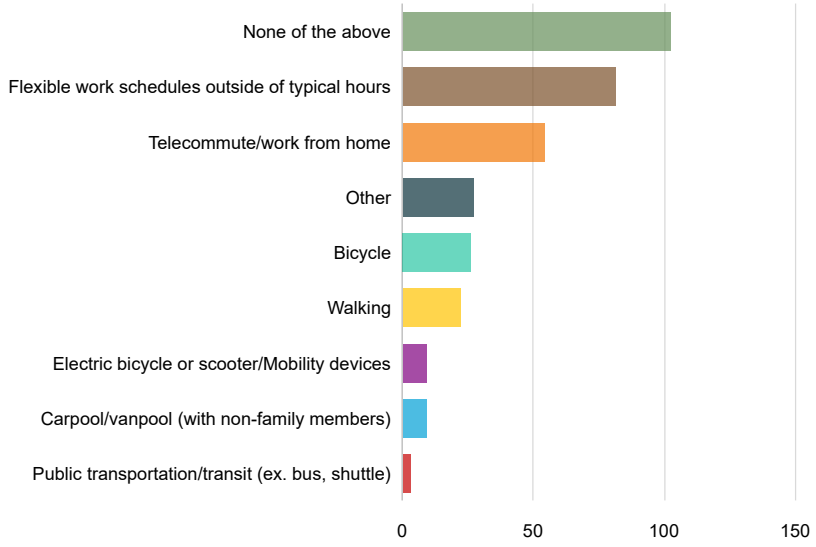
3. Do you feel that you currently have travel options other than driving alone? *



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… *

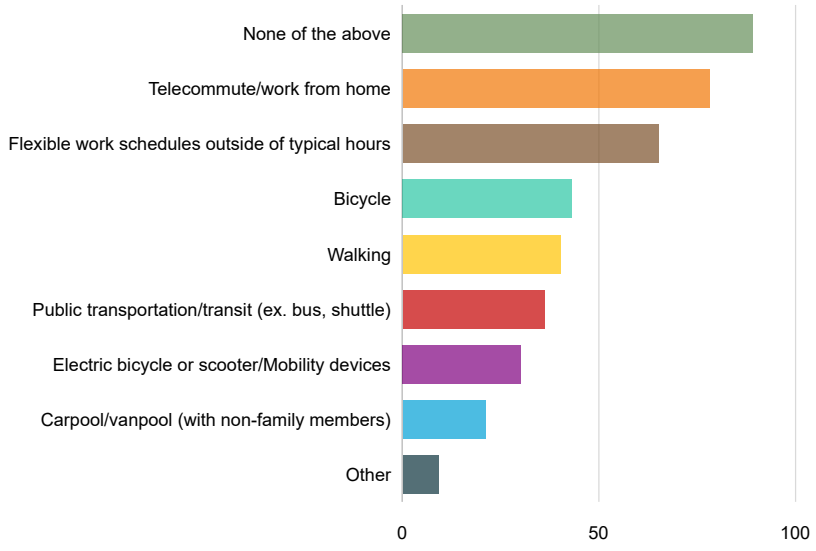


Answers	Count	Percentage
None of the above	102	43.4%
Flexible work schedules outside of typical hours	81	34.47%
Telecommute/work from home	54	22.98%
Other	27	11.49%
Bicycle	26	11.06%
Walking	22	9.36%
Electric bicycle or scooter/Mobility devices	9	3.83%
Carpool/vanpool (with non-family members)	9	3.83%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

Answered: 235 Skipped: 0

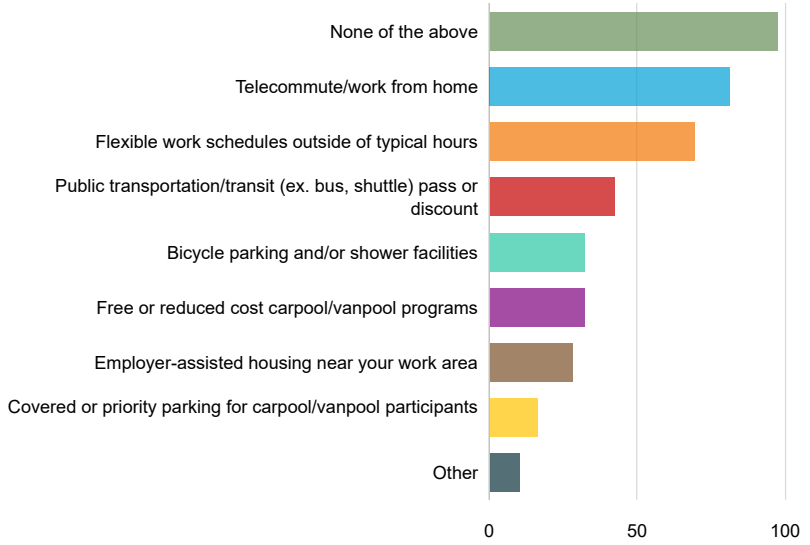
Answered: 235 Skipped: 0

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%

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

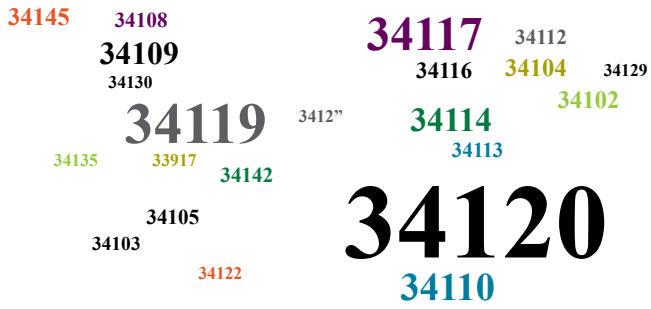


Answers	Count	Percentage
None of the above	97	41.28%
Telecommute/work from home	81	34.47%
Flexible work schedules outside of typical hours	69	29.36%
Public transportation/transit (ex. bus, shuttle) pass or discount	42	17.87%
Bicycle parking and/or shower facilities	32	13.62%
Free or reduced cost carpool/vanpool 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

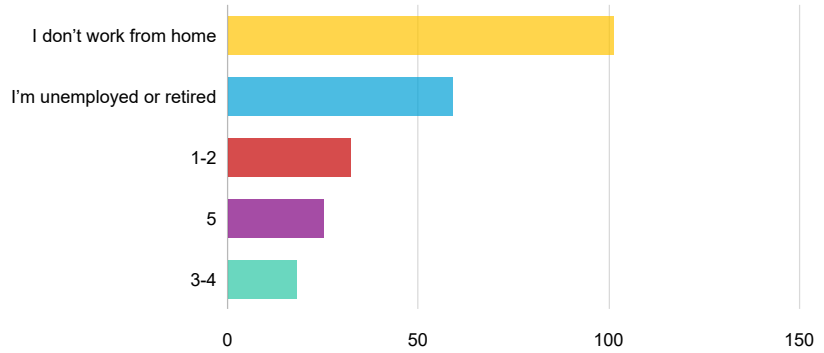
8. What is your work zip code?



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

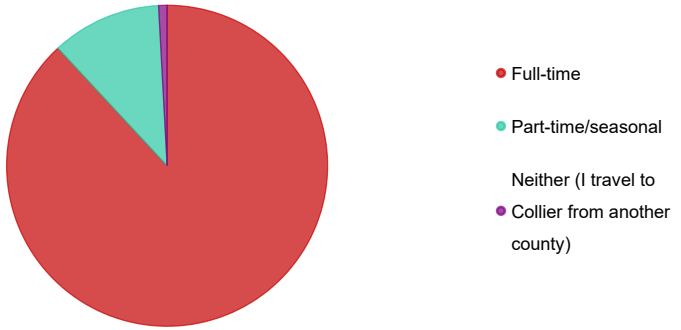
9. How many days per week do you normally work FROM HOME? *



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

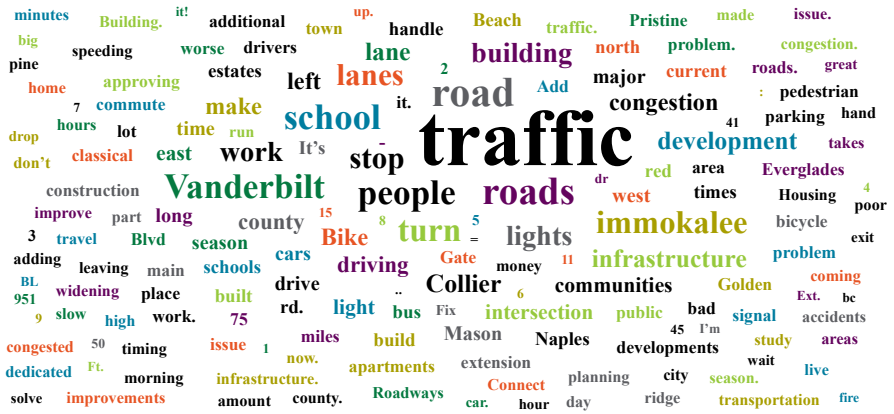
10. Are you a full-time or part-time resident of Collier County? *



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 wont 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) its just as bad. Not necessarily a school bus issue but a parent drop off issue. Which is exactly whats 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 cyclists 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 mater of time before someone gets killed. Please you have to get signs to make motorists slow down during construction. Thank you!	1

This is the goverment's own doing. Poor planning and infrastructure management. Stop allowing all of the development and there wouldnt be a problem.	1
This can't be undone. The population doubled and no improvementwas 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
Thereneeds 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 needs 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

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

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 to 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

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 troubleshooted	1
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 altother..they are always timed wrong, especially in season on Immokolee Rd .. IF NEEDED build more CORRECTLY designed round abouts ..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 / amenites 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 walkabilty and accessability 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

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 wreaks 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

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 BlVD 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

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
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

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 2× 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 26th 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 includes passive pedestrian safety features to include HAWK signals and LiDAR based flashers for mid-block/unsignalized crossing locations.

Collier County Traffic Operations

September 1st 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 Rural Lands Stewardship Area (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 (44th 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 complete 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 2nd 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 addresses 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 9th Street S (US 41).



- The City is pursuing a joint effort with FDOT for intersection and mobility improvements on US 41 from 3rd 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 of 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.

City of Marco Island

March 12th 8:30 – 9:15
September 2nd 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.
    - 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.
- The next signalized priority location for the City is Elkham Circle at Collier Blvd, where right-turn and through movements share a lane, and the T-intersection of Kendall Drive with Collier Blvd.
- Marco Island recently awarded the contract for the Traffic Signal Replacement Program. This project will add remote access for monitoring once the Marco Island TMC is set up. Additional improvements are being included to address pedestrian safety concerns through installation of blackout signs and yield to pedestrian signs.
    - 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 Elkham 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 10th 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 limit 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 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 of providing the service. Currently FDOT isn't pursuing additional funding options that would support this.
    - A study will 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 Islan 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 Collie 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 10th 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 Rural Fringe Mixed-Use District (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 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 its 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 to the increased densities and better connected housing/work balance incentives in specific site development proposals.

Collier County Transportation Planning

September 10th 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 will go to the County Commission soon for approval. The goal of this corridor study is to reduce congestion along the corridor by improving the intersection at Livingston Road, median changes and potential I-75 interchange improvements.
- On Vanderbilt Beach Road between Airport Road and Livingston, the recommendations may include 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. Environmental challenges were previously identified. It's uncertain whether the interchange will be proposed as a full or partial interchange.
- Continued extension of Vanderbilt Beach Road east of 16th Avenue is currently 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 project.
    - 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
Travel Demand Management (TDM)				
Telecommuting – Coordinate with employers and employees to promote the benefits of remote work, work-from-home, and other telecommuting options.	- Reduced peak period vehicle trips - Reduced parking demand	$	Existing	- Traffic counts - Participant surveys
Alternative Work Schedules - Coordinate with employers and employees to leave home and arrive at work locations outside traditional peak demand periods**.**	- Reduced peak period vehicle trips - Improved travel time	$	Existing	- Traffic counts - Participant surveys
Ridesharing – 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.	- Reduced peak period vehicle trips - Reduced parking demand - Increased use of alternative modes	$	Existing	- Program participation - User logs - Participant surveys
Employer Incentive Programs – 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.	- Increased transit ridership - Reduced peak period vehicle trips - Enhanced travel time reliability	$ - $$	Short term (1-5 years)	- Transit boarding - Program participation - Employer surveys
Parking Management - Coordinate with local agency Comprehensive Plans to develop parking policies for shared-parking opportunities in activity centers to encourage non-auto travel options.	- Reduced vehicle trips and parking demand - Increased use of alternative modes	$	Medium term (6-10 years)	- Parking occupancy - Parking utilization - Travel surveys
Mixed-use Development – Incorporate scenario planning and support development patterns that place housing, employment, and services closer together, including Collier County's RLSA and RFMUD village and town concepts	- Shorter trip distances - Reduced vehicle trips - Increased use of alternative modes	$$	Medium to long term (6+ years)	- Travel Demand Model - Land use changes - Site impact analysis
Transit-Oriented Development (TOD) – Encourage compact, walkable developments near transit routes and activity centers with accessible connections to transit stations.	- Shorter trip distances - Increased transit access	$$$	Medium to long term (6+ years)	- Land use changes - Transit ridership - Site impact analysis
Park and Ride Facilities – Coordinate with local agencies and Collier Area Transit to identify opportunities for shared parking and connections to transit and shared-rides along major corridors.	- Reduced peak period vehicle trips - Increased transit trips	$$$	Medium term (6-10 years)	- Traffic counts - Parking utilization - Transit ridership



Project/Program	Congestion Impacts	Cost	Timeframe	Data Sources
Improve Traffic Operations				
Traffic Signal Retiming and Coordination – Review and adjust signal timing, cycle lengths, and other factors along corridors to improve traffic flow and reduce delays.	- Reduced intersection delay - Improved travel time reliability	$ - $$	Short term (1–5 years)	- Turning-movement counts - Signal timing data - Travel time studies
Adaptive Signal Control – Use real-time traffic information to adjust signal timing in response to changing traffic demand.	- Reduced delay - Improved travel time reliability	$$ - $$$	Short to medium term (1–10 years)	- Signal detection data - Traffic signal performance measures – Before-and-after travel time studies
Traffic Signal Detection and Communications Upgrades – Upgrade vehicle detection, communications, and signal equipment to improve the accuracy and reliability of traffic signal operations.	- More efficient signal operations - Reduced delay at signalized intersections	$$ - $$$	Short to medium term (1–10 years)	- Equipment inventories - Signal detection data - Traffic signal performance measures
Intersection and Geometric Improvements – Modify intersections through turn lanes, channelization, lane reconfiguration, improved access, or other targeted design changes to address bottleneck constraints.	- Reduced turning conflicts - Improved intersection capacity - Improved safety	$$ - $$$	Medium term (6–10 years)	- Turning-movement counts - Intersection capacity analysis - Crash data
Localized Bottleneck Improvements – Address specific roadway constraints such as short merge areas, limited turn lanes, or limited interchange capacity through targeted improvements.	- Reduced recurring queues - Improved corridor travel time and reliability	$$ - $$$	Medium to long term (6–10+ years)	- Traffic counts - Travel time data - Roadway capacity analysis
Access Management – Coordinate driveway spacing, median openings, and shared connections between adjacent properties to reduce interruptions along major roadways.	- Reduced turning conflicts - Improved traffic flow - Improved safety	$ - $$$	Ongoing & long term	- Crash data - Corridor studies - Turning-movement counts
Incident Management and Response – Improve incident detection, agency coordination, traveler information, and response procedures to reduce the duration and effects of crashes, disabled vehicles, and other roadway disruptions.	- Reduced incident-related delay - Improved travel time reliability	$$ - $$$	Short to medium term (1–10 years)	- Incident records - Incident clearance times - Travel time data



Project/Program	Congestion Impacts	Cost	Timeframe	Data Sources
Intelligent Transportation Systems (ITS) and Traveler Information – Expand the use of cameras, detection systems, dynamic message signs, and traveler information tools to monitor conditions and help travelers respond to disruptions.	- Improved incident awareness - Reduced delay - Enhanced system management	$$ - $$$	Medium term (6–10 years)	- ITS inventories - System performance data - Incident records
School-Area Traffic Signal and Pedestrian Timing Optimization - 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	- Reduced vehicle delays during school arrival and dismissal - Improved traffic flow near schools - Reduced conflicts between vehicles and pedestrians.	$ - $$$	Short to medium term (1–10 years)	- Turning-movement and pedestrian counts – Before-and-after queue observations - School-area traffic and safety studies.
Transportation Systems Management and Operations (TSM&O) – Coordinate technology, signal operations, communications, and operational improvements across agencies and corridors to improve the performance of the existing transportation system.	- Improved corridor travel time and reliability	$$ - $$$	Ongoing & medium term	- TSM&O plans - Traffic signal performance data - Travel time data
Transit Signal Priority (TSP) – Use traffic signal technology to provide conditional priority to transit vehicles at intersections, reducing delays and improving bus schedule reliability.	- Reduced transit delay - Improved transit travel time - Potential to support increased transit use	$$	Short to medium term (1–10 years)	- Transit AVL data - Traffic signal priority logs - Bus travel time and on-time performance
Roundabouts and Alternative Intersection Designs – Evaluate roundabouts and other intersection configurations where appropriate to manage conflicting movements and improve traffic flow and safety.	- Reduced delay - Reduced severe conflict points - Improved safety	$$ - $$$	Medium term (6–10 years)	- Turning-movement counts - Intersection analysis - Crash data
Corridor and Jurisdictional Coordination – Coordinate traffic signal operations, incident response, and planned improvements across jurisdictional boundaries to address congestion that extends beyond individual agency limits.	- Reduced corridor delay - Improved travel time reliability - Reduced operational inconsistencies	$ - $$	Ongoing & Short term	- Travel time data - Traffic signal timing plans - Agency coordination



Project/Program	Congestion Impacts	Cost	Timeframe	Data Sources
Shift to Alternative Modes				
Transit Service Improvements – Expand transit routes, service frequency, operating hours, or connections to improve access to employment centers, activity centers, and other destinations.	- Increased transit ridership - Reduced vehicle trips - Improved mobility options	$$ - $$$	Medium to long term (6–10+ years)	- Transit boarding data - Route performance - Transit ridership surveys
Transit Service Optimization – Evaluate transit routes, schedules, and service delivery to improve efficiency and align service with travel demand.	- Improved transit productivity - Better access to transit - Potential to attract additional riders	$$	Short to medium term (1–10 years)	- Transit ridership - Route performance - Origin-destination data
Bicycle and Pedestrian Network Connectivity – Implement priority projects from the Bicycle and Pedestrian Master Plan to close gaps, improve crossings, and connect neighborhoods with activity centers and transit stops.	- Increased walking and bicycling - Reduced short vehicle trips - Improved access to transit	$$ - $$$	Ongoing & Short term	- Bicycle and pedestrian counts - Network gap analysis - Crash data
Filling Gaps in School Walking and Biking Networks – Identify and construct missing sidewalk, bicycle, and other active transportation connections around schools to improve access for students and families and support walking and biking as alternatives to driving.	- Reduced school-related vehicle trips - Reduced vehicle queues and conflicts at school entrances - Improved pedestrian and bicycle safety.	$$ - $$$	Medium to long term (6–10+ years)	- School travel patterns - Sidewalk and bicycle facility inventories - Safe Routes to School assessments
Transit Access and First-/Last-Mile Connections – Improve sidewalks, bicycle facilities, shared-use paths, road crossings, and other connections between transit stops and nearby destinations.	- Increased transit accessibility - Potential reduction in short vehicle trips - Increased transit use	$$ - $$$	Short to medium term (1–10 years)	- Transit stop access assessments - Ridership data - Pedestrian and bicycle counts
Micromobility and Shared Mobility – Support appropriate use of e-bikes, shared bicycles, and other personal mobility options through safe infrastructure and connections to transit and activity centers consistent with local agency land development codes and polices.	- Reduced short vehicle trips - Expanded access to transit and nearby destinations	$$	Short to medium term (1–10 years)	- Usage data - User surveys - Bicycle and pedestrian counts
Park-and-Ride and Transit Transfer Connections – Improve access to transit and shared-ride services through strategically located facilities and convenient connections between routes and services.	- Reduced single-occupancy vehicle trips - Increased transit and rideshare use	$$ - $$$	Medium term (6–10 years)	- Parking utilization - Transit ridership - Origin-destination data



Project/Program	Congestion Impacts	Cost	Timeframe	Data Sources
Manage or Expand Roadway Capacity				
Targeted Roadway Widening – Add lanes or turn lanes at locations where analysis identifies persistent capacity constraints that cannot be adequately addressed through operational improvements.	- Increased roadway capacity - Potential reduction in recurring congestion.	$$$	Long term (10+ years)	- Traffic counts - Travel demand model; capacity analysis
New Roadway Connections – Develop connections that address network gaps, improve access, or provide alternative routes for existing travel demand.	- Improved network connectivity - Potential redistribution of traffic - Reduced pressure on constrained corridors	$$$	Long term (10+ years)	- Travel demand model - Origin-destination analysis
Interchange and Ramp Improvements – Modify interchange ramps, merge areas, or access configurations to address localized congestion and improve traffic operations.	- Reduced ramp and merge queues - Improved traffic flow and safety	$$$	Medium to long term (6–10+ years)	- Traffic counts - Travel demand model; capacity analysis - Crash data

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

EXECUTIVE SUMMARY
COMMITTEE REPORTS & PRESENTATIONS
ITEM 8A

Presentation on the Collier County Safe Routes to School Grant Application for Advanced Detection Warning Devices related to the Road Safety Audit for Oakridge Middle School

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OBJECTIVE: To receive a presentation on the Safe Routes to School Grant Application for Advanced Detection Warning Devices related to the Road Safety Audit for Oakridge Middle School.

CONSIDERATIONS: Collier County Transportation Planning led a road safety audit at Oakridge Middle School for non-motorized student transportation including e-micro mobility devices. Based on the findings, County staff is pursing a grant opportunity under the Safe Routes to School grant program.

Staff will present findings and other pertinent information related to the request for advanced detection warning devices to address safety concerns identified in the report. Coordination with various agencies, including the Collier County School Board and the MPO is a required element of the grant application and proposal.

Collier County will provide a presentation at the meeting.

STAFF RECOMMENDATION: None.

PRESENTED BY: Kathy Eastley, Collier County Transportation Planning

ATTACHMENTS:

EXECUTIVE SUMMARY
COMMITTEE ACTION
ITEM 8B

Presentation on the Commute Connector with Enterprise Vanpool Program

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OBJECTIVE: For the Committee to receive a presentation on the Commute Connect with Enterprise Vanpool program operated through Florida Department of Transportation (FDOT) District 1.

CONSIDERATIONS: Commute Connector supports workforce access across Southwest Florida as an FDOT program. FDOT partners with employers, property managers and universities to solve transportation challenges.

The Commute Connect program provides options to assist commuters through trip planning, ride-matching, and vanpools. A representative from Commute with Enterprise will present information on vanpools and their operations in Collier County.

This presentation was requested by the CMC as part of the discussion regarding the development of the Congestion Management Report. Travel demand strategies including telecommuting, flexible work schedules, and the use of transit and vanpools are discussed as part of Travel Demand Management.

STAFF RECOMMENDATION: None

PRESENTED BY: Mark Kalo, Account Executive with Enterprise

ATTACHMENTS: