

Goals, Objectives and Policies
Transportation Element

GOAL: [No change to text, page 13]
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.

OBJECTIVE 1: [No change to text, page 13]
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.

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Policy 1.3: [Text revision page 13]
~~County arterial and 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 listed below 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.~~

~~Level of Service "E" or better shall be maintained on all six-lane roadways.~~

The standards for levels of service (LOS) of County arterial and collector roads appear in Policy 1.5; subsection "A" in the Capital Improvement Element and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

The Collier County Transportation Division shall determine the traffic volumes that correspond to the different LOS thresholds on county roads. The Transportation Division shall install, as funds permit, permanent traffic count stations to better identify traffic characteristics of county roads. Based on the traffic count data the Transportation Division shall develop a financially feasible Roads component for the Capital Improvement Program of the CIE.

Policy 1.4: [Text revision page 13&14]

~~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:~~

~~(VIII) = Plan Amendment by Ordinance No. 2008-59 on October 14, 2008~~

	<u>Rural Area</u>	<u>Existing Urbanized Area</u>	<u>Transitioning Urbanized Area</u>
I-75	<u>BD</u>	<u>CD</u>	<u>CD</u>

The standards for levels of service (LOS) of state and federal roads in the County appear in Policy 1.5; subsection “B” in the Capital Improvement Element and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

OBJECTIVE 2: [No change to text, page 14]
The County shall maintain the adopted Level of Service standard as provided for in Policy 1.3 by making the improvements identified on the Five (5) Year Work Program.

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OBJECTIVE 3: [No change to text, page 14]
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.

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Policy 3.4: [Text revision, page 14]
Collier County shall ~~acquire-purchase~~ 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 3.5: [Text revision, page 15]
A. ~~Within one year of the effective date of this amendment, t~~The County shall prepare and adopt is implementing the steps in developing a Thoroughfare Corridor Protection Plan (TCPP) ordinance and land development regulations that:

1. identify, in detail, corridors necessary to develop the County roadway network shown on the County’s Long Range Transportation Plan; and
2. adopt Corridor Preservation Maps, Corridor Preservation Tables, Critical Intersection Maps and Critical Intersection Tables; and
3. limit the uses of land within the required corridor, appropriately plan for the location of land uses, and direct incompatible land uses away from environmentally sensitive resources; and
4. provide for an annual update of all necessary maps and tables; and
5. provide for an approval process by the Board of County Commissioners for new or expanded corridors and intersections; and

- 6. provide a process for advanced reservation, donation, dedication or any other means of conveyance by an affected property owner to the County for land included within protected areas.
- B. For the purposes of this Policy, protected thoroughfares shall include:
 - 1. the required corridors on either side of the center line of an existing or planned roadway; or
 - 2. required corridors for roadway or alternative transportation networks for which no centerline has been established; or
 - 3. corridors for future roadways or alternative transportation networks which have been identified through corridor studies; or
 - 4. protected areas at critical intersections including but not limited to proposed grade separated intersections.

All of the above must be consistent with the currently adopted Long Range Transportation Plan and Chapter 336.02, Florida Statutes.

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OBJECTIVE 4: [No change to text, page 15]
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.

Policy 4.1: [Text revision, page 15]
The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and shall should periodically update the Pathways Plan as needed.

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Policy 4.5: [Text revision, page 15]
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 4.6: [Text revision, page 15]
The County shall work to reduce Vehicle Miles Traveled and Greenhouse Gas Emission by providing ~~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.

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OBJECTIVE 5: [No change to text, page 15]

The County shall coordinate the Transportation System development process with the Future Land Use Map.

Policy 5.1:

[Text revision, page 15 & 16]

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 as identified in the current AUIR or if it impacts an adjacent roadway segment that is deficient as identified in the current AUIR, 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 AUIR planning period, unless specific mitigating stipulations are also approved. ~~Traffic analyses to determine whether a~~ petition or application has significant project impacts shall use the following to determine the study area if the traffic impact statement reveals that any of the following occur:

- a. For links (roadway segments) directly accessed by the project where project traffic is equal to or exceeds 2% of the adopted LOS standard service volume;
- b. For links adjacent to links directly accessed by the project where project traffic is equal to or exceeds 2% of the adopted LOS standard service volume; and
- c. For all other links the project traffic is considered to be significant up to the point where it is equal to or exceeds 3% of the adopted LOS standard service volume.

Mitigating stipulations shall be based upon a Mitigation Plan prepared by the applicant and submitted as part of the traffic impact statement that addresses the project's significant impacts on all deficient roadways. The plan shall include an absorption scheduled consistent with the traffic impact statement that identifies those measures that serve to either restrain the timing of development of the project in light of the deficient conditions, and/or provides incentives that expedite the improvements needed to return the roadway(s) to an acceptable level of service.

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Policy 5.3:

[Policy deleted, page 16]

~~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 5.4:

[Text revisions, page 16]

~~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 procedures established in Policies 5.5 and 5.6 below, and in consideration of the following:

- A. Any proposed development within the concurrency exception area that would reduce the LOS on Strategic Intermodal System (SIS) roadways within the County by 5% or more of the capacity at the adopted LOS standard shall meet the transportation concurrency requirements specified in Capital Improvement Element, Policy 5.3.
- B. Any proposed development within the concurrency exception area that would reduce the LOS on SIS roadways within the County by less than 5% of the capacity at the adopted LOS standard and meets the requirements identified below in Policy 5.6 are exempt from the transportation requirements of Capital Improvement Element, Policy 5.3.

Policy 5.5:

[Text revision, page 17 & 18]

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

- a) Preferential parking for carpools and vanpools that is expected to increase the average vehicle occupancy for work trips generated by the development.
- b) Parking charge that is expected to increase the average vehicle occupancy for work trips generated by the development and/or increase transit ridership.
- c) Cash subsidy that is expected to increase the average vehicle occupancy for work trips generated by the development and/or increase transit ridership.
- d) Flexible work schedules that are expected to reduce peak hour automobile work trips generated by the development.
- e) Compressed workweek that would be expected to reduce vehicle miles of travel and peak hour work trips generated by the development.
- f) Telecommuting that would be expected to reduce the vehicle miles of travel and peak hour work trips generated by the development.
- g) Transit subsidy that would be expected to reduce auto trips generated by the development and increase transit ridership.

- h) Bicycle and pedestrian facilities that would be expected to reduce vehicle miles of travel and automobile work trips generated by the development.
- i) Including residential units as a portion of a commercial project that would be expected to reduce vehicle miles of travel.

Residential developments within the South U.S. 41 TCEA that choose to obtain an exception from concurrency requirements for transportation shall ~~obtain~~ provided certification ~~from to~~ the Transportation Planning Department that at least three of the following Transportation Demand Management (TDM) strategies will be utilized:

- a) Including neighborhood commercial uses within a residential project.
- b) Providing transit shelters within the development (shall be coordinated with Collier County Transit).
- c) Providing bicycle and pedestrian facilities with connections to adjacent commercial properties.
- d) ~~Including affordable workforce housing at 150% or less of median income (minimum of 25% of the units) within the development, in accordance with Section 2.06.00 of the Collier County Land Development Code, Ordinance No. 04-41, as amended March 28, 2006.~~
- e) Vehicular access to adjacent commercial properties with shared commercial and residential parking.

An applicant seeking an exception from concurrency requirements for transportation through the certification mentioned above shall submit an application to the Transportation Division Administrator on forms provided by the Division. Binding commitments to utilize any of the above techniques relied upon to obtain certification shall be required as a condition of development approval.

Monitoring of the use and effectiveness of the TDM strategies selected shall be included in the required annual monitoring report. Developments not required to submit an annual monitoring report shall, for three years following completion of the development, provide an assessment as to the use and effectiveness of the selected strategies in a form provided by the County. Modifications to the applied TDM strategies may be made within the first three years of development if they are deemed ineffective.

Developments within the South U.S. 41 TCEA that do not obtain certification shall meet all concurrency requirements. Whether or not a concurrency exception is requested, developments will be subject to a concurrency review for the purpose of reserving capacity for those trips associated with the development and maintaining accurate counts of the remaining capacity on the roadway network.

Policy 5.6:

[Text revisions, page 18 & 19]

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:

- A. 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).
- B. 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).

In order to be exempt from link-specific concurrency, developments within the TCMA must provide certification to the Transportation Planning Department that at least two Transportation Demand Management (TDM) strategies as provided for in the LDC will be utilized. Monitoring of the use and effectiveness of the TDM strategies selected shall be included in the required annual monitoring report. Developments not required to submit an annual monitoring report shall, for three years following completion of the development, provide an assessment as to the use and effectiveness of the selected strategies in a form provided by the County. Modifications to the applied TDM strategies may be made within the first three years of development if they are deemed ineffective.

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Policy 5.8:

[Text revisions, page 18]

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 as determined in the most current Annual Update and Inventory Report (AUIR), 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 proportionate share congestion mitigation payment shall be required as follows:

- a. Congestion mitigation payments shall be calculated using the formula established in Rule 9J-2.045(2)(h), Florida Administrative Code. The facility cost for a constrained roadway link shall be established using a typical lane mile cost, as determined by the Collier County Transportation Administrator, of adding lanes to a similar area/facility type as the constrained facility.
- b. Congestion mitigation payments shall be utilized by Collier County to add trip capacity within the impacted TCMA, road segment(s) and/or to enhance mass

transit or other non-automotive transportation alternatives, which adds trip capacity within the impact fee district or adjoining impact fee district.

- c. Congestion mitigation payments under this Policy shall be determined subsequent to a finding of concurrency for a proposed project within a TCMA and shall not influence the concurrency determination process.
- d. No impact will be de minimis if it exceeds the adopted LOS standard of any affected designated hurricane evacuation routes within a TCMA. Hurricane routes in Collier County are shown on Map TR7. Any impact to a hurricane evacuation route within a TCMA shall require a proportionate share congestion mitigation payment provided the remaining LOS requirements of the TCMA are maintained.

OBJECTIVE 6:

[No text change, page 19]

The county shall coordinate the transportation element with the plans and programs of the state, region, and other local jurisdictions.

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Policy 6.3:

[Text revisions, page 19]

The ~~Transportation Element~~ County shall ~~be consistent in its interface into~~ coordinate with applicable local jurisdiction with regards to operations, maintenance and capital expenditures on the County arterial/collector system within the City of Naples, Everglades City and the City of Marco Island.

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Policy 6.5:

[Text revisions, page 19]

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 a number of critical need intersections, including I-75/Everglades Interchange; US-41/SR-CR951 grade separated overpass; and Randall/Immokalee grade separated overpass.~~ The County shall pursue such projects in a manner consistent with the findings of the AUIR and the through the development of the FDOT 5-year Work Program as appropriate. insure that the three projects mentioned above will be fully coordinated in timing and design.

Policy 6.6

[New Policy, page 19]

~~Collier County shall encourage emergency egress be permitted at all temporary access facilities.~~

Staff Note: After carefully considering the CCPC's concerns related to the ambiguity of the term "temporary access facilities", staff believes that this draft policy does not need to

be in the GMP in order for the County to encourage temporary facilities to be available for use during an emergency. The one example of such a potential use is located at the I-75/Everglades Boulevard overpass, at which a temporary construction access was approved for use in the Picayune Strand restoration project. That location could be of significant value during an emergency to provide both ingress and egress to motor vehicles. Emergency use authorization (in this case to access the limited access interstate highway) to access a public roadway from a temporary location can be granted by the appropriate transportation agency having maintenance responsibility over the facility, e.g., FDOT or Collier County. The emergency use of any temporary access, e.g., a construction access, should only be done with caution and only when proper safety precautions are in place. Staff believes should be done on a case by case basis when such emergency use is requested, and that no GMP policy is needed.

OBJECTIVE 7:

[No text change, page 19]

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.

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Policy 7.3:

[Text revisions, page 20]

The County shall implement, through its Zoning Ordinance, Right-of-Way Permitting and Inspection Handbook, and Land Development Code, 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. Coordination shall occur with County Engineering staff where traffic circulation is outside of the limits of the public ROW

Policy 7.4:

[Text revisions, page 20]

The County shall develop corridor management plans that take into consideration urban design and landscaping measures that will promote positive “smart growth” 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. The County shall consider the recommendations from the Collier County Master Mobility Plan upon its completion and shall submit those “smart growth” strategies that it determines to be appropriate for consideration as Growth Management Plan or Land Development Code Amendments.

Policy 7.5:

[Text revisions, page 20]

The County ~~shall~~ has developed and shall continue to effectively implement a Corridor Access Management Plans Policy through the development of individual corridor access management improvement plans. Such plans ~~shall be~~ are 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 improvement 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 7.6: [Text revisions, page 20]
 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.

OBJECTIVE 8: [No text revisions, page 20]
 The County shall establish and maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.

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OBJECTIVE 9: [No text revisions, page 21]
 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).

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Policy 9.3:
 The County shall require, wherever feasible, the interconnection of local streets between developments to facilitate convenient movement throughout the road network. An interconnected local collector street network enhances mobility, reduces vehicle miles of travel (VMT) and greenhouse gas emissions, and reduces the travel demand impacts on the arterial/collector roadway network. ~~The Collier County Transportation Division shall develop guidelines, which LDC shall identify the circumstances and 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 9.4:

[Text revisions, page 21 & 22]

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

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OBJECTIVE 10:

[Text revisions, page 22]

The County shall encourage safe and efficient mobility for the rural public that remains consistent with the character of the rural areas of Collier County.

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OBJECTIVE 11:

[No Text revisions, page 23]

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.

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Policy 11.2:

[Text revisions, page 23]

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. Airport Master Plans shall be submitted to the Board of County Commissions for review and approval.

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OBJECTIVE 12:

[No Text revisions, page 23]

The County shall encourage the efficient use of transit services now and in the future.

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Policy 12.8:

[Policy Deleted, page 24]

~~Any adopted transit development plan shall include an acceptable level of service standard for transit facilities.~~

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OBJECTIVE 13 –

[New Objective, page 24]

The County shall evaluate the creation of a separate Transit Element in the Growth Management Plan.

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

Transportation Element

Goals, Objective and Policies: The entire Element will be revised to reflect the proper formatting for all Goals, Objectives and Policies, as defined below:

Goal: General statement defining what the plan will ultimately achieve, typically beginning with "TO" followed by a transitive verb, such as, TO PROTECT or TO ENSURE.

Objective: A more specific statement than the stated Goal; describing actions that will help achieve the goal(s), typically beginning with the active verb providing the general direction, such as, "Implement", "Promote" or "Protect". Objectives use the term "will" and allow Policies to specifically require an activity with "shall".

Policies: Specific statements that provide directives on how to achieve the objectives and ultimately the Element's goals, typically beginning with phrases like, "The County shall promote...", "The County shall continue to..." or "The District shall expand..." or similar phrases. Policies use the terms "may" or "shall" to provide specific direction.

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 3.3 | Modification to state corridor width evaluated on a case by case basis. |
| Policy 3.4 | Modifications to provide more flexibility in policy. |
| Policy 3.5 | Revision to eliminate time frame for achieving policy. |
| Policy 4.1 | Revision to be consistent with policy 4.3 |
| Policy 4.6 | Addition to 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 5.4 | Revision to include language outlining consistency of mitigation with Policy 5.5, HB697, and SB360. |
| Policy 5.5 | Modifications to provide for monitoring success of TDM strategies. |
| Policy 5.6 | Modifications to provide for monitoring success of TDM strategies and language outlining consistency of mitigation with Policy 5.5, HB697, and SB360. |
| Policy 5.8 | Modification to improve effectiveness of policy. |

- Policy 5.9 Deletion based upon action accomplished.
- 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 11.2 Revision to require the BCC review and approve the requested Airport Authority Master Plan
- Policy 12.8 Deletion based upon transit systems exempt from concurrency.
- Objective 13. The County shall evaluate the creation of a separate Transit Element in the Growth Management Plan.

Brief Assessment of Successes & Shortcomings for the 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 “checkbook 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.

B. Objectives 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

C. Objectives:

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:

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. Therefore, this Objective will be retained as written

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:

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. This Objective will be retained as currently written.

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:

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. This Objective will be retained as currently written.

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:

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. This policy will be retained as written. Since the horizon year used in each update of the LRTP is not the expected build-out of Collier County, staff recommends that this policy be retained and corridor width be reevaluated on a case by case basis and not be based solely on the needs limited by the LRTP.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – replace “of no less than a cross section of six (6) traffic lanes” with “as appropriate to meet the needs of the LRTP”.

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:

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. Collier County recommends revising “acquire” to “purchase” and recommends deletion of “based upon a recommendation from the Transportation Administrator.”

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – remove “based upon a recommendation from the Transportation Administrator” from the end of the existing policy.

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:

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. Collier County recommends revisions to this policy.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – The CCPC would like a time frame for accomplishing the policy and not to leave it open ended.

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:

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. This Objective should be retained as written.

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 to be modified as suggested by the CCPC below.

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.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop - Replace “shall” with “should to be consistent with policy 4.3.

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 to be modified as suggested by the CCPC below.

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.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – Remove “to the greatest extent possible” from the policy.

Policy 4.6 - 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:

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. Staff recommends that this policy be modified to include consideration of HB697.

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

Objective Achievement Analysis:

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. Therefore, the Objective should be retained as written.

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:

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 5.3 - 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:

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. Collier County recommends revisions. 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:

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. Staff recommends that this policy be modified to include language outlining consistency of mitigation with Policy 5.5, HB697, and SB360.

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. Staff recommends that this policy be modified to include language outlining consistency of mitigation with HB697 and SB360.

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. Staff recommends that this policy be modified to include language outlining consistency of mitigation with Policy 5.5, HB697, and SB360.

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 deleting this policy - 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:

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. This Objective will be retained as written.

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:

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 6.5 - 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:

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.

(NEW)Policy 6.6 - Collier County shall encourage emergency egress be permitted at all temporary access facilities.

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:

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. This Objective will be retained as written.

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:

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.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop -- Replace the word "shall" with "may" at the beginning of the policy.

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:

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 (see Section 1.5.H of this report). 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:

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

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:

Sections 2.2 through 2.4 of this report review issues related to Transportation Concurrency Management. 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.

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:

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. This Objective will be retained as written.

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:

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.

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

Objective Achievement Analysis:

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. Staff recommends that this Objective be revised to read "The County shall encourage safe and efficient mobility for the rural public that remains consistent with the character of the rural areas of Collier County".

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 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 11.2 - 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:

Policy 11.2 gives the Collier County Airport Authority responsibility for future facility planning, consistent with the Airport Master Plans. Staff recommends that this policy be revised to require the BOCC review and approve the requested Airport Authority Master Plan.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – Replace “Collier County Airport Authority” with “Collier County Board of County Commissioners”. The Airport Authority only makes recommendations to the Board.

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 due to transfer of Everglades Airpark has not transpired, but discussions between the County and Everglades City is still in-progress.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – The CCPC would like staff to check on the status of the transfer and the results will dictate how the policy is modified.

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

Objective Achievement Analysis:

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. Therefore, this Objective will be retained as written.

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

Policy Achievement Analysis:

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. Therefore, staff recommends that the EAR-based amendments include deletion of this Policy.

Objective 13 - The County shall evaluate the creation of a separate Transit Element in the Growth Management Plan.

Objective Achievement Analysis:

This proposed new Objective shall evaluate and take into consideration the expansion of multi-modal transportation systems. This objective shall create a set of policies that are consistent with increased use of alternative modes of transportation, appropriate mitigation for development creating significant impacts to the transportation network, and full consistency with the goals and objectives of HB697.

Planning Commission (CCPC) Comment from August 25, 2010 EAR Workshop – Develop a policy that states the County shall develop a Mobility Element to the GMP based upon the conclusion of the Master Mobility Plan to give alternative means of transportation an equal footing within the GMP.