

COLLIER COUNTY
GROWTH MANAGEMENT PLAN

TRANSPORTATION ELEMENT

Prepared for
COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS
October, 1997

AMENDMENTS TO COLLIER COUNTY GROWTH MANAGEMENT PLAN
TRANSPORTATION ELEMENT

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** This is the EAR-based amendment. Due to the magnitude of the changes - which included reformatting the entire Element, affecting every page of the Element - a Roman Numeral is not assigned.

* Indicates adopted portions
Note: the support document will be updated as current information becomes available.

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A. FUTURE SYSTEM NEEDS

(III) 1. Travel Demand

The MPO Long Range Transportation Plan's Financially Feasible Plan and Needs Plan as adopted on March 23, 2001, are hereby incorporated to define the major roadway needs for Collier County. The 2025 Financially Feasible Plan is presented as Map TR-1 and shows the needed roadway improvements that can be funded through the year 2025. Map TR-2 shows the total projected roadway improvements needed by 2025. Note that the Financially Feasible Plan does not include all needs identified through the Urban Area Transportation Study. It only includes the projects that can be funded from reasonably anticipated revenues. While the total 2025 needs are estimated to require funding of approximately 1.7 billion dollars, the cost feasible plan reflects funding of approximately \$1.5 billion. Based on recent efforts to treat transportation as a top priority, the Board of County Commissioners has committed to increase revenues so that future needs are fully met. As directed by the Board of County Commissioners, efforts are underway to develop measures to close the 0.2 billion dollar shortfall between the total needs plan and cost feasible plan through public/private partnerships such as reserving right of way and drainage.

Appendix A presents the 2025 Transportation Plan resulting from the Urban Area Transportation Study prepared by the MPO as additional data and analysis.

(V) Map TR – 1 also serves as the Traffic Circulation Map that presents the number of lanes on Collier County Roadways in 2025. Map – TR 3 shows the functional classification of the roadways and TR 3A shows the future functional classifications in the county. The refinement of these plans to incorporate updates to the MPO's Plan, development of a collector road system and results of corridor specific studies, shall occur on a regular basis upon approval of the Collier County Board of County Commissioners (BCC).

(III) 2. Traffic Circulation Constraints

In many parts of the Naples Urban Area, traffic circulation movements are constrained by the natural features of the landscape such as the Gordon River. Still other parts offer constraints of the man-made variety, such as golf courses and the Naples Airport. In many instances approved developments (some existing, others not yet built) block the way of logical extensions of urban collector and arterial roads.

The single most noticeable constraint is the Gordon River as it extends from the Naples Bay northward under the East Tamiami Trail (US 41) to its connection with the Golden Gate canal system.

The characteristics of the highway network at this location resembles an "hour-glass". On the western extreme, US 41 and Goodlette Road converge on the narrow "straits" of the Gordon River bridge, while to the east, US 41 and Davis Boulevard do likewise. The result is the typical "bottleneck" effect when too much traffic volume is forced through a constricted area.

The other contributing factor to current and future congestion problems is associated with the northwest/southeast configuration of the East Trail (US 41). Because this roadway converges with the east/west and north/south roadways at an angle it has the impact of forcing or "squeezing" the travel demand into the confined area of the Gordon River corridor. This one roadway serves both the north/south and the east/west travel demand in the East Naples area.

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Travelers at the southeastern corner of the Urban Area have only one route into the central City of Naples, i.e., the East Trail, whereas travelers in the northeast reaches of the Urban Area have a multitude of choices along the roadway grid for a route to downtown Naples.

In developing plans for new and expanded roadways that make up the long range network, the County has kept in view these natural and man-made traffic circulation constraints. Even though environmental concerns are usually addressed through the permitting process, it is important to consider various highway alternatives in light of the sometimes fragile ecological features.

- (II)(III) 3. Five-year Capital Facility Program 2002 - 2006**
Table 1 and Figure 1 present the Collier County Transportation Work Program for the FY 2002 – FY 2006 time frame. The improvements shown on this table and figure represent a sub-set of the needs identified in the Collier County 2025 Needs Plan (Map TR – 2) and are included in the current Capital Improvement Element (CIE) Schedule of Capital Improvements, as amended annually, for funding within the next five years.
- (III) 4. Future Traffic Circulation Map Series - Year 2025**
Rule 9J-5.007 requires a map or map series that presents the following: number of lanes on each facility; roadway functional classification; and multi-modal facilities (ports, airports, and rail lines). Map TR – 1 (The 2025 Financially Feasible Transportation Plan) serves as the 2025 Traffic Circulation Map showing the number of lanes on Collier County Roadways. Map – TR 3 shows the 2025 roadway functional classification and the multi-modal facilities in the county.

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(III) B. INTERMODAL & MULTI-MODAL TRANSPORTATION

1. Non-Motorized Travel

Today in Collier County, there exists the potential for an integrated network of bicycle and pedestrian facilities that would provide a safe, clean, healthy, and efficient opportunity for travel throughout the urban area. To help create a more balanced and livable transportation system, one that provides for bicycling and walking, Collier County has undertaken new roles and responsibilities not previously performed.

The Collier County Comprehensive Pathway Plan, developed by the Naples (Collier County) Metropolitan Planning Organization (MPO) staff, was adopted by the MPO in December, 1994. The purpose of the Pathway Plan is to plan for the future needs of bicyclists, pedestrians and other non-motorized travel modes. The Plan is a tool to guide the MPO's Bicycle/Pedestrian Program within six essential areas: (1) establishment; (2) engineering; (3) education; (4) enforcement; (5) encouragement; and (6) economics. These interrelated areas address Collier County's non-motorized issues, constraints, needs and opportunities. The Pathway Plan is currently being implemented in Collier County.

The Pathway Plan documents the extent of the existing pathway system. Many of the major highways have sidewalks incorporated into their design. It is a policy of this plan that all future capacity improvements described in this plan shall include provisions for both bicycles and pedestrians. In addition, the Subdivision Regulations of Collier County provide for bicycle and pedestrian facilities throughout a development.

The 2020 Pathway Plan also provides for the systematic completion of an integrated system. It is a policy of this Plan that Collier County will annually adopt a 5 Year Pathway Work Program that establishes pathway priorities. The County, to the greatest extent possible, will identify state and federal funds and provide local funds for the implementation of the 5 Year Pathway Work Program.

In addition to providing bicycle and pedestrian facilities, the County will encourage their use, and promote safe bicycle and pedestrian practices through the continued support and implementation of the Comprehensive Pathway Plan.

(III) 2. Aviation

Airport Master Plans were prepared for the Immokalee Regional Airport, Everglades Airpark, and the Marco Island Executive Airport. These plans provide insight as to existing facilities and conditions and make recommendations regarding potential opportunities and necessary future facilities at the three airports.

a. Existing Facilities

The development of separate master plans for Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport required the collection and evaluation of information relative to each of the airports and surrounding areas including the following:

- Physical inventories and descriptions of facilities and services currently provided by each of the airports
- Background information pertaining to aircraft fleet mix and historical activity levels
- Regional plans and studies potentially affecting future airport development activity

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Immokalee Regional Airport: The airport is located on a 1,100 acre site in the north-central part of the County, approximately 40 miles northeast of Naples. Located on the northeast side of Immokalee, the airport is only one mile from the Central Business District. Primary access to the airport is via State Route 29 to County Route 846, which intersects with Airpark Boulevard to the south of the airport. Little development has occurred at the airport since its transfer of ownership in 1960 from the United States Government.

Both landside and airside facilities are located at the airport. Landside facilities include the aircraft storage hangars, fueling facilities, etc. Airside facilities included at Immokalee are three runways, each 5,000 feet long and 150 feet wide. Taxiways are available as well. The airside facilities presently available provide for opportunities that are not available at other general aviation airports within the County. The three 5,000 foot runways and pavement strength provide operational capability exceeded only by Naples Municipal Airport. Additionally, only a portion of the 1,100 acres at the Immokalee Regional Airport is currently being used for airfield purposes. Large tracts of land remain available for future development of additional landside facilities and future economic development activity.

Everglades Airpark: Everglades Airpark was initially purchased and developed by Collier County in 1968. The airport purchase was funded through monetary assistance provided by the Federal Aviation Administration, a National Park Grant, and Collier County. Little development has taken place since its opening, other than the required maintenance projects. Situated outside the boundaries of Everglades National Park and the Big Cypress National Preserve, the airport is surrounded on three sides by water. The airport is immediately surrounded by lands zoned as areas of environmental concern. Facilities at Everglades Airpark include a single runway that is 50 feet wide and 2,400 feet long, a taxiway, and runway lighting. Parking facilities, fueling and hangar facilities are also available. A terminal building/pilots lounge has been recently constructed, which provides a number of services.

Marco Island Executive Airport: In the late 1960's, plans for a resort-oriented area south of Naples were conceived. Deltona, the developer of the Marco Shores project, determined that along with the upscale resort area, an airport was needed capable of accommodating small air carrier and general aviation aircraft. Construction of the airport began in 1972, and was completed in 1976. Through a land swap with the State of Florida, the County recently acquired the airport property in exchange for property within the Fakahatchee Strand.

Existing airfield facilities include one runway, which is 5,000 feet long and 100 feet wide, a taxiway, various navigational aids, as well as airfield lighting. Automobile parking facilities are available adjacent to the terminal building.

b. Future Potential Opportunities

Immokalee Regional Airport: According to the Immokalee Regional Airport Master Plan, a number of factors support the notion that this airport could become a regional airline/aircraft maintenance base in the future. The length, width, and pavement strength of the existing airfield is capable of accommodating nearly all of the aircraft in the national regional airline fleet. There is ample open land available for future development of additional hangar space.

The establishment of the airport in conjunction with the Southwest Florida International Airport as a Foreign Trade Zone (FTZ) could provide some opportunities for expanded air cargo operations. The Immokalee Regional Airport can offer space for industrial development and warehousing taking advantage of the FTZ. Such services could involve turbo-prop, business jet, or even smaller commercial jet activity.

Additionally, the shipping of fresh produce from the airport may be a possibility. Considering the large agricultural base in the Immokalee area, specialty produce opportunities could be developed for movement by air to restaurants and retailers within the region, or nationally.

The regional climate may offer an incentive as well for future flight training facilities. The weather in Southwest Florida is ideal for training operations. The airport has the land area available on site to support this type of operation and development of the necessary hangar and terminal facilities.

Everglades Airpark: Land and environmental constraints at the Everglades Airpark provide little in the way of increased operations. The general intent of the Everglades Airpark Master Plan is demand-based rather than time-based. This means that reasonable levels of activity potential that are derived from this forecasting effort will be related to planning levels rather than dates in time. The demand levels, combined with airfield limitations suggest that the Airpark will continue to serve primarily single engine and twin-engine piston aircraft.

The waters surrounding Everglades Airpark are currently utilized by seaplanes. The waters surrounding the Airpark provide a unique opportunity to increase seaplane operations, by providing daily sight-seeing flights and overnight excursions to coastal areas with campground facilities.

Marco Island Executive Airport: According to the Marco Island Executive Airport Master Plan, Collier County Airport Authority should continue its efforts on operating the airport as an attractive, efficient, and safe facility. It was recommended that the Airport Authority continue to market and develop the airport as a facility to serve primarily corporate type aircraft indicative of the visitor and resident clientele of the Marco Island Area, and attract and maintain scheduled commuter service for the community.

(III) **c. Estimated Development Timelines And Costs**

The development timelines and costs are included in the Master Plans for each of the airports. The short term planning horizon covers items of highest priority as well as items that should be developed as the airport approaches the short term activity milestones. Priority items include improvements to safety and pavement maintenance. Also included, are improvements to facilities that are inadequate for present demand. Because of their priority, those items will need to be incorporated into County, State, and FAA programming.

When short term horizon activity levels are reached, it will then be time to program for the intermediate term based upon the next activity milestones. Similarly, when the intermediate term milestones are reached, it will then be time to program for the long range. The cost estimates within each of the airport master plans were increased by 30% in order to allow for engineering and other contingencies that may be experienced by the project.

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2. Mass Transit

(II)(III) a. Purpose

Collier County initiated deviated fixed route service for public transportation on February 15, 2001.

Private services offered in the County are fixed route "trolleys" which operate during the winter season in Naples and on Marco Island, and a network of para-transit providers that offer transportation services to the disadvantaged.

The Transportation Disadvantaged (TD) program is coordinated by Collier County, which has been designated as the Coordinated Provider by the Naples Metropolitan Planning Organization (MPO). The TD services offer home pick-up and delivery transportation for the elderly, handicapped, and economically disadvantaged in the County.

The "trolley" systems mentioned above are run primarily for the tourist segment of the population and have fixed routes that visit the major shopping, beach and hotel interest points.

(III) b. Future System Needs

On August 3, 1999 the Board of County Commissioners adopted the Public Transportation Development Plan (PTDP), and agreed to become the Governing Agency for Transit in Collier County. The PTDP contains estimates of un-met need in Collier County, both for the existing TD services, and for general public transportation. It contains planning level discussions on demand centers, route locations, vehicle sizes and types of services.

The Public Transportation Operating Plan (PTOP) was adopted by the MPO on December 8, 2000 and by the Collier County Board of County Commissioners on January 9, 2001. The PTO, and future updates, are hereby incorporated by reference.

Other services proposed in the start up public transportation system are a vanpool program, circulator service in Immokalee, an Immokalee to Naples shuttle service, and a Commuter Assistance Program.

Although the PTPD final report suggested the need for numerous public transportation services in Collier County, the scale and growth rate of the initial system was such that no local funding contribution was predicted to be required until fiscal year 2006. This situation is the result of gradual changes in the requirements for local matching funds that accompany state and federal grant funds. Collier County is already spending funds on public transportation that meet the match requirements.

C. PERSPECTIVES

(III) 1. Land Use Issues

The Transportation Element is closely related to the Future Land Use Element. It has long been the pattern that the development of land necessitates improvements and expansion to the transportation system. The two elements are so closely tied, in fact, that changes or shifts in the land use patterns can drastically impact the performance of

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the roadway system. It is for this reason that the County requires most land development proposals (e.g., DRI, rezone, and provisional use requests) to submit a Traffic Impact Statement. An analysis of the proposal's impact is prepared and submitted to the recommending and approving authorities.

As an alternative to this pattern of demand driving the transportation system improvements, the County has begun to explore ways to have the roadway system guide the patterns and densities of development. The County can determine the type of roadway system it wishes to maintain at the adopted level of service and then take steps to permit the type of land uses that will be consistent with that system. In this way, the County will be in a better position to keep the demand for transportation services from outstripping the supply of the roadway system.

The County has also recognized the importance of good site planning as it relates to a projects ingress and egress from the major roadway system. Inadequate control of access points, median openings and signalized intersections can accelerate the deterioration of the systems overall level of service just as fast as the increases in traffic volumes. The County has developed and adopted policies to control the number, location and type of access points to the road network. These policies are based on the Collier County Access Management Policy (Resolution No. 92-42) and follow-up Resolution No. 01-246, and existing road and land use conditions. An access management plan map exists for each mixed-use activity center. The purpose of the access management plans is to minimize the adverse impacts to safety, capacity and operating conditions of the roadways, while providing adequate access to those properties. Access points on state controlled roads are subject to approval by the Florida Department of Transportation.

3. Marco Island Airport Impacts

The Marco Island Airport, located east of SR-951 approximately 4.5 miles south of US 41 is a facility having a runway length of approximately 5,000 feet. Access to the facility is from SR-951 via Mainsail Drive. The facility currently provides only general aviation services to the southern urban area.

Adjacent to the air strip is the Marco Shores Golf Club Community consisting of a golf course and a phase one residential area of 240 condominium units. All other lands surrounding the facility are under State ownership and are environmentally sensitive.

Peak season-peak hour traffic counts taken in 1988 at the intersection of Mainsail Drive at SR-951 reveal 120 vehicles using Mainsail Drive during the period of 8:00a.m. and 10:00a.m. This count would include both residential and airport generated traffic.

A 1985 analysis of Marco Island Airport operation is part of the Continuing Florida Aviation System Plan indicates the following current conditions:

In 1994, Marco Island Airport had approximately 30 based aircraft with 15,000 annual general aviation operations. By 2005, the facility is expected to have 35 based aircraft and 21,000 annual operations. The airport has been served by regional airlines in the past. If commercial commuter service was ever resumed it could be expected to generate an additional 8,000 operations per year by 2005. The current limited use of this publicly owned facility places no significant impact on SR-951.

(III) 3. Inter-agency Coordination Cooperation

In Collier County, the responsibility for providing transportation facilities rests with several different agencies. Long-range transportation planning is the primary charge of the Naples (Collier County) Metropolitan Planning Organization (MPO). The MPO staff is housed in the Transportation Services Division, Transportation Planning Department. The Collier County Transportation Planning Department provides staff services to the MPO. The MPO coordinates its planning activities with the City, County, and State Department of Transportation.

The programming and construction activities are handled by the City of Naples, City of Marco_Island, Collier County, and the Florida Department of Transportation. Each agency's construction programs are monitored by the MPO to ensure inter-agency consistency.

(III) 4. Funding of Roadway Improvements

In Collier County the pursuit of additional funding for roadway improvements has led to the implementation of numerous funding alternatives. The County has adopted the maximum allowable local option gas taxes in addition to a one-cent voted gas tax.

Impact fees for roadway construction were initiated in 1985 and up-dated in 2000, and 2002. Municipal Service Taxing Units have been used to implement area specific projects.

On the State level, local governments through the Metropolitan Planning Organization have directed their attention to the under-funded State roads in Collier County. One of the MPO's roles is to ensure that local governments in its jurisdiction direct equitable state and federal funding to the highest priority projects.

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(III) D. IMPLEMENTATION STRATEGY

As part of the Transportation Element, the County established minimum acceptable level of service standards on the existing highway system. For County facilities, the level of service standard to be maintained is "D" or "E" as measured on a peak hour basis. Several County and State facilities have been given a minimum LOS "E" standard.

To maintain the adopted LOS on roadways, the County has implemented a concurrency management regulatory program that ties issuance of development orders to the demonstration of adequate capacity on all roadway segments that would be significantly impacted by new development. In summary this program maintains an inventory of the following for each arterial and collector roadway segment:

- Actual traffic on each segment as determined through an annual traffic counting program,
- The peak hour service capacity as determined by engineering analyses performed by the Transportation Division, and
- Capacity that will be used by new development for which a Certificate of Adequate Public Facilities has been issued.

In order to prevent sudden unanticipated LOS failures, the County will adopt, within one year or sooner, a "real time" "checkbook accounting" concurrency management process.

See the Adequate Public Facilities Ordinance (Division 3.15 of the Land Development Code) for details of this process.

(III) 1. Monitoring

Division 3.15 of the Land Development Code is also known as the Collier County Adequate Public Facilities Ordinance (APFO). It describes the annual count program done on County roads to determine their annual average daily traffic (AADT). It describes how the relationship between that AADT and the segment's adopted level of service (LOS) standard determines the road segment's level of service.

The current levels of service at which road segments are operating are reported annually in the Annual Update and Inventory Report (AUIR). This report indicates which segments are operating at levels of service worse than their adopted standard LOS. It also contains predictions of when certain segments will reach levels of service that exceed their adopted standard LOS. Although traffic volumes are expressed as AADT, LOS calculations are done to ensure adequate levels of service. Peak season, peak hour traffic conditions are skewed in Collier County because of the heavy influx of seasonal residents and tourists. As such, it is deemed an inappropriate and unreasonable imposition on taxpayers to provide a roadway system designed for the peak of the peak season. Therefore, the LOS calculations are based on traffic conditions experienced for 10 months of the year with the peak seasonal and tourist months of February and March omitted from the analysis.

(III) 2. LOS Determination And BCC Findings

The annual average daily volumes will be calculated and the peak hour volume interpreted based upon the available data consistent with omitting February and March tourist months from the analysis. The Transportation Division shall maintain and update a list of all roadway segments, for which a level of service standard has been adopted, that shows the current LOS as well as the adopted LOS standard found in this plan.

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If the volume of traffic of any segment is found to exceed its adopted LOS, a report of the Division's findings will be transmitted to the Board of County Commissioners. The APFO describes the consequences of a road segment operating at a LOS that exceeds its adopted LOS standard.

(III) 2.1 Constrained Roadways

Constrained facilities are roadways which have been designated by action of the Board of County Commissioners once it has been determined that the facility will not be expanded by two or more through lanes due to physical, environmental or policy constraints. Physical constraints primarily occur when a roadway is developed to the maximum six lane standard or when intensive land use development is immediately adjacent to roads, thus making expansion cost prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained roadways are identified by action of the BCC upon the recommendation of the Transportation Administrator.

Roadways identified as constrained shall be subject to growth restrictions such that further LOS degradation does not occur once the roadway is determined to be operating below Level-of-Service standard. Constrained roadways are subject to growth restrictions that only allow for an increase in annual daily traffic volume of 10% above the service volume at Level-of-Service standard resulting in LOS operations not to exceed 110% of service volume. If the service volume is exceeded by 10%, only de minimis growth could be applied to the roadway segment.

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E. GOALS, OBJECTIVES AND POLICIES

GOAL 1: 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.

(II)(III) OBJECTIVE 1:

The County will maintain the major roadway system at an acceptable Level of Service by implementing improvements as identified in the annual AUIR or by working directly with other responsible jurisdictions to implement needed improvements to their facilities.

Policy 1.1:

The County will annually adopt a Schedule of Capital Improvements covering a period no less than five (5) years, which shall include those projects needed to maintain the network at the adopted Level of Service standard.

Policy 1.2:

The County shall annually appropriate the funds in the ensuing fiscal year to accommodate those phases of projects listed in the first year of the Schedule of Capital Improvements. Programming decisions are based on the AUIR, and annually incorporated in the Schedule of Capital Improvements in the CIE.

(II)(III) Policy 1.3:

County arterial and collector roads as well as State highways not on the Florida Intrastate Highway System (FIHS) shall be maintained at Level of Service "D" or better as addressed in paragraph G-1 of the Transportation Element except:

Level of Service "E" or better shall be maintained on the following designated roadways.

<u>Roadway</u>	<u>From</u>	<u>To</u>
Airport-Pulling Road	Pine Ridge Road	Golden Gate Parkway
Golden Gate Parkway	Airport-Pulling Road	Santa Barbara Boulevard
Goodlette-Frank Road	Pine Ridge Road	Golden Gate Parkway
Goodlette-Frank Road	Golden Gate Parkway	US 41
Pine Ridge Road	US 41	Logan Blvd.
US 41	Collier Boulevard	Old US 41
Airport-Pulling Road	US 41	Golden Gate Parkway
Airport-Pulling Road	Pine Ridge Road	Vanderbilt Beach Road
Davis Boulevard	US 41	Airport-Pulling Road
Golden Gate Parkway	US 41	Airport-Pulling Road
Livingston Road	Golden Gate Parkway	Radio Road
Vanderbilt Beach Road	US 41	Gulfshore Drive

Level of Service "D" or better shall be maintained on all other county and state arterial and collector roads.

The Collier County Transportation Division shall determine the traffic volumes that correspond to the different LOS thresholds on county roads. The Transportation Division

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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.

(II)(III) Policy 1.4:

Collier County sets and adopts the LOS standards for State Roads with the exception of those on the Florida Intrastate Highway System (FIHS). 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	B	C	C

OBJECTIVE 2:

The County will 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.

Policy 2.1:

The County shall include in its Schedule of Capital Improvements in the Capital Improvement Element those projects necessary to maintain the adopted Level of Service on the roads identified on the Five (5) Year Work Program.

(II)(III) Policy 2.2:

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

OBJECTIVE 3:

The County shall provide for the protection and acquisition of existing and future right-of-ways.

Policy 3.1:

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

(III) Policy 3.2:

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

(II)(III) Policy 3.3:

The County shall acquire sufficient amount of right-of-way to facilitate no less than a cross section of (6) traffic lanes, appropriate turn lanes, medians, bicycle and pedestrian features, drainage canals, and 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.

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- (III) **Policy 3.4:**
Collier County shall acquire rights-of-way for transportation improvements in fee simple, unless otherwise determined appropriate by the BCC based upon recommendation of the Transportation Administrator.

OBJECTIVE 4:

The County shall provide for the safe and convenient movement of pedestrians, and motorized and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathway Plan.

Policy 4.1:

The County shall, incorporate the Collier County Comprehensive Pathway Plan by reference and update the Plan as needed.

- (II)(III) **Policy 4.2:**

The County shall provide for support services, and resources within the Collier County Metropolitan Planning Organization to coordinate the Bicycle/Pedestrian Program.

- (II)(III) **Policy 4.3:**

The County shall provide an interconnected and continuous bicycle and pedestrian system by making the improvements identified on the 2020 Pathway Facilities Map series as funds permit.

The County's pathway construction program should be consistent with the Comprehensive Pathway Plan. The Pathway Advisory Committee shall, to the maximum extent feasible, provide recommendations on the choice of projects to be included in the pathway construction program, and the order in which they are constructed.

Policy 4.4:

The County shall annually adopt a 5 Year Pathway Work Program which establishes pathway priorities to retrofit existing streets to accommodate bicycles and pedestrians.

Policy 4.5:

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

- (III) **Policy 4.6:**

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

- (III) **Policy 4.7:**

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

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002

(III) Policy 4.8:

The County shall follow the most current bicycle and pedestrian facilities design and construction standards developed by the Florida Department of Transportation to the extent which is physically and safely possible.

OBJECTIVE 5:

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

(III)(V)Policy 5.1:

The County Commission will review all rezone requests, SRA designation applications, conditional use petitions, and proposed amendments to the Future Land Use Element (FLUE) affecting the overall County-wide density or intensity of permissible development, with consideration of their impact on the overall system, and shall not approve any such request that significantly impacts a roadway segment already operating and/or projected to operate at an unacceptable Level of Service within the five year planning period, unless specific mitigating stipulations are approved. Traffic analyses to determine significant project impact shall use the following to determine the study area:

- a. On links (roadway segments) directly accessed by the project where project traffic is equal to or exceeds 3% 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 3% of the adopted LOS standard service volume;
- c. For all other links the project traffic is considered to be significant up to the point where it is equal to or exceeds 5% of the adopted LOS standard service volume.

(III)(IV)Policy 5.2:

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

(III)(IV)Policy 5.3

The County conducted a Traffic Impact Vesting Affirmation Review in 2003 to determine for planning purposes only which developments may be vested for concurrency. No legal determination of vested status for projects was made and even though the initial review indicated vesting, this finding does not provide a legal presumption that a project is vested. All previously approved projects must go through a vesting review pursuant to Subsection 3.15.7.2.6. of the Land Development Code.

(IV)Policy 5.4

To optimize the County's transportation analysis, the County shall prepare an analysis of the transportation system within the urban area utilizing SYNCHRO or other current traffic analysis techniques and tools by January 2004.

(V) = Plan Amendment by Ordinance No. 2004-71 on October 26, 2004

(IV)Policy 5.5

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 the 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 below.

1. Any proposed development within the concurrency exception area that would reduce the LOS on Florida Intrastate Highway System (FIHS) roadways within the County by more than 5% of the capacity at the adopted LOS standard shall meet the transportation concurrency requirements specified in Capital Improvement Element, Policy 1.5.3.
2. Any proposed development within the concurrency exception area that would reduce the LOS on FIHS 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 1.5.3.

(IV)Policy 5.6

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 Division 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 work week that would be expected to reduce vehicle miles of travel and peak hour work trips generated by the development.
- f) Telecommuting that would reduce the vehicle miles of travel and peak hour work trips generated by the development.
- g) Transit subsidy that would 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 reduce vehicle miles of travel.

(IV) = Plan Amendment by Ordinance No. 2003-67 on December 16, 2003

Residential developments within the South U.S. 41 TCEA that choose to obtain an exception from concurrency requirements for transportation shall obtain certification 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 housing (minimum of 25% of the units) within the development.
- 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.

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.

(IV) Policy 5.7

The County shall designate Transportation Concurrency Management Areas (TCMAs) to encourage compact urban development where an integrated and connected network of roads are 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 Transportation Element, Policies 1.3 and 1.4 of this Element. The following Transportation Concurrency Management Areas are designated:

1. 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).
2. 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).

(IV) = Plan Amendment by Ordinance No. 2003-67 on December 16, 2003

(IV)Policy 5.8

Each TCMA shall maintain 85% of its lane miles at or above the LOS standards described in Transportation Element, 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 1.5.3 of the Capital Improvement Element of the Plan.

(IV)Policy 5.9

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 5.8 of this Element, a proportionate share payment shall be required as follows:

- a. Proportionate share 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. Proportionate share 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. Proportionate share payments under this Policy shall be determined subsequent to a finding of concurrency for a proposed project within a TCMA and do 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 payment provided the remaining LOS requirements of the TCMA are maintained.

OBJECTIVE 6:

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

(IV) = Plan Amendment by Ordinance No. 2003-67 on December 16, 2003

(II) Policy 6.1:

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

(III) Policy 6.2:

The Transportation Element shall consider any and all applicable roadway plans of the City of Naples, City of Marco Island, Florida Department of Transportation, Southwest Florida Regional Planning Council and Lee County.

(III) Policy 6.3:

The Transportation Element shall be consistent in its interface into the arterial/collector system within the City of Naples and the City of Marco Island.

Policy 6.4:

The Transportation Element shall consider the State's adopted Five (5) Year Work Program, the Florida Transportation Plan, and the State Land Development Plan.

(II) (III) 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.

OBJECTIVE 7:

The County shall develop and adopt standards for safe and efficient ingress and egress to adjoining properties, as well as encourage safe and convenient on-site traffic circulation.

(III) Policy 7.1:

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

Policy 7.2:

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

Policy 7.3:

The County shall implement, through its Zoning Ordinance, 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 review for Planned Unit Developments, Site Development Plans, and other appropriate stages of review in the land development applications process.

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002

(III) 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 Community Character Plan and the initiatives of Smart Growth as the Board of County Commissioners may annually appropriate funding for these plans.

(III) 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.

OBJECTIVE 8:

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

(III) Policy 8.1

Each year, the county will use short term projections of previous years' traffic volume growth to estimate the year in which LOS deficiencies will 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 road facilities.

(III) Policy 8.2

Pursuant to Chapter 163.3180 F.S., and in accordance with the Collier County Adequate Public Facilities Ordinance (Land Development Code Division 3.15), development proposals shall be required to submit traffic impact analyses.

(III) OBJECTIVE 9:

The County shall encourage neighborhood involvement and safe and pleasant conditions for the residents, pedestrians, bicyclists and motorists on neighborhood streets, not classified as arterials or collectors through the implementation of the Collier County Neighborhood Traffic Management Program (NTMP).

Policy 9.1

The County shall incorporate the Neighborhood Traffic Management Program by reference and update as needed.

Policy 9.2

The County shall provide for support services, resources and staff to coordinate the Program.

(III) Policy 9.3

The County shall require, wherever feasible, the interconnection of local streets between developments to facilitate convenient movement throughout the road network.

Policy 9.4

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

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002

Policy 9.5

The County shall route through traffic to the major roadways designated in the Transportation Element of the Collier County Growth Management Plan.

Policy 9.6

The County shall review impacts on emergency vehicle access or response time to neighborhoods.

(III) Policy 9.7

Roadways identified as collector or arterial facilities are not eligible for the NTMP.

(III) Policy 9.8

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

Policy 9.9

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

- submittal of project proposals;
- evaluation of proposals by staff;
- citizen participation in plan development and evaluation;
- methods of temporarily testing traffic management plans when needed;
- communication of any test results and specific findings to area residents and affected neighborhood organizations before installation of permanent traffic calming devices; and
- appropriate County Commission review.

OBJECTIVE 10

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

Policy 10.1

The County shall develop a program to examine the maintenance and operational needs of the rural roadway system. This program will address the mobility needs of the rural resident to include the availability of roads for rural-to-urban travel, as well as for hurricane evacuation purposes.

Policy 10.2

The County shall continue to improve transit services for the Transportation Disadvantaged in the rural areas through the Community Transportation Coordinator (CTC).

(II) Policy 10.3

The County shall incorporate herein by reference the Corridor Management Plan for the

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002

Tamiami Trail Scenic Highway, which formed part of the application for Scenic Highway designation authorized by the Board of County Commissioners on November 3, 1998.

OBJECTIVE 11

The County shall maintain County owned airport facilities as attractive, efficient, safe, and environmentally compatible facilities

Policy 11.1

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

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.

OBJECTIVE 12:

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

(II) Policy 12.1:

The Collier County Metropolitan Planning Organization, through the Transportation Disadvantaged Program shall assist the local community transportation coordinator in the implementation of the most efficient and effective level of service possible for the transportation disadvantaged.

(II)(III) Policy 12.2:

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

(II)(III) Policy 12.3

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

Policy 12.4:

The County shall, in recognition that the potential for public transit service between Bonita Springs in Lee County and Naples exists, consider any intergovernmental efforts necessary.

(II) Policy 12.5:

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

(III) Policy 12.6:

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

Policy 12.7:

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

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002

Policy 12.8:

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

Policy 12.9

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

(II)(III) Policy 12.10

The County shall incorporate herein by reference the most recent Public Transportation Development Plan and Public Transit Operating Plan adopted by the Board of County Commissioners.

(III) = Plan Amendment by Ordinance No. 2002-60 on November 19, 2002