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 the roadway system. It is for that reason that the County requires most land development proposals (e.g., DRI, rezone and provisional conditional 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 project’s 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 Control Policy (Resolution No. 92-42) and follow-up Resolution No. 01-2467, and existing road and land use conditions, and are outlined in Section 4.04.02 in of the Land Development Code. An access management plan 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.

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 on February 11, 2004.

See the Adequate Public Facilities Ordinance Requirements (Division 3.15 Sections 6.02.00 and 10.02.07 of the Land Development Code) for details of this process.

1. Monitoring

Division 3.15 Section 6.02.00 of the Land Development Code is also known as the Collier County Adequate Public Facilities Ordinance (APFO) Requirements. 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.

Introduction:

The Transportation Element establishes policies for the movement of people, goods, and vehicles throughout unincorporated Collier County.

Collier County seeks to provide a multimodal transportation system that is safe, cost-effective to construct and maintain, accessible to all residents and visitors, energy-efficient, and capable of serving both existing and future travel demand. The County’s transportation system must be compatible with and support the goals, objectives and policies of the Future Land Use Element and the other Elements of the Collier County Growth Management Plan (GMP).
The Collier County Transportation Element meets the requirements of Chapter 163, Part II, Florida Statutes (FS), the “Local Government Comprehensive Planning and Land Development Act,” and the Florida Department of Community Affairs Rule 9J-5.019, Florida Administrative Code (FAC). The County has coordinated this Transportation Element with the Long Range Transportation Plan of the Collier County Metropolitan Planning Organization (MPO).

As noted above, the Transportation Element addresses the movement of people and goods around Collier County. This Element is comprehensive and far-reaching, addressing the variety of transportation modes available to Collier County residents. It also addresses a variety of transportation issues. The Element includes Objectives and Policies related to the following topic areas:

- Maintaining the County’s major roadways at an acceptable Level of Service.
- The commitment to making roadway improvements in accordance with a Five-Year Work Program.
- The protection and acquisition of future rights-of-way (ROW).
- Providing for the safe and convenient movement of pedestrians and non-motorized vehicles.
- Coordinating the development of the transportation system with the Future Land Use Map (FLUM) of this GMP.
- Coordinating the development of the transportation system with the transportation plans of neighboring jurisdictions.
- Providing for safe and convenient access between adjoining properties and ensuring safe and convenient traffic circulation within and between future developments.
- Establishing and maintaining a “Checkbook” Concurrency Management System.
- Developing and operating a Neighborhood Traffic Management Program.
- Encouraging safe and efficient travel in rural areas of the County.
- Maintaining County-owned airport properties and operations.
- Encouraging the safe and efficient use of County transit services.

GOAL 1: [Renumbered text, page 11]

TO PLAN FOR, DEVELOP AND OPERATE A SAFE, EFFICIENT, AND COST EFFECTIVE TRANSPORTATION SYSTEM THAT PROVIDES FOR BOTH THE MOTORIZED AND NON-MOTORIZED MOVEMENT OF PEOPLE AND GOODS THROUGHOUT COLLIER COUNTY.
OBJECTIVE 1: [Revised text, page 11]

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

Policy 1.1: [Revised text, page 11]

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 County’s roadway network at the adopted Level of Service standard.

Policy 1.2: [Revised text, page 11]

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

Policy 1.3: [Revised text, page 11, 12]

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.

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<table>
<thead>
<tr>
<th>Roads</th>
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<tbody>
<tr>
<td>Airport-Pulling Road</td>
<td>Pine Ridge Road</td>
<td>Golden Gate Parkway</td>
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<td>Golden Gate Parkway</td>
<td>Vanderbilt Beach Road</td>
<td>US 41</td>
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<td>Goodlette-Frank Road</td>
<td>US 41</td>
<td>Santa Barbara Boulevard</td>
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<td>Goodlette-Frank Road</td>
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<td>Logan Boulevard</td>
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<td>Pine Ridge Road</td>
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<td>Vanderbilt Beach Road</td>
<td>US 41 Gulfshore Drive</td>
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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 shall install, as funds permit, permanent traffic count stations to better identify traffic characteristics of county roads. Based on the traffic count data the Transportation Division shall develop a financially feasible Roads component for the Capital Improvement Program of the CIE.

Policy 1.4: [No change to text, page 12]

OBJECTIVE 2: [Revised text, page 12]

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

Policy 2.1: [Revised text, page 12]

The County shall include in its Five Year 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 the roads identified on the Five (5) Year Work Program County roadways.

Policy 2.2: [Revised text, page 12]

The County shall annually appropriate the funds necessary to implement those projects shown in the (first year) of the Five Year Schedule of Capital Improvements.
OBJECTIVE 3: [Revised text, page 12]

The County shall provide for the protection and acquisition of existing and future rights-of-ways 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 3.1: [Revised text, page 12]

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

Policy 3.2: [Revised text, page 12]

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 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 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 3.3: [Revised text, page 12]

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

Policy 3.4: [Revised text, page 13]

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

OBJECTIVE 4: [Revised text, page 13]

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 Pathways Plan.
Policy 4.1: [Revised text, page 13]

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

Policy 4.2: [Revised text, page 13]

The Collier County Transportation Division shall provide for support services, and resources within to the Collier County Metropolitan Planning Organization in order to coordinate implement the Bicycle/Pedestrian Program provisions of the Collier County Comprehensive Pathways Plan.

Policy 4.3: [Revised text, page 13]

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

Policy 4.4: [Renumbered, revised text, page 13]

The County’s pathways construction program should be consistent with the Comprehensive Pathways Plan. The Pathways Advisory Committee shall, to the maximum extent feasible, provide recommendations on the choice of projects to be included in the pathways construction program, and as well as the order in which such projects are to be constructed.

Policy 4.45: [Renumbered, revised text, page 13]

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

Policy 4.56: [Renumbered, revised text, page 13]

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

Policy 4.67: [Renumbered, revised text, page 13]

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

Words underlined are added; words struck through are deleted.
Policy 4.78:  
[Renumbered text, page 13]

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 4.89:  
[Renumbered, revised text, page 14]

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

OBJECTIVE 5:  
[Revised text, page 14]

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

Policy 5.1:  
[Revised text, page 14]

The County Commission will review all rezone requests with consideration of their impact on the overall County transportation system, and shall not approve any such request that significantly impacts a roadway segment that is already currently operating and/or is projected to operate at an unacceptable Level of Service within the five year planning period, unless specific mitigating stipulations are also approved. Traffic analyses to determine whether a request has significant project impacts shall use the following to determine the study area:

a. For 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; 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 5% of the adopted LOS standard service volume.

Policy 5.2:  
[No change to text, page 14]

Policy 5.3:  
[Revised text, page 14]

The County conducted a Traffic Impact Vesting Affirmation Review in 2003 to determine, for planning purposes only, which developments may be vested for concurrency. This study did not provide a legal determination of vested status, nor did it 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. 10.02.07.B.6, of the Land Development Code.

**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.

**Policy 5.5: [Renumbered, revised text, page 14.1]**

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 County’s 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 4.5.3.

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 4.5.3.

**Policy 5.65: [Renumbered, revised text, page 14.1, 14.2]**

Commercial developments within the South U.S. 41 TCEA that choose to obtain an exception from concurrency requirements for transportation will provide certification from the Transportation Planning Department that at least four 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 be expected to reduce the vehicle miles of travel and peak hour work trips generated by the development.

g) Transit subsidy that would be expected to reduce auto trips generated by the development and increase transit ridership.

h) Bicycle and pedestrian facilities that would be expected to reduce vehicle miles of travel and automobile work trips generated by the development.

i) Including residential units as a portion of a commercial project that would be expected to reduce vehicle miles of travel.

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

a) Including neighborhood commercial uses within a residential project.

b) Providing transit shelters within the development (shall be coordinated with Collier County Transit).

c) Providing bicycle and pedestrian facilities with connections to adjacent commercial properties.

d) Including affordable 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.

**Policy 5.76:** [Renumbered, revised text, page 14.2]

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).

**Policy 5.87:** [Renumbered, revised text, page 14.3]

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 4.5.3 of the Capital Improvement Element of the Plan.

**Policy 5.98:** [Renumbered, revised text, page 14.3]

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 5.87 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: [No change to text, page 14.3]

Policy 6.1: [No change to text, page 15]

Policy 6.2: [Revised text, page 15]

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

Policy 6.3: [Revised text, page 15]

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

Policy 6.4: [No change to text, page 15]

Policy 6.5: [No change to text, page 15]

OBJECTIVE 7: [Revised text, page 15]

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

Policy 7.1: [No change to text, page 15]

Policy 7.2: [No change to text, page 15]
Policy 7.3: [Revised text, page 15]

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 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 applications review process.

Policy 7.4: [Revised text, page 16]

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

Policy 7.5: [Revised text, page 16]

The County shall develop Corridor Access Management Plans. Such plans shall be designed to make median modifications and other operational improvements, including removal of traffic signals, necessary to recapture lost capacity and enhance safety. The development of such plans shall consider the impacts of the South US 41 Transportation Concurrency Exception Area (TCEA) and the two (2) Transportation Concurrency Management Areas (TCMAs), as may be appropriate.

Policy 7.6: [New text, page 16]

The County shall use community impact assessment techniques in evaluating projects in the transportation planning process.

OBJECTIVE 8: [No change to text, page 16]

Policy 8.1: [Revised text, page 16]

Each year, the county will use short-term projections of previous years’ traffic volume growth to estimate the year in which LOS deficiencies are likely to occur on County roads. This information will be used to prepare the annual update of the County’s schedule of Capital Improvements in a manner that ensures the maintenance of concurrency on County road facilities.
Policy 8.2: [Revised text, page 16]

Pursuant to Chapter 163.3180 F.S., and in accordance with the Collier County Adequate Public Facilities Ordinance (Land Development Code Division 3.15 Sections 6.02.00 and 10.02.07), development proposals shall be required to submit traffic impact analyses.

OBJECTIVE 9: [Revised text, page 16]

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

Policy 9.1: [Revised text, page 16]

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

Policy 9.2: [Revised text, page 16]

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

The purpose of the Neighborhood Traffic Management Program (NTMP) shall be to develop strategies and measures designed to discourage traffic from using local streets to travel between two arterial or collector roadways. The strategies and measures utilized by the NTMP may include, but shall not necessarily be 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 greater allocation of patrol time devoted to enforcing the speed limit in a particular neighborhood.

(c) The use of engineering techniques (also known as traffic calming devices) 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 9.3: [Revised text, page 16]

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

Policy 9.4: [Revised text, page 16]

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 9.5: [Revised text, page 17]

The County shall route through traffic away from neighborhoods and to the major roadways, arterials and collectors designated in this Transportation Element of the Collier County Growth Management Plan.

Policy 9.6: [Revised text, page 17]

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 9.7: [Revised text, page 17]

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

Policy 9.8: [Revised text, page 17]

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 MSTDUs for the area that is to benefit from the traffic calming.

Policy 9.9: [Revised text, page 17]

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: [Revised text, page 17]

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

Policy 10.1: [Revised text, page 17]

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 residents to include the availability of roads for rural-to-urban travel, as well as for hurricane evacuation purposes.

Policy 10.2: [Revised text, page 17]

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

Policy 10.3: [Revised text, pages 17, 18]

The County shall incorporate herein by reference the Corridor Management Plan for the 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: [Revised text, page 18]

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

Policy 11.1: [Revised text, page 18]

The County shall herein incorporate by reference the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport Master Plans.
Policy 11.2:  
[Revised text, page 18]

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

Policy 11.3:  
[New text, page 18]

The Collier County Metropolitan Planning Organization (MPO) has assisted the City of Everglades in obtaining Federal funds to enable the City to maintain and operate the Everglades Air Park. Given the assistance provided to the City of Everglades by the MPO, the Collier County Board of County Commissioners shall coordinate with the Everglades City Council to ensure a safe and orderly transfer of the Everglades Airpark and all related facilities to the City of Everglades. Such transfer shall be in a manner that does not compromise the safety of the Airpark and the future facility plans authorized by the Everglades Airpark Master Plan.

OBJECTIVE 12:  
[No change to text, page 18]

Policy 12.1:  
[Revised text, page 18]

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

Policy 12.2:  
[No change to text, page 18]

Policy 12.3:  
[Revised text, page 18]

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

Policy 12.4:  
[Revised text, page 18]

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 12.5:  
[Revised text, page 18]

The County shall continue to participate in the MPO planning process through implementation of an interlocal agreement with the City of Naples and the City of Marco Island; and the City of Everglades and in a Joint Participation Agreement with the FDOT.
Policy 12.6: [Revised text, page 18]

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

Policy 12.7: [No change to text, page 18]

Policy 12.8: [Re-entered previously deleted text, page 19]

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

Policy 12.9: [Returned re-numbering to original order, revised text, page 19]

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

Policy 12.10: [Returned re-numbering to original order, revised text, page 19]

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