

**COLLIER COUNTY
GROWTH MANAGEMENT PLAN**

TRANSPORTATION ELEMENT

Prepared by
Collier County Planning and Zoning Department
Comprehensive Planning Section

Prepared for
COLLIER COUNTY BOARD OF COUNTY COMMISSIONERS
Adopted October, 1997

**AMENDMENTS TO COLLIER COUNTY GROWTH MANAGEMENT PLAN
TRANSPORTATION ELEMENT**

<u>SYMBOL</u>	<u>DATE AMENDED</u>	<u>ORDINANCE NO.</u>
	October 28, 1997	1997-62 **
(I)	February 23, 1999	1999-13
(II)	May 9, 2000	2000-32
(III)	November 19, 2002	2002-60
(IV)	December 16, 2003	2003-67
(V)	October 26, 2004	2004-71
(VI)	January 25, 2007	2007-08 ***
(VII)	December 4, 2007	2007-80
(VIII)	October 14, 2008	2008-59
(IX)	January 8, 2013	2013-04 ****
(X)	January 27, 2015	2015-11
(XI)	June 13, 2017	2017-25

The parenthesized Roman numeral symbols enumerated above appear throughout this Element and provide informational citations to adopted documents recorded in the Official Records of Collier County, as required by Florida law. These symbols are for informational purposes only, meant to mark entries amended after the 1997 adoption of the full Element and typically found in the margins of this document, but are not themselves adopted.

* Indicates adopted portions.

** This is the EAR-based amendment (1996 EAR). 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.

*** Based on the 2004 Evaluation and Appraisal Report (EAR).

**** Based on 2011 Evaluation and Appraisal Report (EAR).

**AMENDMENTS TO COLLIER COUNTY GROWTH MANAGEMENT PLAN – prior to 1997
TRANSPORTATION ELEMENT**

<u>DATE AMENDED</u>	<u>ORDINANCE NO.</u>
February 5, 1991	91-15
May 19, 1992	92-34
August 4, 1992	92-50
May 25, 1993	93-24
April 12, 1994	94-22
March 14, 1995	95-12

Note: All of the above amendments occurred after adoption of the Growth Management Plan in 1989 (Ord. No. 89-05) and prior to adoption of amendments in 1997 that were subsequently re-adopted in 2000. Due to a significant re-formatting/re-organization of the Transportation Element, these amendments are no longer denoted on the pages of the Element with Roman numeral symbols.

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(III) **A. FUTURE SYSTEM NEEDS**

(III)(V)(IX)(XI)

1. Travel Demand

The Collier Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan's Cost Feasible Plan and Needs Assessment Plan as adopted on December 11, 2015 are hereby incorporated to define the major roadway needs for Collier County. The 2040 Cost Feasible Plan is presented as Map TR-1 and shows the needed roadway improvements that can be funded through the year 2040. Map TR-2 shows the total projected roadway improvements needed by 2040. While the total 2040 needs are estimated to require funding of approximately 2.3 billion dollars, the cost feasible plan reflects funding of approximately 1.2 billion dollars.

Map TR-3 and Inset Maps TR-3.1 through TR-3.5 show the existing functional classification of roadways in the County. The refinement of these maps 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.

(X) The characteristics of the highway network at this location resemble 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.

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.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

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3. Five-year Capital Facility Program

The Collier County Transportation Work Program is reported annually in the Annual Update and Inventory Report (AUIR) for future five-year planning periods. The improvements shown in the AUIR represent a sub-set of the needs identified in the Collier County 2040 Needs Assessment Projects (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.

(II)(III)(IX)(XI)

4. Traffic Circulation Map Series –

Section 163.3177(6)(b)(1), Florida Statutes requires a map or map series showing the general location of the existing and proposed transportation system features. This map series present the following: number of future funded road lanes and other improvements; roadway functional classifications; and multi-modal facilities (ports, airports, and rail lines). Map TR-1, the 2040 Cost Feasible Network, shows the funded road improvements through 2040, including number of road lanes, sidewalks and bike lanes. Map TR-3 shows the existing roadway functional classifications, and Map TR-8 shows the multi-modal facilities in the County.

(III)(XI) **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 Collier 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.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

(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

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.

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

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,

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

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.

(III) **3. Mass Transit**

a. Purpose

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

(II) 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.

(II)(XI) The Transportation Disadvantaged (TD) program is coordinated by Collier County, which has been designated as the Coordinated Provider by the Collier 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.

(II) **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.

(II) 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 PTOP, 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.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

(III) **C. PERSPECTIVES**

1. Land Use Issues

- (VI) 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 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.

- (VI) 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 Control Policy (Resolution No. 92-42) and follow-up Resolution No. 01-247, and existing road and land use conditions, and are outlined in Section 4.04.02 of the Land Development Code.

(VI) **2. 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 8:00 a.m. and 10:00 a.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.

(VI) = Plan Amendment by Ordinance No. 2007-08 on January 25, 2007

(III)(XI) **3. Inter-agency Coordination**

In Collier County, the responsibility for providing transportation facilities rests with several different agencies. Long-range transportation planning is the primary charge of the Collier 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.

(III) **D. IMPLEMENTATION STRATEGY**

(III) 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.

(III) 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.

(III)(VI) In order to prevent sudden unanticipated LOS failures, the County adopted a "real time" "checkbook accounting" concurrency management process on February 11, 2004.

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

1. Monitoring

(VI) Section 6.02.00 of the Land Development Code is also known as the Collier County Adequate Public Facilities 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.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

- (III) 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.

2. LOS Determination and BCC Findings

- (III) 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.
- (III) 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.

(VI) Introduction:

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

(VI) = Plan Amendment by Ordinance No. 2007-08 on January 25, 2007

(VI)(IX)(XI) The Collier County Transportation Element meets the requirements of Chapter 163, Part II, Florida Statutes (FS), the “Community Planning Act”. The County has coordinated this Transportation Element with the Long Range Transportation Plan of the Collier Metropolitan Planning Organization (MPO).

(VI) 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 encouraging 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.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

GOALS, OBJECTIVES AND POLICIES

(VI) **GOAL:**
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)(VI)(IX)
OBJECTIVE 1:
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.

(III)(VI) **Policy 1.1:**
The County will annually adopt a Schedule of Capital Improvements, covering a period not less than five (5) years, which shall include those projects needed to maintain the County's roadway network at the adopted Level of Service standard.

(III)(VI) **Policy 1.2:**
The County shall annually appropriate the funds for the ensuing fiscal year that are necessary to accommodate those phases of transportation improvement projects listed in the first year of the Schedule of Capital Improvements. Programming decisions shall be based on the Concurrency Management System, and shall be annually incorporated in the Schedule of Capital Improvements, as contained in the Capital Improvement Element (CIE) of this Growth Management Plan.

(II)(III)(VI)(VIII)(IX)(X)
Policy 1.3:
The standards for levels of service (LOS) of County arterial and collector roads appear in Policy 1.5.A in the Capital Improvement Element and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

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

[Note: A portion of the above Policy was revised as part of 2011 EAR-based amendments, removed from this "parent" Element of origin and relocated into the CIE. The parenthesized Roman numeral symbols remain at this location as historical reference, but may no longer apply to the entry as it now appears.]

(II)(III)(VIII)(IX)(X)
Policy 1.4:
The standards for levels of service (LOS) of state and federal roads in the County appear in Policy 1.5.B in the Capital Improvement Element and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

(III)(VI)(IX)
OBJECTIVE 2:
Maintain the adopted Level of Service standard as provided for in Policy 1.5 in the Capital Improvement Element by making the improvements identified on the Five (5) Year Work Program.

(X) = Plan Amendment by Ordinance No. 2015-11 on January 27, 2015

(III)(VI) **Policy 2.1:**

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

(II)(III)(VI)

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.

(VI)(IX)(XI) **OBJECTIVE 3:**

Provide for the protection and acquisition of existing and future rights-of-way based upon improvement projects identified within the Five Year Work Program, Board approved development agreements, the Collier Metropolitan Planning Organization's (MPO's) adopted Long-Range Transportation Plan and/or similar Board approved studies, plans and programs.

(VI)(XI) **Policy 3.1:**

The County shall maintain an advanced Right-of-Way Preservation and Acquisition Program.

(III)(VI) **Policy 3.2:**

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

(II)(III)(VI)(IX)

Policy 3.3:

The County shall acquire a sufficient amount of right-of-way to facilitate arterial and collector roads as appropriate to meet the needs of the Long Range Transportation Plan or other adopted transportation studies, plans or programs, appropriate turn lanes, medians, bicycle and pedestrian features, drainage canals, a shoulder sufficient for pull offs, and landscaping areas. Exceptions to the right-of-way standard may be considered when it can be demonstrated, through a traffic capacity analysis, that the maximum number of lanes at build-out will be less than the standard.

(III)(VI)(IX)

Policy 3.4:

Collier County shall purchase rights-of-way for transportation improvements in fee simple, unless otherwise determined appropriate by the Board of County Commissioners.

(VII)(IX)(XI) **Policy 3.5:**

A. The County is considering the viability of a Thoroughfare Corridor Protection Plan (TCPP) ordinance and land development regulations that:

1. identify, in detail, corridors necessary to develop the County roadway network shown on the County's Long Range Transportation Plan, Board approved development agreements, the Collier Metropolitan Planning Organization's (MPO's) adopted Long-Range Transportation Plan and/or other similar Board approved studies, plans and programs; and

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2. adopt Corridor Preservation Maps, Corridor Preservation Tables, Critical Intersection Maps and Critical Intersection Tables; and
3. limit the uses of land within the required corridor, appropriately plan for the location of land uses, and direct incompatible land uses away from environmentally sensitive resources; and
4. provide for an annual update of all necessary maps and tables; and
5. provide for an approval process by the Board of County Commissioners for new or expanded corridors and intersections; and
6. provide a process for advanced reservation, donation, dedication or any other means of conveyance by an affected property owner to the County for land included within protected areas.

B. For the purposes of this Policy, protected thoroughfares shall include:

1. the required corridors on either side of the center line of an existing or planned roadway; or
2. required corridors for roadway or alternative transportation networks for which no centerline has been established; or
3. corridors for future roadways or alternative transportation networks which have been identified through corridor studies; or
4. protected areas at critical intersections including but not limited to proposed grade separated intersections.

All of the above must be consistent with the currently adopted Long Range Transportation Plan and/or other similar Board approved studies, agreements, plans and programs, and Chapter 336.02, Florida Statutes.

(VII) **Policy 3.6:**

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

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

- (VI)(IX) **OBJECTIVE 4:**
Provide for the safe and convenient movement of pedestrians and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathways Plan.
- (VI)(IX) **Policy 4.1:**
The County shall incorporate the Collier County Comprehensive Pathways Plan into this Transportation Element by reference and will periodically update the Pathways Plan as needed.
- (II)(III)(VI) **Policy 4.2:**
The County shall provide an interconnected and continuous bicycle and pedestrian system by constructing the improvements identified on the 2030 Pathway Facilities Map series as funds permit.
- (II)(III)(VI) **Policy 4.3:**
The County's pathways construction program should be consistent with the Comprehensive Pathways Plan to the maximum extent feasible.
- (VI) **Policy 4.4:**
The County shall annually adopt a Five (5) Year Pathways Work Program, which establishes pathway priorities, including projects to retrofit existing streets to accommodate bicycles and pedestrians.
- (VI)(IX) **Policy 4.5:**
The County shall identify state and federal funds and provide local funds for the implementation of the 5 Year Pathways Work Program.
- (III)(VI)(IX) **Policy 4.6:**
The County shall work to reduce Vehicle Miles Traveled and Greenhouse Gas Emission by providing for the safe movement of non-motorized vehicles through implementation of its Land Development Code and highway design standards ordinances and shall incorporate bike lanes, sidewalks and pathways, as deemed appropriate, in new construction and reconstruction of roadways.
- (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)(VI) **Policy 4.8:**
The County shall follow the most current bicycle and pedestrian facilities design and construction standards, as developed by the Florida Department of Transportation.

(VI)(IX) **OBJECTIVE 5:**
Coordinate the Transportation System development process with the Future Land Use Map.

(III)(V)(VI)(IX)

Policy 5.1:

The County Commission shall review all rezone petitions, SRA designation applications, conditional use petitions, and proposed amendments to the Future Land Use Element (FLUE) affecting the overall countywide density or intensity of permissible development, with consideration of their impact on the overall County transportation system, and shall not approve any petition or application that would directly access a deficient roadway segment as identified in the current AUIR or if it impacts an adjacent roadway segment that is deficient as identified in the current AUIR, or which significantly impacts a roadway segment or adjacent roadway segment that is currently operating and/or is projected to operate below an adopted Level of Service Standard within the five year AUIR planning period, unless specific mitigating stipulations are also approved. A petition or application has significant impacts if the traffic impact statement reveals that any of the following occur:

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

(IX) Mitigating stipulations shall be based upon a mitigation plan prepared by the applicant and submitted as part of the traffic impact statement that addresses the project's significant impacts on all roadways.

(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)(VI)(IX)

Policy 5.3:

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

(IV)(VI)(IX)(X)

Policy 5.4:

Pursuant to Section 163.3180, Florida Statutes and the Urban Infill and Urban Redevelopment Strategy contained in the Future Land Use Element of this Plan, the South US 41 Transportation Concurrency Exception Area (TCEA) is hereby designated. Development located within the South US 41 TCEA (Map TR-4) may be exempt from transportation concurrency requirements, so long as impacts to the transportation system are mitigated using the procedures established in Policies 5.5 and 5.6 below, and in consideration of the following:

(VI)(VIII) A. Any proposed development within the concurrency exception area that would reduce the LOS on Strategic Intermodal System (SIS) roadways within the County by 5% or more of the capacity at the adopted LOS standard shall meet the transportation concurrency requirements specified in Capital Improvement Element, Policy 5.3.

(X) = Plan Amendment by Ordinance No. 2015-11 on January 27, 2015

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

(IV)(VI)(IX)(X)(XI)

Policy 5.5:

Commercial developments within the South US 41 TCEA that choose to obtain an exception from concurrency requirements for transportation will provide certification to the County transportation planning agency that at least four (4) of the following Transportation Demand Management (TDM) strategies will be utilized:

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

Residential developments within the South US 41 TCEA that choose to obtain an exception from concurrency requirements for transportation shall provide documentation to the County transportation planning agency that at least three (3) 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 (in coordination with Collier Area Transit).
- c) Providing bicycle and pedestrian facilities with connections to adjacent commercial properties.
- (IX) (XI) d) Vehicular access to adjacent commercial properties with shared commercial and residential parking.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

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

- (IX)(X)(XI) Monitoring of the use and effectiveness of the TDM strategies selected shall be included in the required annual monitoring report. Developments not required to submit an annual monitoring report shall, for three (3) years following completion of the development, provide an assessment as to the use and effectiveness of the selected strategies in a form provided by the County. Modifications to the applied TDM strategies may be made within the first three (3) years of development if they are deemed ineffective. Modifications to the new TDM strategies may be made within this second three year period and subsequent three year periods if the TDM strategies are deemed ineffective. Another assessment shall be completed within three (3) years and in three (3) year increments until the TDM strategies are deemed effective.

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

(IV)(VI)(XI) **Policy 5.6:**

The County shall designate Transportation Concurrency Management Areas (TCMAs) to encourage compact urban development where an integrated and connected network of roads is in place that provide multiple, viable alternative travel paths or modes for common trips. Performance within each TCMA shall be measured based on the percentage of lane miles meeting the LOS described in this Transportation Element, and Policies 1.5.A and 1.5.B of the Capital Improvement Element. The following Transportation Concurrency Management Areas are designated:

- A. Northwest TCMA – This area is bounded by the Collier – Lee County Line on the north side; the west side of the I-75 right-of-way on the east side; Pine Ridge Road on the south side; and, the Gulf of Mexico on the west side (Map TR–5).
- B. East Central TCMA – This area is bounded by Pine Ridge Road on the north side; Collier Boulevard on the east side; Davis Boulevard on the south side, and; Livingston Road (extended) on the west side (Map TR–6).

- (IX)(X) In order to be exempt from link-specific concurrency, developments within the TCMA must provide documentation to the Transportation Planning Section that at least two (2) Transportation Demand Management (TDM) strategies utilized meet the criteria of the LDC. Monitoring of the use and effectiveness of the TDM strategies selected shall be included in the required annual monitoring report. Developments not required to submit an annual monitoring report shall, for three (3) years following completion of the development, provide an assessment as to the use and effectiveness of the selected strategies in a form provided by the County. Modifications to the applied TDM strategies may be made within the first three (3) years of development if they are deemed ineffective. Modifications to the new TDM strategies may be made within this second three year period and subsequent three year periods if the TDM strategies are deemed ineffective. Another assessment shall be completed within three (3) years and in three year increments until the TDM strategies are deemed effective.

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(IV)(VI)(XI) **Policy 5.7:**

Each TCMA shall maintain 85% of its lane miles at or above the LOS standards described in Policies 1.5.A and 1.5.B of the Capital Improvement Element. If any Traffic Impact Statement (TIS) for a proposed development indicates that fewer than 85% of the lane miles in a TCMA are achieving the LOS standards indicated above, the proposed development shall not be permitted where such condition occurs unless modification of the development is made sufficient to maintain the LOS standard for the TCMA, or the facilities required to maintain the TCMA LOS standard are committed utilizing the standards for committed improvements in Policy 5.3 of the Capital Improvement Element of the Plan.

(IV)(VI)(IX)

Policy 5.8:

Should the TIS for a proposed development reflect that it will impact either a constrained roadway link and/or a deficient roadway link within a TCMA as determined in the most current Annual Update and Inventory Report (AUIR), by more than a de minimis amount (more than 1% of the maximum service volume at the adopted LOS), yet continue to maintain the established percentage of lanes miles indicated in Policy 5.7 of this Element, a proportionate share congestion mitigation payment shall be required as follows:

- (VI)(IX) a. Congestion mitigation payments shall be calculated using the formula established in Section 163.3180(5)(h), Florida Statutes. The facility cost for a constrained roadway link shall be established using a typical lane mile cost, as determined by the Collier County Transportation Administrator, of adding lanes to a similar area/facility type as the constrained facility.
- (VI) b. Congestion mitigation payments shall be utilized by Collier County to add trip capacity within the impacted TCMA, road segment(s) and/or to enhance mass transit or other non-automotive transportation alternatives, which adds trip capacity within the impact fee district or adjoining impact fee district.
- (VI) c. Congestion mitigation payments under this Policy shall be determined subsequent to a finding of concurrency for a proposed project within a TCMA and shall not influence the concurrency determination process.
- (VI)(IX) d. No impact will be de minimis if it exceeds the adopted LOS standard of any affected designated hurricane evacuation routes within a TCMA. Hurricane routes in Collier County are shown on Map TR-7. Any impact to a hurricane evacuation route within a TCMA shall require a proportionate share congestion mitigation payment provided the remaining LOS requirements of the TCMA are maintained.

(IX) **OBJECTIVE 6:**

Coordinate the Transportation Element with the plans and programs of the state, region, and other local jurisdictions.

(II)(XI) **Policy 6.1:**

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

(III)(VI) **Policy 6.2:**

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

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(III)(VI)(IX)

Policy 6.3:

The County shall coordinate with applicable local jurisdictions with regard to operations, maintenance and capital expenditures on the County arterial/collector system within the City of Naples, Everglades City and the City of Marco Island.

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)(IX)(X)

Policy 6.5:

The Collier County MPO's adopted Long Range Plan has identified a number of potential, critical need intersections, including an interchange in the vicinity of I-75/Everglades Boulevard; a US 41/SR-CR 951 grade separated overpass; and, a Randall Boulevard/Immokalee Road grade separated overpass. The County shall pursue such projects in a manner consistent with the findings of the AUIR and through the development of the FDOT 5-year Work Program, as appropriate.

(VI)(IX)

OBJECTIVE 7:

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

(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.

(VI)(IX)

Policy 7.3:

The County shall implement, through its Land Development Code and Code of Laws and Ordinances, the provision of safe and convenient onsite traffic flow and the need for adequate parking for both motorized and non-motorized vehicles as a primary objective in the review of Planned Unit Developments, Site Development Plans, and other appropriate stages of review in the land development application review process. Coordination shall occur with County Engineering staff where traffic circulation is outside the limits of the public ROW.

(III)(VI)(IX)

Policy 7.4:

The County shall develop corridor management plans that take into consideration urban design and landscaping measures that will promote "smart growth" development along the major arterial entrances to the urban area. Such plans shall take into account the recommendations of the Community Character Plan, County-sponsored smart growth initiatives, and the impacts of the South US 41 Transportation Concurrency Exception Area (TCEA) and the two (2) Transportation

(X) = Plan Amendment by Ordinance No. 2015-11 on January 27, 2015

Concurrency Management Areas (TCMAs) as the Board of County Commissioners may periodically appropriate funding for these plans. The County shall consider the recommendations from the Collier County Master Mobility Plan upon its completion and shall submit those “smart growth” strategies that it determines to be appropriate for consideration as Growth Management Plan or Land Development Code Amendments.

(III)(VI)(IX)

Policy 7.5:

The County has developed and shall continue to effectively implement a Corridor Access Management Policy through the development of individual corridor access management improvement plans. Such plans are designed to make median modifications and other operational improvements, including removal of traffic signals, necessary to recapture lost capacity and enhance safety. The development of such improvement plans shall consider the impacts of the South US 41 Transportation Concurrency Exception Area (TCEA) and the two (2) Transportation Concurrency Management Areas (TCMAs), as may be appropriate.

(VI)

Policy 7.6:

The County shall use community impact assessment techniques in evaluating projects in the transportation planning process. These techniques include the use of the Efficient Transportation Decision Making Process (ETDM) through the Long Range Plan to address environmental and socio-cultural issues as well as corridor specific analysis through the Project Development and Environmental Studies and Corridor studies. In addition, during the design of transportation projects there are numerous design and special meetings to take into account the socio-cultural elements of the community including character issues such as aesthetics, avoiding or mitigating for environmental impacts, noise and community disruption issues.

(IX)

OBJECTIVE 8:

Maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.

(III)(VI)

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 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.

(III)(VI)

Policy 8.2:

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

(III)(VI)(IX)

OBJECTIVE 9:

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

(IX) = Plan Amendment by Ordinance No. 2013-04 on January 8, 2013

Neighborhood Traffic Management Program (NTMP). In developing strategies and measures to encourage such conditions within the NTMP, consider the impact of such strategies and measures on the adjacent arterial and collector systems (from a level-of-service and operational standpoint).

(VI) **Policy 9.1:**

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

(VI) **Policy 9.2:**

The purpose of the Neighborhood Traffic Management Program (NTMP) shall be to establish procedures and techniques that promote neighborhood livability by mitigating the negative impacts of traffic on residential neighborhoods. The strategies and measures utilized by the NTMP may include, but shall not necessarily be limited to:

- (VI) (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.
- (VI) (b) Enforcement measures, which may involve the temporary establishment of a more intensive police presence and a better allocation of patrol time devoted to enforcing traffic safety in a particular neighborhood.
- (VI) (c) The use of engineering techniques (also known as traffic calming) to slow traffic on certain streets and/or to divert through-traffic away from certain neighborhoods. The use of such techniques shall consider their potential impacts to emergency vehicles, bicyclists and pedestrians.

(III)(VI)(IX)

Policy 9.3:

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

(VI) **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.

(VI) **Policy 9.5:**

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

(IX) = Plan Amendment by Ordinance No. 2013-04 on January 8, 2013

(VI) **Policy 9.6:**

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

(III)(VI) **Policy 9.7:**

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

(III)(VI) **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 may come from local funding initiatives such as MSTUs or MSBUs for the area that is to benefit from the traffic calming.

(VI) **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.

(VI)(IX) **OBJECTIVE 10:**

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

(VI) **Policy 10.1:**

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

(VI) **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).

(VI)(IX) **OBJECTIVE 11:**

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

- (VI) **Policy 11.1:**
The County shall herein incorporate by reference the Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport Master Plans.
- (VI)(IX) **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. Airport Master Plans shall be submitted to the Board of County Commissions for review and approval.
- (VI)(XI) **Policy 11.3:**
The Collier Metropolitan Planning Organization (MPO) has assisted Everglades City in obtaining Federal funds to enable the City to maintain and operate the Everglades Air Park. Given the assistance provided to Everglades City by the MPO, the Collier County Board of County Commissioners shall coordinate with the Everglades City Council to ensure a safe and orderly transfer of the Everglades Airpark and all related facilities to Everglades City for use as a public airport only. Such transfer shall be in a manner that does not compromise the safety of the Airpark and the future facility plans authorized by the Everglades Airpark Master Plan. In the event the Airpark ceases operation or ceases to operate as a public Airpark, the Airpark property will revert back to Collier County. Conditions of a transfer and reverter provisions will be set forth in a transfer document or the deed for transfer.

- (IX) **OBJECTIVE 12:**
Encourage the efficient use of transit services now and in the future.

- (II)(VI)(XI) **Policy 12.1:**
The Collier 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.

- (II)(III)(XI) **Policy 12.2:**
The County Transportation Division and the Collier Metropolitan Planning Organization shall coordinate the development and maintenance of transit development plans with the Florida Department of Transportation.

- (II)(III)(VI) **Policy 12.3:**
Collier County shall be the managing authority of the Collier Area Transit (CAT) system.

- (VI) **Policy 12.4:**
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.

- (II)(VI) **Policy 12.5:**
The County shall continue to participate in the MPO planning process through implementation of an interlocal agreement with the City of Naples, the City of Marco Island and Everglades City and a Joint Participation Agreement with the FDOT.

(XI) = Plan Amendment by Ordinance No. 2017-25 on June 13, 2017

(III)(VI) **Policy 12.6:**

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:

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.

(IX) **Policy 12.8:**

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

(II)(III)(VI)(IX)

Policy 12.9:

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

(IX) **OBJECTIVE 13:**

Evaluate the creation of a separate Transit Element to give alternative means of transportation equal treatment within the Growth Management Plan.

(IX) **Policy 13.1:**

The County may develop a Transit Element, a Transit Sub-Element within this Transportation Element or incorporate alternative means of transportation into the Growth Management Plan through other appropriate modifications, based upon the conclusion of the November 2011 Master Mobility Plan.