

**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: [Rephrased to improve format as an “objective”, page 13]
The County will ~~m~~ 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: [Revised text, 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.

Words underlined are added; words ~~struck through~~ are deleted.

Policy 1.4: [Revised text, pages 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:

	<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: [Rephrased to improve format as an "objective", page 14]
The County shall ~~m~~ 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: [Rephrased to improve format as an "objective", page 14]
The County shall ~~p~~ 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 3.3: [Revised text, page 14]
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~~ as appropriate to meet the needs of the Long Range Transportation Plan or other adopted transportation studies, plans or programs, 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 3.4: [Revised text, 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: [Revised text, 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:

Words underlined are added; words ~~struck through~~ are deleted.

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: [Rephrased to improve format as an “objective”, page 15]
~~The County shall p~~ 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: [Previously-proposed revised text rephrased to improve format as a “policy”, page 15]
The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and ~~shall~~ will periodically update the Pathways Plan as needed.

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Policy 4.5: [Revised text, 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.

Words underlined are added; words ~~struck through~~ are deleted.

Policy 4.6: [Revised text, 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: [Rephrased to improve format as an “objective”, page 15]

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

Policy 5.1: [Revised text, previously-proposed new text retracted, pages 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 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 roadways.

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Policy 5.3: [Previously-proposed Policy deletion retracted; revised text, 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.67, of the Land Development Code

Words underlined are added; words ~~struck through~~ are deleted.

Policy 5.4:

[Revised text, 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:

[Revised text, pages 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.

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- 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 certification from~~ provide documentation 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. Modifications to the new TDM strategies may be made within this second three year period and subsequent three year periods if the TDM strategies are deemed ineffective. Another assessment shall be completed within three years and in three year increments until the TDM strategies are deemed effective.

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

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associated with the development and maintaining accurate counts of the remaining capacity on the roadway network.

Policy 5.6:

[Revised text, pages 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 documentation to the Transportation Planning Department that at least two Transportation Demand Management (TDM) strategies utilized meet the criteria of the LDC. 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. Modifications to the new TDM strategies may be made within this second three year period and subsequent three year periods if the TDM strategies are deemed ineffective. Another assessment shall be completed within three years and in three year increments until the TDM strategies are deemed effective.

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Policy 5.8:

[Revised text, 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

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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: [Rephrased to improve format as an “objective”, page 19]
The county shall ~~e~~ Coordinate the ~~t~~Transportation ~~e~~Element with the plans and programs of the state, region, and other local jurisdictions.

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Policy 6.3: [Revised text, page 19]
The ~~Transportation Element~~ County shall ~~be consistent in its interface into~~ coordinate with applicable local jurisdictions with regard 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: [Revised text, 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.~~ number of potential, critical need intersections, including an interchange in the vicinity of I-75/Everglades Boulevard; a US-41/SR-CR 951 grade separated overpass; and, a Randall/Immokalee grade separated overpass. The County shall ~~insure that the three projects mentioned above will be fully coordinated in timing and design.~~ pursue such projects in a manner consistent with the findings of the AUIR and through the development of the FDOT 5-year Work Program, as appropriate.

Words underlined are added; words ~~struck through~~ are deleted.

OBJECTIVE 7: [Rephrased to improve format as an “objective”, page 19]
~~The County shall d~~ 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: [Revised text, page 20]
The County shall implement, through its Land Development Code and Code of Laws and Ordinances, 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: [Revised text, 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 ~~S~~smart ~~G~~rowth 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: [Revised text, 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.

OBJECTIVE 8: [Rephrased to improve format as an “objective”, page 20]
~~The County shall establish and m~~ Maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.

Policy 8.2 1: [Renumbered policy]

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Words underlined are added; words ~~struck through~~ are deleted.

OBJECTIVE 9: [Rephrased to improve format as an “objective”, page 21]
~~The County shall e~~ 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; within 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: [Revised text, previously-proposed new text retracted, page 21]
 The County shall require, wherever feasible, the interconnection of local streets between developments to facilitate convenient movement throughout the road network. ~~An interconnected local 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.~~

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OBJECTIVE 10: [Rephrased to improve format as an “objective”, revised text, page 22]
~~The County shall e~~ 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: [Rephrased to improve format as an “objective”, page 23]
~~The County shall m~~ 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: [Revised text, 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: [Rephrased to improve format as an “objective”, page 23]
~~The County shall e~~ Encourage the efficient use of transit services now and in the future.

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Policy 12.8: [Deleted policy, 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, rephrased to improve format as an “objective”, page 24]
The County shall evaluate the creation of a separate Transit Element to give alternative means of transportation equal treatment within the Growth Management Plan.

Policy 13.1: [New policy, phrased to augment format of preceding “objective”, page 24]
The County may develop a Transit Element, a Transit Sub-Element within this Transportation Element or incorporate alternative means of transportation into the Growth Management Plan through other appropriate modifications, based upon the conclusion of the November 2011 Master Mobility Plan.

EAR Exhibit A-TE – BCC Transmittal FINAL updated to April 25, 2012
G:\CDES Planning Services\Comprehensive\2011 EAR-BASED GMP AMENDMENTS\Post-BCC transmittal - EAR-based GMPs\Exhibit A Transportation per BCC Approval - EAR-based Amendments - 4-25-12.docx
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Words underlined are added; words ~~struck through~~ are deleted.