

EXECUTIVE SUMMARY
Reports and Presentation
Item 6a

Transportation Elements Policies

Objective:

To have the Public Transit Advisory Committee (PTAC) continue the review for the Transportation Element update for the Growth Management Plan.

Considerations:

The County is in the process of updating the Transportation Element of the Growth Management Plan with the vision of incorporating a multi modal composite into the plan. Michele Mosca, Collier County Principal Planner, has attended PTAC meetings on November 2016 and March 2017 to discuss the plan update.

As previously discussed, the current Element is primarily focused on a single mode of transportation, the automobile, and the plan is to develop and incorporate Policies within the Element that cohesively tie-in public transit, bicycles, pedestrians and other modes of transportation. Feedback from the community and this committee will be utilized to create broad objectives for the Growth Management Plan followed by amendments to the Land Development Code (LDC) to incorporate land development regulations that encourage multi-modal development. It is anticipated that the Element will also include policies that envision future roadway improvements that includes improvements to accommodate all modes of transportation with amenities such as bus stops, bike lanes and pedestrian pathways as part of the construction projects.


The update of the Element is anticipated to be completed in 18 months and will be reviewed by the Collier County Planning Commission, Board of County Commissioners and the State of Florida.

Recommendation:

This item is for discussion only. No approval required.

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Date: 12/15/17

Approved by: 
for Michelle Arnold, PTNE Division Director

Date: 12/15/17

GOAL:

DEVELOP AND MAINTAIN AN ACCESSIBLE AND INTEGRATED MULTI-MODAL TRANSPORTATION NETWORK THAT PROVIDES FOR THE SAFE MOVEMENT OF PEOPLE AND GOODS, CONSISTENT WITH COUNTY-WIDE LAND USE GOALS.

OBJECTIVE 1.1: Transportation System, Level of Service, Concurrency and Design

Develop and maintain an integrated multi-modal transportation system at an acceptable Level of Service.

Policy 1.1.1: Maintain the major roadway system by implementing the improvements as identified in the Annual Update and Inventory Report (AUIR) and by working directly with other responsible jurisdictions to implement needed improvements to their facilities.

Policy 1.1.1.2: The County will annually adopt a Schedule of Capital Improvements, covering a period not less than five (5) years, which shall include those projects needed to maintain the County's roadway network at the adopted Level of Service standard.

Policy 1.1.1.3: The County shall annually appropriate funds for the ensuing fiscal year that are necessary to accommodate those phases of transportation improvement projects listed in the first year of the Schedule of Capital Improvements. Programming decisions shall be based on the Concurrency Management System and shall be annually incorporated in the Schedule of Capital Improvements, as contained in the Capital Improvement Element (CIE) of this Growth Management Plan.

Policy 1.1.1.4: The standards for levels of service (LOS) of County arterial and collector roads appear in Policy 1.5.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 1.1.1.5: The standards for levels of service (LOS) of state and federal roads in the County appear in Policy 1.5.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.

Policy 1.1.1.6: Maintain the adopted Level of Service standard as provided for in Policy 1.5 in the Capital Improvement Element by making the improvements identified on the Five (5) Year Work Program.

Policy 1.1.1.7: The County shall include in its Schedule of Capital Improvements (within the Capital Improvement Element) those projects identified in the Five (5) Year Work Program that are necessary to maintain the adopted Level of Service on County roadways.

Policy 1.1.1.8: The County shall annually appropriate the funds necessary to implement those projects shown in the first year of the Schedule of Capital Improvements.

Policy 1.1.1.9: 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.

Policy 1.1.1.10: The County has implemented and maintains an advanced Right-of-Way Preservation and Acquisition Program.

Policy 1.1.1.11: The County shall continue to include funding specifically earmarked for use in the advanced Right-of-Way Acquisition Program in its annual Capital Improvement Element funding. Studies shall be conducted periodically to identify the long-range right-of-way needs of the transportation system based on build-out. Following the completion of these studies, the Transportation Administrator will present a program of funding that includes actions necessary to protect and acquire needed right-of-way.

Policy 1.1.1.12: The County shall acquire a sufficient amount of right-of-way to facilitate arterial and collector roads 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 1.1.1.13: Collier County shall purchase rights-of-way for transportation improvements in fee simple, unless otherwise determined appropriate by the Board of County Commissioners.

Policy 1.1.1.14:

A. The County is considering the viability of 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.

Policy 1.1.1.15: In the event of a right-of-way acquisition or reservation for any purpose included in the expansion of existing transportation facilities by any federal, state, or local transportation department, authority, or agency, the requirements for buffering, native vegetation retention, preserve, setback and open space and/or any other requirements set forth in the Growth Management Plan or Land Development Code that would be affected by such right-of-way acquisition or reservation may be reduced, modified or eliminated as a result of the acquisition or reservation activities in accordance with standards established for the protection of natural resources. To ensure the protection of natural resources and directing of incompatible land uses away from environmentally sensitive resources, such reductions, modifications or eliminations shall be guided by these standards as well as the priorities set forth in the Conservation and Coastal Management Element and the Capital Improvement Element for right-of-way acquisition. Wherever a reduction of standards occurs, it shall be mitigated through the appropriate mechanisms. Such mitigation shall occur on site when feasible, on abutting land, or through other means.

This Policy is not applicable to the expansion of transportation facilities in environmentally sensitive areas, as described in the Rural Land Stewardship Area (RLSA) or the Rural Fringe Mixed Use District (RFMUD), and standards for environmental protection shall be maintained during the acquisition of right-of-way.

Policy 1.1.2: Provide cost effective and efficient transit services throughout the County.

Policy 1.1.2.1: Prioritize funding of improvements that increase the availability, frequency, duration and reliability of transit service within the County.

Policy 1.1.2.2: Collier County shall be the managing authority of the Collier Area Transit (CAT) system.

Policy 1.1.2.3: The County shall include capital expenditures for any adopted transit development plan in the Capital Improvement Element.

Policy 1.1.2.4: The County shall incorporate herein by reference the most recent Public Transit Development Plan, as may be amended, and as adopted by the Board of County Commissioners.

Policy 1.1.2.5: The County shall, in recognition that the potential for public transit service between Bonita Springs, in Lee County, and Naples, in Collier County, exists, consider any intergovernmental efforts, which are necessary to bring about such service.

Policy 1.1.3: Provide for the safe and convenient movement of pedestrians and non-motorized vehicles throughout the County

Policy 1.1.3.1: Coordinate with community groups to inventory, assess, and identify sidewalk and trail needs.

Policy 1.1.3.2: Incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference to serve as the guiding document for prioritizing the development and expansion of multi-modal facilities.

Policy 1.1.3.3: Provide an interconnected and continuous bicycle and pedestrian system by constructing improvements identified within the Comprehensive Pathways Plan – Bicycle and Pedestrian Priority Needs Maps on the 2040 Pathway Facilities Map series.

Policy 1.1.3.4: The County's pathways construction program shall be consistent with the Comprehensive Pathways Plan to the maximum extent feasible.

Policy 1.1.3.5: The County shall annually adopt a Five (5) Year Pathways Work Program, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.

Policy 1.1.3.6: The County shall identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program.

Policy 1.1.3.7: 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 1.1.3.8: The County shall incorporate bike lanes in roadway resurfacing projects as is physically possible and will not result in a safety or operational problem.

Policy 1.1.3.9: The County shall follow the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.

Policy 1.1.4: Ensure programs, projects and services needed to serve growth are in place when growth occurs.

Policy 1.1.4.1: Maintain a multimodal level of service that maximizes mobility, is coordinated with level of service standards with adjacent jurisdictions, and meets concurrency requirements.

Policy 1.1.4.2: Incorporate multiple transportation modes in concurrency determinations.

Policy 1.1.4.3: Encourage development that can be supported by transit and other non-single occupant vehicle modes.

Policy 1.1.4.4: Design transportation facilities to fit the neighborhood context by applying urban design principles.

Policy 1.1.4.5: Study the potential for establishing a multi-modal level of service standard at a countywide level, community planning area level, and development level.

Policy 1.1.5: The County shall continue to maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.

Policy 1.1.5.1: The County annually will use short-term projections of previous years' traffic volume growth to estimate the year in which LOS deficiencies are likely to occur on County roads. This information will be used to prepare the annual update of the County's schedule of Capital Improvements in a manner that ensures the maintenance of concurrency on County road facilities.

Policy 1.1.5.2: The County shall require the submission of traffic impact analyses for all development proposals, pursuant to Chapter 163.3180 F.S. and in accordance with the Collier County Adequate Public Facilities Ordinance (Land Development Code Sections 6.02.00 and 10.02.07).

Policy 1.1.5.3: The County shall develop a methodology for a Mobility Analysis, including a standard of measuring a development's level of interconnectivity, such as a "link-node" ratio; and, transit, bicycle and pedestrian coverage within a project and surrounding area/destinations.

OBJECTIVE 2.1: Access and Mobility

Provide convenient, accessible, and reliable transportation options to optimize the movement of people and goods.

Policy 2.1.1: The Transportation Planning Division in coordination with the Metropolitan Planning Organization shall evaluate the viability of constructing High Occupancy Vehicle (HOV) lanes and/or bus rapid transit corridors

Policy 2.1.1.1: The County shall provide park and ride lots, bus stops and transit centers, as well as convenient sidewalk access to these facilities.

Policy 2.1.1.2: The Transportation Planning Division in coordination with the Metropolitan Planning Organization shall collaborate with employers to promote commute trip reduction programs, such as but not limited to, ride sharing, flexible work schedules, and etc. to reduce the number of trips made by single occupancy vehicles.

Policy 2.1.1.3: The County shall continue to improve transit services for the transportation disadvantaged through the Community Transportation Coordinator.

Policy 2.1.2: The Transportation Planning Division in coordination with the Metropolitan Planning Organization shall prioritize funding of projects that enhance pedestrian and bicycle movement and safety throughout the County.

Policy 2.1.2.1: The County shall provide adequate separation between non-motorized and motorized traffic in accordance with FDOT standards.

Policy 2.1.2.2: The Transportation Division in coordination with the Transportation Engineering and Construction Management Division shall minimize obstructions and conflicts that restrict the movement of non-motorized users.

Policy 2.1.2.4: The Transportation Planning Division in coordination with the Metropolitan Planning Organization shall evaluate the viability of developing pedestrian and bicycle commuter routes along designated corridors, as appropriate.

Policy 2.1.2.5: The County shall promote non-motorized travel as a viable means of transportation and as a method for maintaining overall health and fitness.

Policy 2.1.2.6: The Transportation Planning Division and Transportation Engineering and Construction Management Division in coordination with the Metropolitan Planning Organization shall construct missing links and connections in the pedestrian and bicycle systems, as funding becomes available.

Policy 2.1.2.7: The Transportation Planning Division in coordination with the Public Transit and Neighborhood Enhancement Division shall provide access to all transit stops and transit centers that is ADA compliant.

Policy 2.1.2.8: The Transportation Planning Division in coordination with the Metropolitan Planning Organization shall develop a connected transportation system that provides mobility opportunities for people with special needs.

Policy 2.1.3: Continue to promote safe and efficient mobility for the rural public that remains consistent with the character of the rural areas of Collier County.

Policy 2.1.3.1: The County shall continue to examine the maintenance and operational needs of the rural roadway system, addressing the mobility needs of rural residents to include the availability of roads for rural-to-urban travel, travel within the rural area, and for emergency evacuation purposes.

Policy 2.1.3.2: The County shall continue to improve transit services for the transportation disadvantaged in the rural areas through the Community Transportation Coordinator (CTC).

Policy 2.1.4: The County shall provide for the safe and efficient movement and distribution of goods as a means to retain and attract businesses to the County.

Policy 2.1.4.1: The County shall maintain and improve freight access to/from and within the industrial areas in the County

Policy 2.1.4.2: The County shall investigate the feasibility of designating truck routes to minimize the impact of freight traffic on transportation facilities and general traffic circulation.

Policy 2.1.5: Maintain County owned airport facilities as attractive, efficient, safe and environmentally compatible facilities, consistent with approved Airport Master Plans for each airport.

Policy 2.1.5.1: The County shall herein incorporate by reference the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport Master Plans.

Policy 2.1.5.2: 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. Airport Master Plans shall be submitted to the Board of county Commission for review and approval.

Policy 2.1.5.3: The County shall promote and develop airport facilities and services that maximize safety, efficiency and opportunity for use.

OBJECTIVE 3.1: Growth Strategies and Land Use

Promote efficient development patterns that optimize travel, housing and employment choices and encourage active transportation.

Policy 3.1.1: Coordinate the Transportation System development process with the Future Land Use Map.

Policy 3.1.1.1: 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 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. A petition or application has significant impacts 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.

Policy 3.1.1.2: Project traffic that is 1% or less of the adopted peak hour service volume represents a de minimis impact. Authorization of development with a de minimis impact shall be pursuant to Section 163.3180(6), Florida Statutes.

Policy 3.1.1.3: In order to determine vesting, where desired, all previously approved projects must go through a vesting review pursuant to Subsection 10.02.07.B.7, of the Land Development Code.

Policy 3.1.1.4: Pursuant to Section 163.3180, Florida Statutes and the Urban Infill and Urban Redevelopment Strategy contained in the Future Land Use Element of this Plan, the South US 41 Transportation Concurrency Exception Area (TCEA) is hereby designated. Development

located within the South US 41 TCEA (Map TR-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 3.1.1.5: Commercial developments within the South US 41 TCEA that choose to obtain an exception from concurrency requirements for transportation will provide certification 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 US 41 TCEA that choose to obtain an exception from concurrency requirements for transportation shall 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) 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 (3) 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 (3) 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 (3) year increments until the TDM strategies are deemed effective.

Developments within the South US 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 3.1.1.6: 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:

- 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 Section that at least two (2) 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 (3) 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 (3) 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 (3) years and in three year increments until the TDM strategies are deemed effective.

Policy 3.1.1.7: Each TCMA shall maintain 85% of its lane miles at or above the LOS standards described in Policies 1.3 and 1.4 of this Element. If any Traffic Impact Statement (TIS) for a proposed development indicates that fewer than 85% of the lane miles in a TCMA are achieving the LOS standards indicated above, the proposed development shall not be permitted where such condition occurs unless modification of the development is made sufficient to maintain the LOS standard for the TCMA, or the facilities required to maintain the TCMA LOS standard are committed utilizing the standards for committed improvements in Policy 5.3 of the Capital Improvement Element of the Plan.

Policy 3.1.1.8: 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 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 Section 163.3180(5)(h), Florida Statutes. 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 TR-7. 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.

Policy 3.1.2: Develop and adopt standards for safe and efficient ingress and egress to adjoining properties, and encourage safe and convenient on-site traffic circulation through the development review process.

Policy 3.1.2.1: Collier County shall apply the standards and criteria of the Access Management Policy as adopted by Resolution and as may be amended to ensure the protection of the arterial and collector system's capacity and integrity.

Policy 3.1.2.2: The County shall require the submission of a neighborhood traffic impact assessment as a part of all rezone and conditional use applications. This study will analyze the proposed project's impact on surrounding neighborhood streets.

Policy 3.1.2.3: The County shall continue to 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 the limits of the public ROW.

Policy 3.1.2.4: The County shall develop corridor management plans that take into consideration urban design and landscaping measures that will promote "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 3.1.2.5: The County has developed and shall continue to effectively implement a Corridor Access Management Policy through the development of individual corridor access management improvement plans. Such plans 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 3.1.2.6: The County shall use community impact assessment techniques in evaluating projects in the transportation planning process. These techniques include the use of the Efficient Transportation Decision Making Process (ETDM) through the Long Range Plan to address environmental and socio-cultural issues as well as corridor specific analysis through the Project Development and Environmental Studies and Corridor studies. In addition, during the design of transportation projects there are numerous design and special meetings to take into

account the socio-cultural elements of the community including character issues such as aesthetics, avoiding or mitigating for environmental impacts, noise and community disruption issues.

Policy 3.1.2.7: Continue to plan, design and operate roadways to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster as sense of place.

Policy 3.1.2.8: The County in cooperation with developers shall provide multi-modal transportation improvements that support land use plans and are compatible with surrounding land uses.

Policy 3.1.2.9: Continue to plan for land use densities and mixed-use development patterns that encourage walking, biking and transit uses.

Policy 3.1.2.10: The County shall prioritize multimodal transportation investments.

Policy 3.1.3: The County shall continue to 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, consider the impact of such strategies and measures on the adjacent arterial and collector systems (from a level-of-service and operational standpoint).

Policy 3.1.3.1: The County shall incorporate the Neighborhood Traffic Management Program into this Transportation Element by reference and shall update Program provisions as needed.

Policy 3.1.3.2: Continue to promote neighborhood livability through the Neighborhood Traffic Management Program (NTMP) by mitigating the negative impacts of traffic on residential neighborhoods. The strategies and measures utilized by the NTMP may include, but are not limited to:

(a) Educational programs that seek to remind speeding drivers of the negative effects of their actions. Such programs may use brochures or neighborhood newsletters to spread this message. Newsletters may also contain information on speeding fines (particularly in school zones), pedestrian and bicycle safety tips, and information on average speeds in the neighborhood.

(b) Enforcement measures, which may involve the temporary establishment of a more intensive police presence and a better allocation of patrol time devoted to enforcing traffic safety in a particular neighborhood.

(c) The use of engineering techniques (also known as traffic calming) to slow traffic on certain streets and/or to divert through-traffic away from certain neighborhoods. The use of such techniques shall consider their potential impacts to emergency vehicles, bicyclists and pedestrians.

Policy 3.1.3.3: The County shall require the interconnection of local streets between developments to facilitate convenient movement throughout the road network, wherever feasible. The LDC shall identify the circumstances and conditions that would require the interconnection of neighboring developments, and shall also develop standards and criteria for the safe interconnection of such local streets.

Policy 3.1.3.4: The County shall define on a project-by-project basis, the acceptable amount of rerouted traffic as a result of a traffic management project.

Policy 3.1.3.5: The County shall encourage projects which provide local resident, pedestrian, bicyclist and motorist movement between and among developments on neighborhood streets in a deliberate balance with its efforts to route cut-through traffic away from neighborhoods and to the arterials and collectors designated in this Transportation Element of the Collier County Growth Management Plan.

Policy 3.1.3.6: The County shall review impacts on emergency vehicle access or response time to neighborhoods, both before and after implementation of traffic calming measures. If emergency vehicle access or response times into a neighborhood have been adversely impacted by the traffic calming measures, the County shall work with the relevant emergency responders to reduce or eliminate such adverse impacts while still maintaining traffic calming measures.

Policy 3.1.3.7: Roadways identified as collector or arterial facilities are not eligible for participation in the NTMP.

Policy 3.1.3.8: The County shall consider a variety of traffic calming devices to achieve the NTMP's objectives for a project. Such traffic calming devices shall be planned and designed in conformance with sound engineering and planning practices. Primary funding for such plans may come from local funding initiatives such as MSTUs or MSBUs for the area that is to benefit from the traffic calming.

Policy 3.1.3.9: To implement the NTMP, certain procedures shall be followed in processing neighborhood traffic management requests in accordance with applicable codes and related policies and within the limits of available resources. At a minimum, the procedures shall provide for:

- Submittal of project proposals;
- Evaluation of proposals by staff;
- Citizen participation in plan development and evaluation;
- Methods of temporarily testing traffic management plans when needed;
- Communication of any test results and specific findings to area residents and affected neighborhood organizations before installation of permanent traffic calming devices; and
- Appropriate County Commission review.

Objective 4.1: Intergovernmental Coordination

Manage traffic flows within and through the County by coordinating with neighboring jurisdictions, transit service providers, and regional, state, and federal entities.

Policy 4.1.1: Continue to maintain relationships with local jurisdictions for cooperative planning of common transportation improvements.

Policy 4.1.2: Continue to coordinate the County's Transportation Element with adjacent jurisdictions' transportation and land use goals, countywide policies, regional land use and transportation plans, and statewide transportation goals.

Policy 4.1.3: The County shall consider the State's adopted Five (5) Year Work Program, the Florida Transportation Plan, and the State Land Development Plan for transportation planning efforts.

Policy 4.1.4: The County shall address critical need intersections consistent with the findings of the AUIR and through the development of the FDOT 5-year Work Program, as identified in the MPO's Long Range Plan.

Objective 5.1: Finance, Investment and Implementation

Ensure the transportation system funding and implementation program supports land use policies and distributes transportation costs equitably.

Policy 5.1.1: Pursue federal, state and local sources of funding for transportation improvements.

Policy 5.1.2: Seek opportunities for multi-jurisdictional cooperation to fund transportation improvements.

Policy 5.1.3: Expedite implementation of transportation projects that protect neighborhoods against the impact of through traffic, improve HOV flow, increase transit service, and enhance pedestrian and bicycle facilities.

Policy 5.1.4: Reassess the land use elements, level of service standard, and funding strategies, if probable funding falls short of meeting existing needs to ensure that the land use elements, transportation plans, and financing plan are coordinated and consistent.