

**SUMMARY OF RECOMMENDED CHANGES**  
**2011 EVALUATION & APPRAISAL REPORT (EAR)**

**Transportation Element**

**Goals, Objective and Policies:** The entire Element should be revised to reflect the proper formatting of Goals, Objectives and Policies, as defined below.

**Goal:** General statement that defines what the Element will ultimately achieve.

**Objective:** A more specific statement than the stated Goal; describes actions that will help achieve the goal(s).

**Policies:** Specific statements that provide directives on how to achieve the objectives and ultimately the Element's goal(s).

**Goals, Objective and Policies:** The entire Element should be revised to reflect Department name changes, designee changes, renumbering due to objective and/or policy additions and/or deletions, and grammatical changes.

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| Policy 3.4 | Modifications to provide more flexibility in policy.           |
| Policy 3.5 | Revision to eliminate time frame for achieving policy.         |
| Policy 4.9 | Addition of a new policy to address HB697.                     |
| Policy 5.1 | Revision to provide clarification and applicability of policy. |
| Policy 5.3 | Modifications to provide expanded applicability of policy.     |
| Policy 5.5 | Modifications to provide for monitoring.                       |
| Policy 5.6 | Modifications to provide for monitoring.                       |
| Policy 5.8 | Modification to improve effectiveness of policy.               |
| Policy 5.9 | Deletion based upon action accomplished.                       |
| Policy 6.2 | Revision to terminology within policy.                         |
| Policy 6.3 | Revisions to provide clarity to policy.                        |
| Policy 6.5 | Revisions to update list of projects identified.               |

- Policy 7.3 Modifications to expand applicability of policy.
- Policy 7.4 Modifications to recognize the requirement to implement HB697.
- Policy 7.5 Revision to recognize on-going efforts of the policy.
- Policy 9.3 Revision to provide clarity of policy.
- Policy 12.8 Deletion based upon transit systems exempt from concurrency.

## Transportation Element

### Brief Assessment of Successes & Shortcomings – Transportation Element

#### A. Introduction & Background:

The purpose of the Transportation Element, as stated in its Goal, is “To plan for, develop and operate a safe, efficient, and cost effective transportation system that provides for both the motorized and non-motorized movement of people and goods throughout Collier County.” In order to accomplish this goal, the Transportation Element incorporates data and recommendations from the following reports, plans and studies:

- ❖ Collier County Metropolitan Planning Organization’s (MPO’s) currently adopted Long Range Transportation Plan 2030 Financially Feasible Plan and 2030 Needs Plan.
- ❖ MPO Urban Area Transportation Study.
- ❖ Collier County Transportation Work Program, FY 2010 – FY 2014.
- ❖ 2030 Traffic Circulation Map.
- ❖ Collier County Comprehensive Pathway Plan.
- ❖ Airport Master Plans for Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport.
- ❖ Public Transportation Development Plan.
- ❖ Collier County Master Mobility Plan.

The Transportation Element is closely linked to the Future Land Use Element (FLUE). The land development pattern, as outlined in the FLUE, necessitates improvements and expansion to the County’s transportation system. The two elements are so closely tied, in fact, that changes or shifts in land use patterns can drastically impact the performance of the roadway system. It is for this reason that the County requires most land development proposals (e.g., DRI, PUD, other rezone, and conditional use requests) to submit a Traffic Impact Statement. An analysis of the proposal’s impact is prepared and submitted to the appropriate County review agencies.

As an alternative to this scenario of the transportation system reacting to new demands created by changes to land development patterns, the County has begun to explore ways to allow the roadway system to guide the patterns and densities of future land development. The County can determine the type of roadway system it wishes to maintain at some adopted level of service and then can take steps to permit only the types, intensities and location of land uses that will be consistent with that system. Through use of this “checkbox concurrency” process, the County will be in a better position to keep the demand for transportation services from outstripping the capacity of the roadway system.

As part of the Transportation Element, the County has established minimum acceptable level of service standards for the existing County Road system. For County facilities, the level of service standard to be maintained is either "D" or "E," as measured on a peak hour basis. Several State facilities have been given a minimum LOS "E" standard. In order to prevent sudden unanticipated LOS failures, the County has implemented a "real time" "checkbook accounting" concurrency management process.

**Element Analysis:**

As currently formatted, this Element consists entirely of a Goal (Goal 1), Objectives and Policies. As part of the EAR-based amendments, formatting changes consisting of the addition of a brief introductory statement for the Element and removal of the "1" from the Goal will transpire, so that it is simply the Goal of the Element

Below is the evaluation of the existing Objectives and Policies of the Transportation Element.

**Objective 1 - The County will maintain the major roadway system at an acceptable Level of Service by implementing improvements as identified in the Annual Update and Inventory Report (AUIR) or by working directly with other responsible jurisdictions to implement needed improvements to their facilities.**

Objective Achievement Analysis: Collier County recommends text remains

This Objective requires the County to adopt and maintain Level of Service (LOS) standards for the County Roadway System, to annually review and adjust such standards, and to coordinate County road improvements with the road improvement programs operated by neighboring jurisdictions. The tasks included within this Objective are ongoing through implementation of projects from the 5-year work program as identified by the projected deficiencies table included in the AUIR.

**Policy 1.1 - The County will annually adopt a Schedule of Capital Improvements, covering a period not less than five (5) years, which shall include those projects needed to maintain the County's roadway network at the adopted Level of Service standard.**

Policy Achievement Analysis: Collier County recommends text remains.

Collier County prepares a 5-year Capital Improvement work program based on projected revenues and expenditures specifically to address current and projected LOS deficiencies.

**Policy 1.2 - The County shall annually appropriate the funds for the ensuing fiscal year that are necessary to accommodate those phases of transportation improvement projects listed in the first year of the Schedule of Capital Improvements. Programming decisions shall be based on the Concurrency Management System, and shall be annually incorporated in the Schedule of Capital Improvements, as contained in the Capital Improvement Element (CIE) of this Growth Management Plan.**

Policy Achievement Analysis: Collier County recommends text remains.

Collier County prepares a 5-year Capital Improvement work program based on projected revenues and expenditures specifically to address current and projected LOS deficiencies. This policy will be retained as written.

**Policy 1.3 - County collector roads as well as State highways not on the Strategic Intermodal System (SIS) shall be maintained at Level of Service "D" or better as addressed in the Implementation Strategy of the Transportation Element except for the roadways that have been widened to six (6) lanes and cannot be widened any further. The County will also adopt FDOT's LOS on roadway segments where the County has entered into a TRIP (a national transportation research group) agreement for funding. TRIP eligible facilities and SIS facilities are identified on Map TR-8 and Map TR-9.**

Policy Achievement Analysis: Collier County recommends text remains.

Adopted LOS is clearly identified in Attachment "F" of the AUIR and currently adheres to Policy 1.3.

**Policy 1.4 - Collier County sets and adopts the LOS standards for State Roads with the exception of those on the Strategic Intermodal System (SIS). In Collier County FDOT sets the LOS standards for I-75. The standards for I-75 are as follows: Rural - B, Existing Urban - C, Transitioning Urban - C**

Policy Achievement Analysis: Collier County recommends text remains.

Adopted LOS is clearly identified in Attachment "F" of the AUIR and currently adheres to Policy 1.4.

**Objective 2 - The County shall maintain the adopted Level of Service standard as provided for in Policy 1.3 by making the improvements identified in the Five (5) Year Work Program.**

Objective Achievement Analysis: Collier County recommends text remains.

The County demonstrates its success in maintaining adopted Levels of Service through data provided in the AUIR. This Objective also incorporates the County's Five-Year Work Program into the Transportation Element. It has been left without a date reference so as to be able to incorporate the Five-Year Work Program current at any time.

**Policy 2.1 - The County shall include in its Schedule of Capital Improvements (within the Capital Improvement Element) those projects identified in the Five (5) Year Work Program that are necessary to maintain the adopted Level of Service on County roadways.**

Policy Achievement Analysis: Collier County recommends text remains.

The County currently includes in its Schedule of Capital Improvements, those projects identified in the Five (5) Year Work Program, that are necessary to maintain the adopted Level of Service on County roadways.

**Policy 2.2 - The County shall annually appropriate the funds necessary to implement those projects shown in the first year of the Schedule of Capital Improvements.**

Policy Achievement Analysis: Collier County recommends text remains.

The County currently includes in its Schedule of Capital Improvements, those projects identified in the Five (5) Year Work Program, that are funded and necessary to maintain the adopted Level of Service on County roadways.

**Objective 3 - The County shall provide for the protection and acquisition of existing and future rights-of-way based upon improvement projects identified within the Five Year Work Program and/or the Collier County Metropolitan Planning Organization's (MPO's) adopted Long-Range Transportation Plan.**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective calls for the preservation of right-of-way for ongoing and future road improvements. This Objective is sufficiently generic that it allows the County Transportation Division to protect and acquire rights-of-way as an ongoing program. This is pending incorporation into the LDC.

**Policy 3.1 - The County has implemented and maintains an advanced Right-of-Way Preservation and Acquisition Program.**

Policy Achievement Analysis: Collier County recommends text remains.

The County has implemented and maintains an advanced Right-of-Way Preservation and Acquisition Program.

**Policy 3.2 - The County shall continue to include funding specifically earmarked for use in the advanced Right-of-Way Acquisition Program in its annual Capital Improvement Element funding. Studies shall be conducted periodically to identify the long-range right-of-way needs of the transportation system based on buildout. Following the completion of these studies, the Transportation Administrator will present a program of funding that includes actions necessary to protect and acquire needed right-of-way.**

Policy Achievement Analysis: Collier County recommends text remains.

Through use of the LRTP and 5-year work program roadway corridors necessary to support the future needs are identified and programmed for funding.

**Policy 3.3 - The County shall acquire a sufficient amount of right-of-way to facilitate arterial and collector roads of no less than a cross section of six (6) traffic lanes, appropriate turn lanes, medians, bicycle and pedestrian features, drainage canals, a shoulder sufficient for pull offs, and landscaping areas. Exceptions to the right-of-way standard may be considered when it can be demonstrated, through a traffic capacity analysis, that the maximum number of lanes at build-out will be less than the standard.**

Policy Achievement Analysis: Collier County recommends text remains.

Through use of the LRTP and 5-year work program roadway corridors necessary to support the future needs are identified and programmed for funding. Utilization of the LRTP helps to determine if a future ROW width of less than that required to support 6 lanes is an appropriate option.

**Policy 3.4 - Collier County shall acquire rights-of-way for transportation improvements in fee simple, unless otherwise determined appropriate by the Board of County Commissioners based upon a recommendation from the Transportation Administrator.**

Policy Achievement Analysis: Collier County recommends revisions.

Collier County acquires rights-of-way for transportation improvements in fee simple, unless otherwise determined appropriate by the Board of County Commissioners based upon a recommendation from the Transportation Administrator. "Fee Simple" needs to be evaluated for change to something more flexible, the current language notwithstanding. This acquisition language doesn't just apply to lands we condemn or purchase, but also needs to better apply to lands granted or gifted to us. The GMP needs to allow for public access easements, rights-of-way, etc. that are granted without forcing these facilities to be obtained in fee simple.

**Policy 3.5 - Within one year of the effective date of this amendment, the County shall prepare and adopt a Thoroughfare Corridor Protection Plan (TCPP) ordinance and land development regulations**

Policy Achievement Analysis: Collier County recommends revisions.

The County is working towards adoption of a Thoroughfare Corridor Protection Plan (TCPP) ordinance and land development regulations. Suggestions include omitting the "within one year" requirement, and simply state that the County is implementing a TCPP.

**Policy 3.6 - In the event of a right-of-way acquisition or reservation for any purpose included in the expansion of existing transportation facilities by any federal, state, or local transportation department, authority, or agency, the requirements for buffering, native vegetation retention, preserve, setback and open space and/or any other requirements set forth in the Growth Management Plan or Land Development Code that would be affected by such right-of-way acquisition or reservation may be reduced, modified or eliminated as a result of the acquisition or reservation activities in accordance with standards established for the protection of natural resources. To ensure the protection of natural resources and directing of incompatible land uses away from environmentally sensitive resources, such reductions, modifications or eliminations shall be guided by these standards as well as the priorities set forth in the Conservation and Coastal Management Element and the Capital Improvement Element for right-of-way acquisition. Wherever a reduction of standards occurs, it shall be mitigated through the appropriate mechanisms. Such mitigation shall occur on site when feasible, on abutting land, or through other means.**

Policy Achievement Analysis: Collier County recommends text remains.

Collier County is currently following this policy without issue.

**Objective 4 - The County shall provide for the safe and convenient movement of pedestrians and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathways Plan.**

Objective Achievement Analysis: Collier County recommends text remains.

The stated purpose of the County's Comprehensive Pathway Plan is to promote walking and bicycling as integral components of Collier County's local, regional and state recreation and transportation programs. That having been stated, the Program is responsible for maintaining and extending the County's bike lanes, sidewalks, and recreational paths. The program has been active for approximately ten (10) years, and relies on a Pathways Advisory Committee to make recommendations as to potential projects, priorities and even Planned Unit Development Applications. Additionally, the comprehensive pathways plan; which outlines goals, objectives and policies, and prioritizes pathway projects, has undergone recent updates.

**Policy 4.1 - The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and shall periodically update the Pathways Plan as needed.**

Policy Achievement Analysis: Collier County recommends text remains.

The County has incorporated the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and shall periodically update the Pathways Plan as needed.

**Policy 4.2 - The County shall provide an interconnected and continuous bicycle and pedestrian system by constructing the improvements identified on the 2030 Pathway Facilities Map series as funds permit.**

Policy Achievement Analysis: Collier County recommends text remains.

The County currently works to provide an interconnected and continuous bicycle and pedestrian system by constructing the improvements identified on the 2030 Pathway Facilities Map series as funds permit

**Policy 4.3 - The County's pathways construction program should be consistent with the Comprehensive Pathways Plan to the maximum extent feasible.**

Policy Achievement Analysis: Collier County recommends text remains.

The County's pathways construction program is based on input from the MPO's Pathway Advisory Committee and consistent with the Comprehensive Pathways Plan to the maximum extent feasible.

**Policy 4.4 - The County shall annually adopt a Five (5) Year Pathways Work Program, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.**

Policy Achievement Analysis: Collier County recommends text remains.

The County implements a Five (5) Year Pathways Work Program annually, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.

**Policy 4.5 - The County shall, to the greatest extent possible, identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program.**

Policy Achievement Analysis: Collier County recommends text remains.

The County shall, to the greatest extent possible, identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program. Collier County Transportation Planning secures millions of dollars in funding every year from agencies as identified in this policy.

**Policy 4.6 - The County shall provide for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and shall incorporate bike lanes, sidewalks and pathways, as deemed appropriate, in new construction and reconstruction of roadways.**

Policy Achievement Analysis: Collier County recommends text remains.

The County provides for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and incorporates bike lanes, sidewalks and pathways, as deemed appropriate, in all new construction and reconstruction of roadways.

**Policy 4.7 - The County shall incorporate bike lanes in roadway resurfacing projects as is physically possible and will not result in a safety or operational problem.**

Policy Achievement Analysis: Collier County recommends text remains.

The County, to the greatest extent possible, incorporates bike lanes in roadway resurfacing projects, as is physically possible and that will not result in a safety or operational problem.

**Policy 4.8 - The County shall follow the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.**

Policy Achievement Analysis: Collier County recommends text remains.

The County follows the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.

**Policy 4.9 - The County shall work to reduce Vehicle Miles Traveled and Greenhouse Gas Emission by providing for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and shall incorporate bike lanes, sidewalks and pathways, as deemed appropriate, in new construction and reconstruction of roadways.**

Policy Achievement Analysis: New policy for consideration to address HB697.

**Objective 5 - The County shall coordinate the Transportation System development process with the Future Land Use Map.**

Objective Achievement Analysis: Collier County recommends text remains

Collier County Comprehensive Planning staff regularly coordinates with Transportation Planning staff on transportation considerations related to proposed GMP Amendments. The two staffs work together annually with regard to the County's Annual Update & Inventory Reports (AUIRs). During the past three years, the staffs have worked together on the amendments establishing the Rural Fringe Mixed Use District of the FLUE, the update of the Golden Gate Area Master Plan, the update of the Immokalee Area Master Plan (ongoing), the proposed extension of Wilson Boulevard into the Rural Fringe Area, and the establishment of the County's checkbook concurrency provisions. The County has acted consistent with this Objective.

**Policy 5.1 - The County Commission shall review all rezone petitions, SRA designation applications, conditional use petitions, and proposed amendments to the Future Land Use Element (FLUE) affecting the overall countywide density or intensity of permissible development, with consideration of their impact on the overall County transportation system, and shall not approve any petition or application that would directly access a deficient**

roadway segment or if it impacts an adjacent roadway segment that is deficient, or which significantly impacts a roadway segment or adjacent roadway segment that is currently operating and/or is projected to operate below an adopted Level of Service Standard within the five year planning period, unless specific mitigating stipulations are also approved.

Policy Achievement Analysis: Collier County recommends revisions.

Additional language that clarifies “significantly impacted road segment” in regards to the County adopted 2%-2%-3%, and which clarifies “deficient” should be added to this policy. It is also recommend that language establishing what “mitigation” is, and specifically how it should be applied (in measurable terms) be added. It should also detail what happens when mitigation allows a project to be “consistent” with this policy. Collier County recommends revisions.

**Policy 5.2 - Project traffic that is 1% or less of the adopted peak hour service volume represents a de minimis impact. Authorization of development with a de minimis impact shall be pursuant to Section 163.3180(6), Florida Statutes.**

Policy Achievement Analysis: Collier County recommends text remains

Project traffic that is 1% or less of the adopted peak hour service volume represents a de minimis impact. Authorization of development with a de minimis impact shall be pursuant to Section 163.3180(6), Florida Statutes.

**Policy 5.3 - In order to determine vesting, where desired, all previously approved projects must go through a vesting review pursuant to Subsection 10.02.07.B.6, of the Land Development Code.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 5.3 requires the County to conduct a Traffic Impact Vesting Affirmation Review to determine which developments are vested for concurrency, the schedule of when these developments will be built and the magnitude of traffic that will be generated by these developments. This review was completed, and information from the review was used to provide background data and analysis relative to the County’s Transportation Concurrency Management Area and Concurrency Exception Area amendments. Consider allowing the County the ability to provide vesting determinations on projects that are under review and that are beyond the build-out date stated in their TIS.

**Policy 5.4 - Pursuant to Rule 9J-5.0055(6)(a)3., Florida Administrative Code and the Urban Infill and Urban Redevelopment Strategy contained in the Future Land Use Element of this Plan, the South U.S. 41 Transportation Concurrency Exception Area (TCEA) is hereby designated. Development located within the South U.S. 41 TCEA (MapTR-4) may be exempt from transportation concurrency requirements, so long as impacts to the transportation system are mitigated using the set procedures.**

Policy Achievement Analysis: Collier County recommends text remains.

Pursuant to Rule 9J-5.0055(6)(a)3., Florida Administrative Code and the Urban Infill and Urban Redevelopment Strategy contained in the Future Land Use Element of this Plan, development located within the South U.S. 41 TCEA (MapTR-4) may be exempt from transportation concurrency requirements, so long as impacts to the transportation system are mitigated using the set procedures.

**Policy 5.5 - Commercial developments within the South U.S. 41 TCEA that choose to obtain an exception from concurrency requirements for transportation will provide certification from the Transportation Planning Department that at least four Transportation Demand Management (TDM) strategies will be utilized.**

Policy Achievement Analysis: Collier County recommends revisions.

Commercial developments within the South U.S. 41 TCEA that choose to obtain an exception from concurrency requirements for transportation must provide certification to the Transportation Planning Department that at least four Transportation Demand Management (TDM) strategies will be utilized. Monitoring of the use of the TDM strategies must be included in the annual monitoring report and modifications to the applied TDM strategies may be made within the first three years of development if they are deemed ineffective.

**Policy 5.6 - The County shall designate Transportation Concurrency Management Areas (TCMAs) to encourage compact urban development where an integrated and connected network of roads is in place that provide multiple, viable alternative travel paths or modes for common trips. Performance within each TCMA shall be measured based on the percentage of lane miles meeting the LOS described in this Transportation Element, Policies 1.3 and 1.4 of this Element. The following Transportation Concurrency Management Areas are designated: Northwest TCMA – This area is bounded by the Collier - Lee County Line on the north side; the west side of the I-75 right-of-way on the east side; Pine Ridge Road on the south side; and, the Gulf of Mexico on the west side (Map TR-5). East Central TCMA – This area is bounded by Pine Ridge Road on the north side; Collier Boulevard on the east side; Davis Boulevard on the south side, and; Livingston Road (extended) on the west side (Map TR-6).**

Policy Achievement Analysis: Collier County recommends revisions.

Commercial developments within the TCMA must provide certification to the Transportation Planning Department that at least four Transportation Demand Management (TDM) strategies will be utilized. Monitoring of the use of the TDM strategies must be included in the annual monitoring report and modifications to the applied TDM strategies may be made within the first three years of development if they are deemed ineffective.

**Policy 5.7 - Each TCMA shall maintain 85% of its lane miles at or above the LOS standards described in Policies 1.3 and 1.4 of this Element. If any Traffic Impact Statement (TIS) for a proposed development indicates that fewer than 85% of the lane miles in a TCMA are achieving the LOS standards indicated above, the proposed development shall not be permitted where such condition occurs unless modification of the development is made sufficient to maintain the LOS standard for the TCMA, or the facilities required to maintain the TCMA LOS standard are committed utilizing the standards for committed improvements in Policy 5.3 of the Capital Improvement Element of the Plan.**

Policy Achievement Analysis: Collier County recommends text remains.

Collier County reports on the operational status of the TCMA's each year in the AUIR.

**Policy 5.8 - Should the TIS for a proposed development reflect that it will impact either a constrained roadway link and/or a deficient roadway link within a TCMA by more than a de minimis amount (more than 1% of the maximum service volume at the adopted LOS), yet**

**continue to maintain the established percentage of lanes miles indicated in Policy 5.7 of this Element, a congestion mitigation payment shall be required.**

Policy Achievement Analysis: Collier County recommends revisions

These needs to refer to an annually updated map that defines what the County's recognized hurricane evacuation links are, so the failing ones can be identified. That map MUST be directly related to the AUIR to make this effective. Congestion Mitigation Payment needs to be defined much more clearly.

**(NEW) Policy 5.9 - Local governments shall adopt by December 1, 2006 a method for assessing proportionate fair-share mitigation options.**

Policy Achievement Analysis: Collier County recommends deletion.

This has been completed and follows the model developed by FDOT as required by December 1, 2005. The process is clearly outlined in the County's TIS guidelines.

**Objective 6 - The County shall coordinate the transportation element with the plans and programs of the state, region, and other local jurisdictions.**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective requires the Collier County Transportation Division to coordinate with the transportation programs of other governmental entities. Collier County Transportation staff coordinates with transportation planning and improvement programs implemented by municipalities, neighboring counties, the Southwest Florida Regional Planning Council, the Florida Department of Transportation, and the Federal Highway Administration, and will continue to do so.

**Policy 6.1 - The Transportation Element shall incorporate to the greatest degree possible, the long range plans of the Collier County Metropolitan Planning Organization.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 6.1 requires the County to incorporate the long-range plans of the Collier County Metropolitan Planning Organization (MPO). Since the Transportation Division staff collocates with the MPO, this is addressed by the business environment. This Policy will be retained as written.

**Policy 6.2 - The Transportation Element shall consider any and all applicable roadway plans of the City of Naples, City of Marco Island, Everglades City, Florida Department of Transportation, Southwest Florida Regional Planning Council, City of Bonita Springs and Lee County.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 6.2 requires the County Transportation Element to "consider" transportation plans of the City of Naples, the City of Marco Island, the Florida Department of Transportation, Southwest Florida Regional Planning Council and Lee County. The majority of such coordination occurs through the Collier County MPO. Staff recommends that Policy 6.2 be rewritten to change the word "consider" to "co-ordinate with".

**Policy 6.3 - The Transportation Element shall be consistent in its interface into the arterial/collector system within the City of Naples, Everglades City and the City of Marco Island.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 6.3 requires the County to “be consistent in its interface into the arterial/collector system within the City of Naples and the City of Marco Island.” The Policy has to do with establishing and maintaining connections between County and City roads. However, the original intent of this Policy is unclear. For instance, it could apply to the roadway connections themselves, or it could apply to administrative policies or guidelines. The EAR-based amendments should include modification of this policy for clarity.

**Policy 6.4 - The Transportation Element shall consider; the State's adopted Five (5) Year Work Program; the Florida Transportation Plan; and the State Land Development Plan.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 6.4 requires the Transportation Element to consider; the State’s adopted Five (5) Year Work Program; the Florida Transportation Plan; and the State Land Development Plan. This Policy is achieved primarily through the actions of the Collier County MPO.

**Policy 6.5 - The Collier County MPO’s adopted Long Range Plan has identified a need for an interchange at I-75 and Golden Gate Parkway and a grade separated overpass at Airport Pulling Road and Golden Gate Parkway. The above projects are now in the MPO Transportation Improvement Program along with the six-laning of Golden Gate Parkway. The County shall insure that the three projects mentioned above will be fully coordinated in timing and design.**

Policy Achievement Analysis: Collier County recommends revisions.

The projects listed in this policy have been completed and renders this policy obsolete. Collier County recommends revision of the projects listed to include; I-75/Everglades Interchange; US-41/SR-CR951 grade separated overpass; and Randall/Immokalee grade separated overpass.

**Objective 7 - The County shall develop and adopt standards for safe and efficient ingress and egress to adjoining properties, and shall encourage safe and convenient on-site traffic circulation through the development review process.**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective requires the County to develop and adopt standards for onsite and external traffic circulation as part of the development review process. The County has adopted such standards and they are applied to rezoning applications and site development permitting for all proposed development within Collier County.

**Policy 7.1 - Collier County shall apply the standards and criteria of the Access Management Policy as adopted by Resolution and as may be amended to ensure the protection of the arterial and collector system’s capacity and integrity.**

Policy Achievement Analysis: Collier County recommends text remains.

Collier County shall apply the standards and criteria of the Access Management Policy as adopted by Resolution and as may be amended to ensure the protection of the arterial and collector system's capacity and integrity. Collier County has adopted and revised an Access Management Resolution that is applied to all development and road construction.

**Policy 7.2 - The County shall require the submission of a neighborhood traffic impact assessment as a part of all rezone and conditional use applications. This study will analyze the proposed project's impact on surrounding neighborhood streets.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 7.2 requires a neighborhood traffic impact analysis for rezone and conditional use requests.

**Policy 7.3 - The County shall implement, through its Zoning Ordinance, the provision of safe and convenient onsite traffic flow and the need for adequate parking for both motorized and non-motorized vehicles as a primary objective in the review of Planned Unit Developments, Site Development Plans, and other appropriate stages of review in the land development application review process.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 7.3 requires the County to implement "the provision of safe and convenient on-site traffic flow and the need for adequate parking for motorized and non-motorized vehicles as a primary objective in the review for Planned Unit Developments, Site Development Plans, and other appropriate stages of review in the land development applications process." Such provisions have been adopted through the County's Zoning Code and are periodically reviewed and updated consistent with established transportation planning criteria. This Policy should be revised to include coordination with County Engineering staff where traffic circulation is outside of the limits of the public ROW.

**Policy 7.4 - The County shall develop corridor management plans that take into consideration urban design and landscaping measures that will promote positive development along the major arterial entrances to the urban area. Such plans shall take into account the recommendations of the Community Character Plan, County-sponsored Smart Growth initiatives, and the impacts of the South US 41 Transportation Concurrency Exception Area (TCEA) and the two (2) Transportation Concurrency Management Areas (TCMAs) as the Board of County Commissioners may periodically appropriate funding for these plans.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 7.4 requires the County to develop Corridor Management Plans for certain roadways. There is a similar requirement within the Future Land Use Element. The FLUE provision lists corridors that could be subject to such plans. Collier County recommends amending this to underline the importance of the 'smart growth' portion of the policy (i.e. direct the County to adopt and implement smart growth policies). Also to require that any developments that are approved must meet smart growth objectives. Suggest coming up with a list of them, similar to the TDM strategies above.

**Policy 7.5 - The County shall develop Corridor Access Management Plans. Such plans shall be designed to make median modifications and other operational improvements, including removal of traffic signals, necessary to recapture lost capacity and enhance safety. The**

**development of such plans shall consider the impacts of the South US 41 Transportation Concurrency Exception Area (TCEA) and the two (2) Transportation Concurrency Management Areas (TCMAs), as may be appropriate.**

Policy Achievement Analysis: Collier County recommends revisions.

Policy 7.5 requires the development of Corridor Access Management Plans. Such a plan has been implemented. An EAR-based amendment should include revision to this Policy by changing the first sentence to read "The County has developed and shall continue to effectively implement a Corridor Access Management Policy."

**Policy 7.6 - The County shall use community impact assessment techniques in evaluating projects in the transportation planning process. These techniques include the use of the Efficient Transportation Decision Making Process (ETDM) through the Long Range Plan to address environmental and socio-cultural issues as well as corridor specific analysis through the Project Development and Environmental Studies and Corridor studies. In addition, during the design of transportation projects there are numerous design and special meetings to take into account the socio-cultural elements of the community including character issues such as aesthetics, avoiding or mitigating for environmental impacts, noise and community disruption issues.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 7.6 directs the use of the Efficient Transportation Decision Making Process (ETDM) through the Long Range Plan to address environmental and socio-cultural issues as well as corridor specific analysis through the Project Development and Environmental Studies and Corridor studies. In addition, during the design of transportation projects there are numerous design and special meetings to take into account the socio-cultural elements of the community including character issues such as aesthetics, avoiding or mitigating for environmental impacts, noise and community disruption issues.

**Objective 8 - The County shall establish and maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.**

Objective Achievement Analysis: Collier County recommends text remains.

Prior to 2003, County staff reviewed all PUD and DRI Applications for compliance with transportation concurrency provisions. As part of the review process, proposed projects were assessed for their transportation impacts and mitigation requirements were assigned to these projects on a case-by-case basis. This system was adequate for evaluating individual projects but did not adequately assess the combined impact of all development on the County's road system.

During 2003, the Board of County Commissioners adopted a "checkbook concurrency system." This system examines the total trip capacity available for new development and includes provisions relative to vested traffic. As part of the process of establishing the checkbook concurrency system, the County has recently adopted amendments to the Transportation Element, Future Land Use Element and Capital Improvement Element that establish two Transportation Concurrency Management Areas (TCMAs) and a Transportation Concurrency Exception Area (TCEA). This Objective will be retained as written.

**Policy 8.1 - Each year, the county will use short-term projections of previous years' traffic volume growth to estimate the year in which LOS deficiencies are likely to occur on County roads. This information will be used to prepare the annual update of the County's schedule of**

**Capital Improvements in a manner that ensures the maintenance of concurrency on County road facilities.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 8.1 establishes a process for projecting LOS deficiencies on County roadways. This Policy was originally created in 2002 as part of the amendments that established the checkbook concurrency system.

**Policy 8.2 - Pursuant to Chapter 163.3180 F.S., and in accordance with the Collier County Adequate Public Facilities Ordinance (Land Development Code Sections 6.02.00 and 10.02.07), development proposals shall be required to submit traffic impact analyses.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 8.2 incorporates (by reference) the Collier County Adequate Public Facilities Ordinance (Land Development Code Division 3.15), into the Transportation Element. This Policy was originally created in 2002 as part of the amendments that established the checkbook concurrency system. .

**Objective 9 - The County shall encourage neighborhood involvement in the establishment and maintenance of safe and pleasant conditions for the residents, pedestrians, bicyclists and motorists on neighborhood streets, which are not classified as arterials or collectors through the implementation of the Collier County Neighborhood Traffic Management Program (NTMP). In developing strategies and measures to encourage such conditions, the NTMP shall consider the impact of such strategies and measures on the adjacent arterial and collector systems (from a level-of-service and operational standpoint).**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective was adopted in November 2002. It essentially established a program of neighborhood traffic calming measures that can be implemented by a public petition process (from affected residents to the Board of County Commissioners). It has successfully slowed traffic in certain portions of the County where neighborhood streets were being used as “cut-throughs” between two major roadways.

**Policy 9.1 - The County shall incorporate the Neighborhood Traffic Management Program into this Transportation Element by reference and shall update Program provisions as needed.**

Policy Achievement Analysis: Collier County recommends text remains.

There are nine (9) policies within this Objective. Policy 9.1 incorporates the Neighborhood Traffic Management Program, by reference, into the Transportation Element. This Policy will be retained as written.

**Policy 9.2 - The purpose of the Neighborhood Traffic Management Program (NTMP) shall be to establish procedures and techniques that promote neighborhood livability by mitigating the negative impacts of traffic on residential neighborhoods.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.2 is a program of neighborhood traffic calming measures that can be implemented by a public petition process (from affected residents to the Board of County Commissioners). It has successfully

slowed traffic in certain portions of the County where neighborhood streets were being used as “cut-throughs” between two major roadways. .

**Policy 9.3 - The County shall require, wherever feasible, the interconnection of local streets between developments to facilitate convenient movement throughout the road network. The Collier County Transportation Division shall develop guidelines, which identify the conditions that would require the interconnection of two neighboring developments, and shall also develop standards and criteria for the safe interconnection of such local streets.**

Policy Achievement Analysis: Collier County recommends revisions.

This Policy needs to better define the term “feasible”. Also, policies in Objective 7 of the GMP, not including the Transportation Element, addresses interconnection and should be defined in relation to Policy 9.3.

**Policy 9.4 - The County shall define on a project-by-project basis, the acceptable amount of rerouted traffic as a result of a traffic management project.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.4 requires the County to “define on a project by project basis, the acceptable amount of rerouted traffic as a result of a traffic management project.” In essence, the specific traffic management project must be based upon a goal that is defined by the amount of traffic ultimately rerouted. Presumably, if a chosen management strategy failed to reach the pre-defined goal, the County could try an alternative strategy.

**Policy 9.5 - The County shall encourage projects which provide local resident, pedestrian, bicyclist and motorist movement between and among developments on neighborhood streets in a deliberate balance with its efforts to route cut-through traffic away from neighborhoods and to the arterials and collectors designated in this Transportation Element of the Collier County Growth Management Plan.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.5 essentially commits the County to routing the majority of through traffic away from neighborhoods and onto the County’s major arterials and collectors. This Policy will be retained as written.

**Policy 9.6 - The County shall review impacts on emergency vehicle access or response time to neighborhoods, both before and after implementation of traffic calming measures. If emergency vehicle access or response times into a neighborhood have been adversely impacted by the traffic calming measures, the County shall work with the relevant emergency responders to reduce or eliminate such adverse impacts while still maintaining traffic calming measures.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.6 states that the County will review impacts of the Neighborhood Traffic Management Program on emergency vehicle access into neighborhoods. Many of the management strategies employed by the County to slow or divert through traffic from neighborhoods include the placement of

speed humps or speed tables at strategic points on the neighborhood road network. This Policy will be retained as written.

**Policy 9.7 - Roadways identified as collector or arterial facilities are not eligible for participation in the NTMP.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.7 states that collectors and arterials are not eligible for the Neighborhood Traffic Management Program.

**Policy 9.8 - The County shall consider a variety of traffic calming devices to achieve the NTMP's objectives for a project. Such traffic calming devices shall be planned and designed in conformance with sound engineering and planning practices. Primary funding for such plans may come from local funding initiatives such as MSTUs or MSBUs for the area that is to benefit from the traffic calming.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.8 allows the County to consider a variety of traffic calming devices for use within the Neighborhood Traffic Management Program. The Policy also provides that funding for the placement of these devices is to come from MSTUs or MSBUs created to fund the program for the specific neighborhoods that are benefited.

**Policy 9.9 - To implement the NTMP, certain procedures shall be followed in processing neighborhood traffic management requests in accordance with applicable codes and related policies and within the limits of available resources. At a minimum, the procedures shall provide for:- Submittal of project proposals;- Evaluation of proposals by staff;- Citizen participation in plan development and evaluation;- Methods of temporarily testing traffic management plans when needed;-Communication of any test results and specific findings to area residents and affected neighborhood organizations before installation of permanent traffic calming devices; and- Appropriate County Commission review.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 9.9 defines minimum requirements for procedures to be used when establishing the program in any given neighborhood.

**Objective 10 - The County shall encourage safe and efficient mobility for the rural public.**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective is a catchall for County transportation programs that operate within Collier County's rural areas. As such the Objective is intended to cover policies that deal with a range of different transportation tasks.

**Policy 10.1 - The County shall examine the maintenance and operational needs of the rural roadway system, addressing the mobility needs of rural residents to include the availability of roads for rural-to-urban travel, travel within the rural area, and for emergency evacuation purposes.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 10.1 requires the County to develop a program to examine the maintenance and operational needs of the County's rural roadway system. The program is required to examine both general mobility issues and hurricane evacuation. The County has a road improvement program for the rural areas, primarily Golden Gate Estates, of converting existing limerock roads to asphalt. These upgrades are triggered when residential development reaches the point of ten houses per road mile. Historically, the county has upgraded four to five miles of roads per year.

**Policy 10.2 - The County shall continue to improve transit services for the transportation disadvantaged in the rural areas through the Community Transportation Coordinator (CTC).**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 10.2 requires the County to provide Transportation Disadvantaged/paratransit services to the County's rural areas. The Collier County Metropolitan Planning Organization (MPO) is currently in the process of commissioning a major update of the Transit Development Plan (TDP) for Fiscal Years 2003-2007, to be developed by the Center for Urban Transportation Research (CUTR) at the University of South Florida. The TDP includes both regular transit and paratransit demand study data and covers both urban and rural areas. Paratransit services are handled via the County's regular transit buses and vans, which are equipped with lifts to accommodate wheelchairs and/or electric carts. Disabled individuals may ride the buses at reduced fares and can be accompanied by guide animals. Therefore, this Policy will be retained as written.

**Objective 11 - The County shall maintain County owned airport facilities as attractive, efficient, safe, and environmentally compatible facilities, consistent with the approved Airport Master Plan for each Airport.**

Objective Achievement Analysis: Collier County recommends text remains.

Collier County owns and operates three (3) airports: Immokalee Regional Airport, in Immokalee; Everglades Airpark, in Everglades City; and Marco Island Executive Airport, located three miles north of the City of Marco Island in southwestern Collier County. Each of the airports is required by the Federal Aviation Administration (FAA) to prepare and periodically update an Airport Master Plan that details facility needs and proposed expansions or changes for each airport. The purpose of the above Objective is to incorporate (by reference) these Airport Master Plans into the Transportation Element. This Objective will be retained as written.

**Policy 11.1 - The County shall herein incorporate by reference the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport Master Plans.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 11.1 incorporates the various Airport Master Plans into the Transportation Element.

**Policy 11.2 - The Collier County Airport Authority shall determine the most cost effective and efficient means for implementing future facility plans outlined within the airport master plans.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 11.2 gives the Collier County Airport Authority responsibility for future facility planning, consistent with the Airport Master Plans.

**Policy 11.3 - The Collier County Metropolitan Planning Organization (MPO) has assisted Everglades City in obtaining Federal funds to enable the City to maintain and operate the Everglades Air Park. Given the assistance provided to Everglades City by the MPO, the Collier County Board of County Commissioners shall coordinate with the Everglades City Council to ensure a safe and orderly transfer of the Everglades Airpark and all related facilities to Everglades City for use as a public airport only. Such transfer shall be in a manner that does not compromise the safety of the Airpark and the future facility plans authorized by the Everglades Airpark Master Plan. In the event the Airpark ceases operation or ceases to operate as a public Airpark, the Airpark property will revert back to Collier County. Conditions of a transfer and reverter provisions will be set forth in a transfer document or the deed for transfer.**

Policy Achievement Analysis: Collier County recommends text remains.

**Objective 12 - The County shall encourage the efficient use of transit services now and in the future.**

Objective Achievement Analysis: Collier County recommends text remains.

This Objective is the location for all policies related to planning, operation, coordination and expansion of the Collier Area Transit (CAT) System. The CAT System is administered through the County's Traffic Operations & Alternative Transportation Modes Department with the aid of other Departments within the County's Transportation Administration (see the policies below). The CAT System began operation in February 2001 and in its first twelve months of service, provided over 211,000 passenger trips. Ridership has grown since that time.

**Policy 12.1 - The Collier County Metropolitan Planning Organization, through the Transportation Disadvantaged Program shall assist the local community transportation coordinator in the implementation of the most efficient and effective level of service possible for the transportation disadvantaged. The Transportation Disadvantaged Program shall be implemented through the County's regular bus system.**

Policy Achievement Analysis: Collier County recommends text remains.

The Collier County MPO acts as the Community Transportation Coordinator (CTC) for Collier County; however, the actual operator of the TD Program is a for-profit agency that is under contract to the CTC. Collier Area Transit must provide complimentary paratransit service (outside of the TD Program) due to requirements of the Americans with Disabilities Act; however, every effort is made to utilize the CAT system for TD trips, where possible.

**Policy 12.2 - The County Transportation Division and the Collier County Metropolitan Planning Organization shall coordinate the development and maintenance of transit development plans with the Florida Department of Transportation.**

Policy Achievement Analysis: Collier County recommends text remains. Policy 12.2 charges the MPO and the County Transportation Division with coordinating transit planning with the Florida Department of Transportation. Currently, the agency (within the Transportation Division) that

provides staff and resources to both the MPO and the Transit System is the Collier County Traffic Operations & Alternative Transportation Modes Department.

**Policy 12.3 - Collier County shall be the managing authority of the Collier Area Transit (CAT) system.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 12.3 establishes Collier County as the managing authority of the CAT System.

**Policy 12.4 - The County shall, in recognition that the potential for public transit service between Bonita Springs, in Lee County, and Naples, in Collier County, exists, consider any intergovernmental efforts, which are necessary to bring about such service.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 12.4 commits Collier County to pursuing “intergovernmental efforts” in order to establish a transit connection between the Lee County Transit System and the City of Naples. Currently, however, there is no such transit connection between the two Counties. However, as service connection between the two counties continues to be a desirable goal, this Policy will be retained as written.

**Policy 12.5 - The County shall continue to participate in the MPO planning process through implementation of an interlocal agreement with the City of Naples, the City of Marco Island and Everglades City and a Joint Participation Agreement with the FDOT.**

Policy Achievement Analysis: Collier County recommends text remains.

The County continues to participate in the MPO planning process through implementation of an interlocal agreement with the City of Naples, the City of Marco Island and Everglades City and a Joint Participation Agreement with the FDOT.

**Policy 12.6 - The County shall participate in the MPO planning process as a voting presence on the MPO Board and the Technical Advisory Committee (TAC).**

Policy Achievement Analysis: Collier County recommends text remains.

The County continues to participate in the MPO planning process as a voting presence on the MPO Board and the Technical Advisory Committee (TAC).

**Policy 12.7 - Following the adoption of any transit development plan, the County shall initiate the development of transit right-of-way and corridor protection strategies, including ordinances and policy additions.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 12.7 requires the County, upon adoption of a transit development plan, to initiate the development of transit right-of-way and corridor protection strategies. The County does have an adopted transit development plan, but this plan does not advocate the creation or reservation of specific transit corridors or rights-of-way. Rather, the transit system utilizes existing County roadways and

general travel lanes to provide service. However, the Collier County MPO has developed long-term transit strategies, which very well could include the development of transit routes on dedicated rights-of-way. Finally, the Lee County MPO has envisioned the Seminole Gulf railway corridor that extends into Collier County as a future transitway. This would enable the two counties to establish an interconnected system.

**Policy 12.8 - Any adopted transit development plan shall include an acceptable level of service standard for transit facilities.**

Policy Achievement Analysis: Collier County recommends text be deleted.

Policy 12.8 requires the transit development plan to include “an acceptable level of service standard for transit facilities.” The adopted plan does include several such levels of service standards, to be used as indicators of the effectiveness and efficiency of the County Transit System. Additionally, staff notes that Section 163.3180 (4) (b), Florida Statutes, was amended in 2001 to exempt transit systems from concurrency.

**Policy 12.9 - The County shall include capital expenditures for any adopted transit development plan in the Capital Improvement Element.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 12.9 requires transit-based capital expenditures to be included in the Capital Improvement Element.

**Policy 12.10 - The County shall incorporate herein by reference the most recent Public Transit Development Plan adopted by the Board of County Commissioners.**

Policy Achievement Analysis: Collier County recommends text remains.

Policy 12.10 incorporates the most recent County Public Transportation Development Plan by reference.