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2020

FEDERAL FUNCTIONAL CLASSIFICATION

RECOMMENDED BY:

Chairman Transportation Planning Organization

07/26/2024 | 11:32 AM EDT
Date

APPROVED BY:

Federal Highway Administration

6-27-24

Date

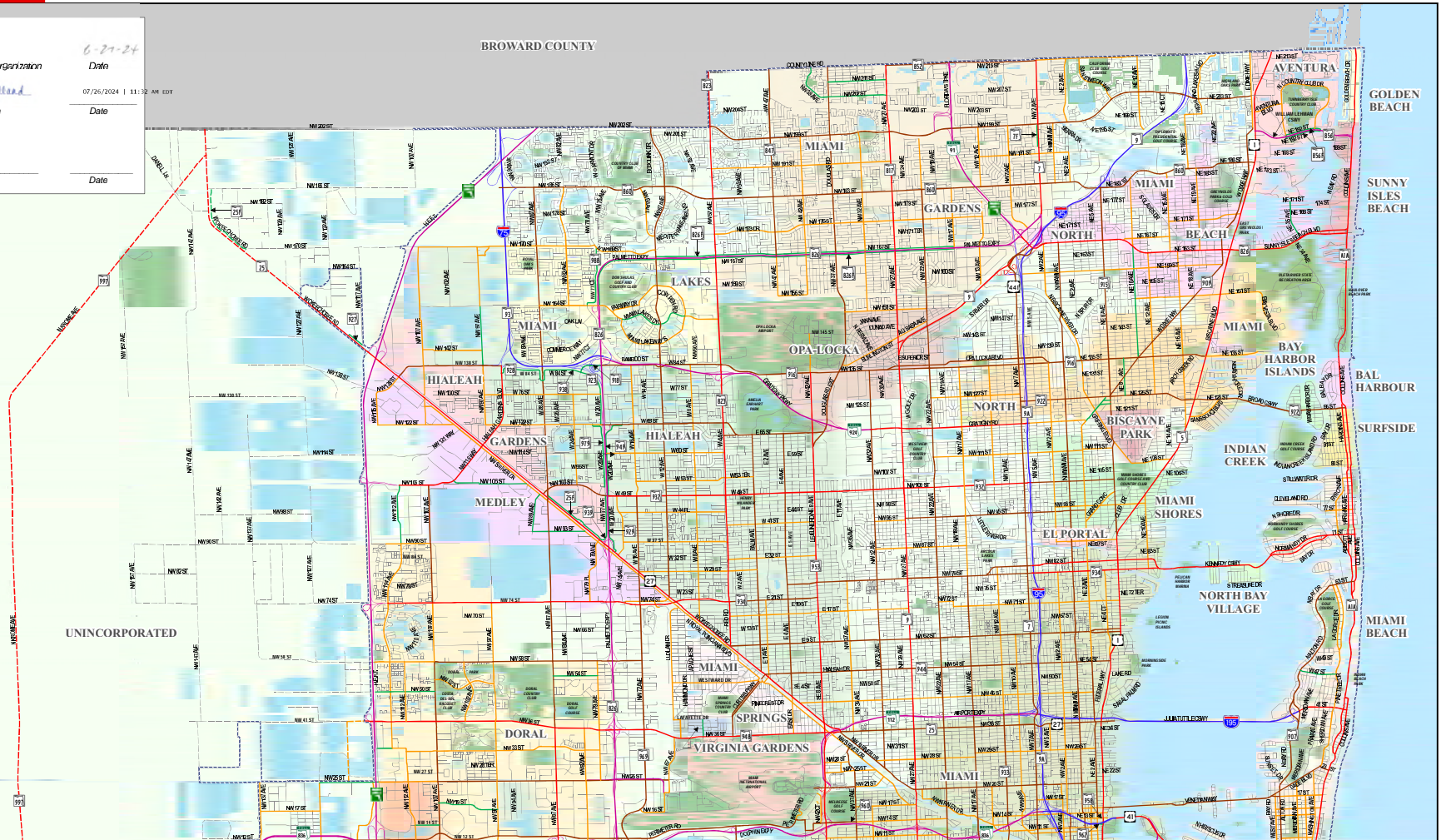
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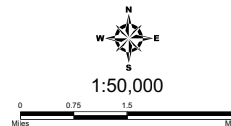


BROWARD COUNTY



Miami-Dade County

PREPARED BY:
FLORIDA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FILE CREATED:
MAY 10, 2024



MAP 1 OF 3

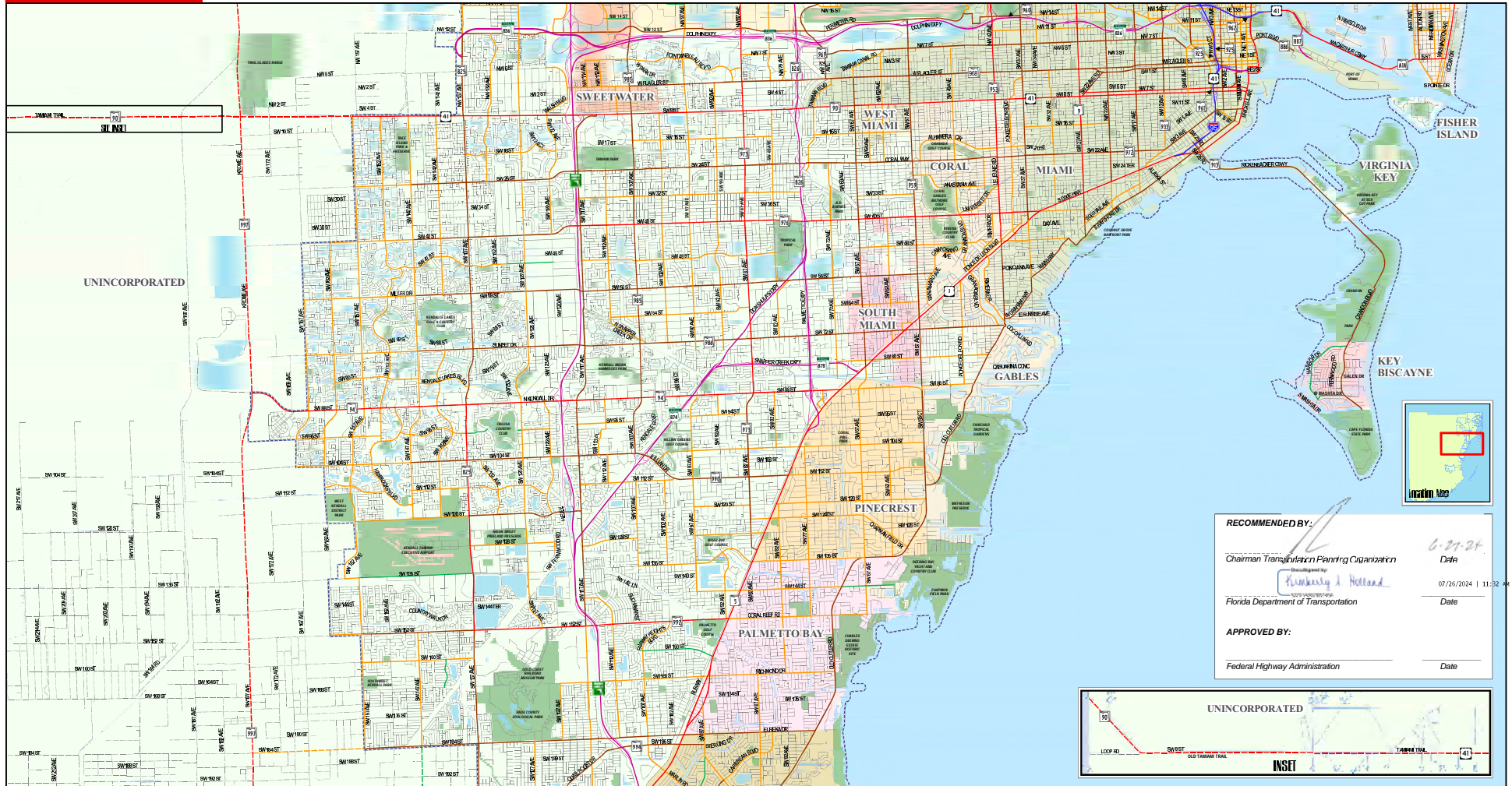
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- 02 - Principal Arterial - Expressway RURAL
- 04 - Principal Arterial - Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 08 - Minor Collector RURAL
- 09 - Local RURAL
- 11 - Principal Arterial - Interstate URBAN
- 12 - Principal Arterial - Freeway and Expressway URBAN
- 14 - Principal Arterial - Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- 19 - Local URBAN
- Urban Boundary 2020

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2020

FEDERAL FUNCTIONAL CLASSIFICATION

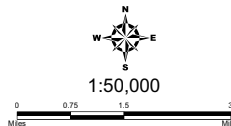


RECOMMENDED BY:
 Chairman Transportation Planning Organization
 Kimberly J. Holland
 Florida Department of Transportation
 Date: 07/26/2024 | 11:52 AM EDT

APPROVED BY:
 Federal Highway Administration
 Date:



PREPARED BY:
 FLORIDA DEPARTMENT OF TRANSPORTATION
 IN COOPERATION WITH
 US DEPARTMENT OF TRANSPORTATION
 FILE CREATED:
 MAY 10, 2024



LEGEND

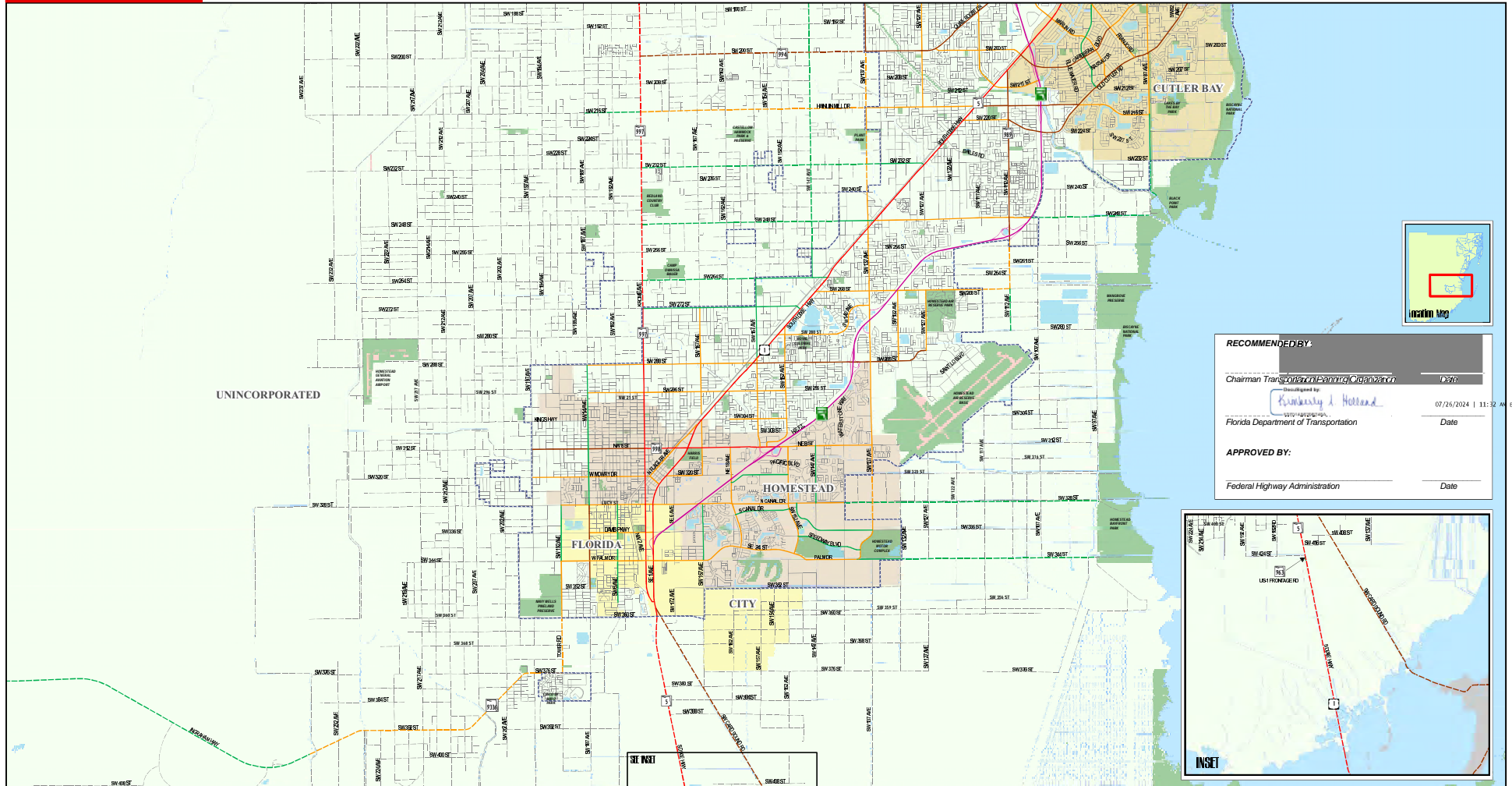
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| 02 - Principal Arterial - Expressway RURAL | 08 - Minor Collector RURAL | 17 - Major Collector URBAN |
| 04 - Principal Arterial - Other RURAL | 09 - Local RURAL | 18 - Minor Collector (Fed Aid) URBAN |
| 06 - Minor Arterial RURAL | 11 - Principal Arterial - Interstate URBAN | 19 - Local URBAN |
| | 12 - Principal Arterial - Freeway and Expressway URBAN | |
| | 14 - Principal Arterial - Other URBAN | |
- Urban Boundary 2020

MAP 2 OF 3

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2020

FEDERAL FUNCTIONAL CLASSIFICATION



RECOMMENDED BY:

Chairman Transportation Planning Commission _____ Date _____

Designated by: *Kimberly J. Holland* 07/26/2024 | 11:32 AM EDT

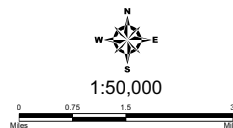
Florida Department of Transportation _____ Date _____

APPROVED BY:

Federal Highway Administration _____ Date _____



PREPARED BY:
FLORIDA DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH
US DEPARTMENT OF TRANSPORTATION
FILE CREATED:
MAY 10, 2024



MAP 3 OF 3

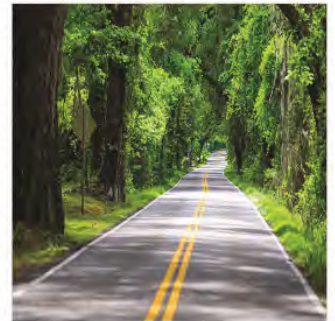
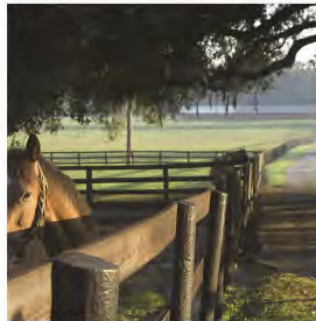
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- Urban Boundary 2020

2020



URBAN AREA BOUNDARY AND FUNCTIONAL CLASSIFICATION HANDBOOK





Urban Area Boundary and Functional Classification Handbook

The **URBAN AREA BOUNDARY AND FUNCTIONAL CLASSIFICATION HANDBOOK**
is produced by:

Transportation Data and Analytics (TDA) Office
Florida Department of Transportation
AUGUST 2023

Copies are available in PDF format from the Transportation Data and Analytics (TDA) Office
Website:

<https://www.fdot.gov/statistics/tsopubs.shtm>

Please send requests or any general comments to:

CO-TDI@dot.state.fl.us

For additional Designation information, please visit the Transportation System Designations web
page: <https://www.fdot.gov/statistics/designations>

Urban Area Boundary and Functional Classification Handbook

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Urban Area Boundary and Functional Classification Handbook

1. INTRODUCTION

1.1 PURPOSE

The Florida Department of Transportation's (FDOT) Transportation Data and Analytics (TDA) Office has developed this handbook as a way for state and local transportation officials to understand how Urban Area Boundaries and Functional Classifications are adjusted, coordinated, and submitted for Federal Highway Administration (FHWA) approval every 10 years. The handbook is a supporting document to the [Urban Area Boundaries and Functional Classification of Roadways, Topic No. 525-020-311](#) procedure and provides information on how to meet the procedural requirements. In this handbook, users will be able to obtain sample letters/forms and background material to utilize when adjusting Urban Area Boundaries and updating Functional Classification. Users can utilize this handbook to perform ongoing maintenance of the Functional Classification roadway network data when new roads are built, upgraded, or downgraded through an interim update.

1.2 BACKGROUND

Every decennial census, the U.S. Census Bureau develops new criteria for determining urban areas, with the most recent approved criteria implemented in March 2022. For the 2020 Census, an urban area will comprise a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This also includes adjacent areas containing non-residential urban land uses. Once the U.S. Census Bureau has designated new urban areas, FHWA gives state DOTs the opportunity to adjust and revise the new urban areas to be more consistent with transportation planning needs. Along with adjusted urban area boundary (UAB) designation, FHWA also recommends that states review the functional classification (FC) designation of their roadway system during this process.

FDOT, in coordination with FHWA and Metropolitan Planning Organizations (MPOs), and local entities in areas outside MPOs, are responsible for updating Urban Area Boundaries and Functional Classifications for the State of Florida. FHWA provides UABFC guidance and reviews and approves the final adjusted UABFCs updates made by FDOT and MPOs or local entities. The TDA Office provides the designated 2020 UABs from the U.S. Census Bureau to FDOT Districts and develops specific guidance on the UABFC adjustment and update process to Districts and local entities.

The Districts coordinate with local agency partners and host regional workshops with Metropolitan/Transportation Planning Organizations (MPO/TPO) to adjust UABs and review existing functional classifications. These adjustments are reviewed by the TDA Office before they are submitted for approval by FHWA. The Districts also work with local entities to inventory roadways and update existing roadways in the Roadway Characteristics Inventory (RCI) system with proposed functional classifications in relation to the UABs for FDOT and Highway Performance Monitoring System (HPMS) data reporting systems. These roadways are reviewed following the UAB and functional classification adjustment process and are submitted to the



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TDA Office and FHWA for review and approval. The functional classification of roadways is critical for Federal-Aid eligibility (roadways, bridges, and transit projects) and are assigned according to the character of service they provide in relation to the total roadway network, e.g., principal arterials, minor collectors, etc.

The FHWA Office of Highway Policy Information's, [Highway Functional Classification Concepts, Criteria and Procedures, 2013, Edition](#) discusses suggested procedures for functional classification in rural and urban areas. The use of functional classification to update and modify the Federal-Aid Highway System is a legislative requirement dating back to 1973.

In addition to the above stated federal requirements, FDOT uses transitioning areas to support transportation planning, facilities development, and operations. Transitioning areas exhibit characteristics between rural and urban areas. Transitioning areas are generally defined in the FDOT [Multimodal Quality/Level of Service Handbook](#) as areas outside of urban areas, but within the Metropolitan Planning Area (MPA) Boundaries, and which are expected to become urban within the next 20 to 25 years. In the interest of efficiency, and at the discretion of the District, transitioning areas can be defined and coordinated at the same time as the FHWA boundaries, but must not be included on the final maps for FHWA signature, as **transitioning areas are not required by FHWA**. See "[section 3.2.1.2 Transitioning Areas](#)" of the [Multimodal Quality/Level of Service Handbook](#) for more transitioning area guidance.

1.3 STATUTORY REFERENCES

FDOT's primary statutory responsibility is to coordinate the planning and development of a safe, viable, and balanced state transportation system serving all regions of the state and to assure the compatibility of all components, including multimodal facilities.

In recognition of that goal, the Florida Legislature mandated [Title XXVI, Public Transportation, Chapter 335, State Highway System](#) with the sections that follow:

- [335.02](#) – Authority to designate transportation facilities and rights-of-way and establish lanes; procedure for re-designation and relocation; application of local regulations.
- [335.02\(1\)](#) – The department shall have the authority to locate and designate certain transportation facilities as part of the State Highway System.
- [Records Retention](#) - Transportation Technology, P-16 (1) Functional Classification of Public Roads Records. Retention schedule. This record series consists of maps, tabular listings indicating the existing state highway system, county road system, and city street system. These systems are determined by classifying every road in the state according to the function it performs. Also included in this series is the correspondence generated by the change of jurisdiction resulting from change of function. Retention: Retain until obsolete, superseded, or administrative value is lost. Copy-of-record is retained by Central Office and duplicates by the districts.

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In addition, federal planning requirements support this process:

- [23 USC 134](#) – “Metropolitan Transportation Planning,” to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth and development within and between states and urbanized areas, better connect housing and employment, and take into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter.
- [23 CFR 470.105](#) – Urban area boundaries and highway functional classification. Routes on the Federal-aid highway systems may be designated in both rural and urban areas. The state transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. The state shall cooperate with responsible local officials, or appropriate federal agency, in the case of areas under federal jurisdiction, in developing and updating the functional classification. The results of the functional classification shall be mapped and submitted to FHWA for approval and when approved shall serve as the official record for Federal-aid highways and the basis for designation of the National Highway System.

1.4 APPLICABILITY

The handbook supports the core business documentation requirements of the TDA Office as required by Transportation Technology. The principal users of this handbook in the District and Central Office include:

District	Central Office
Design	Transportation Data and Analytics
Environmental	Outdoor Advertising
Maintenance	Surveying and Mapping
Operations	Systems Implementation Office
Planning	General Accounting
Rail	Chief Planner
Right of Way Safety	Policy Planning
Surveying and Mapping	
Title and Utilities	

Table 1 – Handbook Users

1.5 HANDBOOK ORGANIZATION

The handbook is organized to support how FDOT’s adjustment of Urban Area Boundary and Functional Classifications are designated within the TDA Office and other partner offices in the Districts and Central Office. Reference links are provided throughout the handbook to connect the reader with other resources provided by FDOT or Federal partners.

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1.6 FORMS AND TEMPLATES

Sample forms and templates are provided in the appendix that cover most of the situations described in this handbook. They are template based and can be modified; care should be taken to ensure that the information given on these forms is correct. Correct limit descriptions and mile points should be obtained from a recent FDOT roadway inventory, not a record maintained by another agency.

There are certain requirements for the Urban Area Boundary and Functional Classification documentation submittals. See [APPENDIX K: UABFC MAP PACKAGE REQUIREMENTS](#) for specific mapping and data requirements for submittals by the District.

2. URBAN AREA BOUNDARIES

2.1 MAKING THE CHOICE

There is no federal requirement for states and local officials to adjust UABs. FDOT, MPOs, and local entities may choose to adopt the original 2020 U.S. Census Bureau Urban Areas as is or propose adjustments that take into account transportation planning considerations ([23 U.S.C. 101\(a\)\(35\)](#)). Any adjustments that are proposed must include the entire area that the U.S. Census Bureau included within the original delineated Urban Area Boundary. The 2020 U.S. Census Urban Area is defined below:

“To qualify as an urban area, the territory identified according to the criteria must encompass at least 2,000 housing units or at least 5,000 persons. The term “rural” encompasses all population, housing, and territory not included within an urban area.”

Source: Federal Register, 3/24/2022, Urban Area Criteria for the 2020 Census-Final Criteria - <https://www.federalregister.gov/documents/2022/03/24/2022-06180/urban-area-criteria-for-the-2020-census-final-criteria>

2.2 DETERMINING AND ADJUSTING URBAN AREA BOUNDARY

The 2020 Urban Area Boundaries are to be cooperatively determined by the appropriate FDOT district, MPOs/TPOs, and local entities and are subject to FHWA approval. FHWA considers a State's DOT, working with the appropriate local government entities, to be the leading authority during this process and relies upon State DOTs to take an active leadership role. The Urban Area Boundary process flowchart, see [APPENDIX A: URBAN AREA BOUNDARY PROCESS FLOW CHART](#), shows the order in which adjusted UAB development is recommended.

The first step in determining how to adjust U.S. Census Bureau Urban Areas is to obtain the applicable supporting data and documentation which includes but is not limited to:

- 2020 U.S. Census Bureau urban area data
- Hydrography
- Land use showing areas of recent growth
- Latest aerial imagery

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- Military Installations
- Municipal boundaries
- Other significant traffic generators
- Ports
- Roadway Networks
- Transit Routes

The TDA [Urban Area Boundary and Functional Classification \(UABFC\) Data Hub](#) hosts the resources and references available to support this process. The FHWA Office of Highway Policy Information's, [Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition](#) also contains relevant guidance for adjusting urban area boundaries.

As stated previously, adjusted urban area boundaries, at a minimum, must encompass the entire U.S. Census Bureau Urban Area delineation. Any adjusted urban area boundaries must be agreed upon by the appropriate local entities (City, County and/or MPO) in cooperation with the appropriate FDOT District Office and the TDA Office. Adjusted urban area boundaries are to be established before, concurrently, or after functional classification review activities within a given local entity. It is up to each FDOT District to determine the sequencing of the urban area boundaries and functional classification review.

U.S. Census Bureau urban areas should be adjusted for transportation planning purposes; specifically, to eliminate irregularities, maintain administrative continuity of peripheral routes, and encompass fringe areas having residential, commercial, industrial, and/or national defense significance. Transportation terminals serving the area such as airports and seaports should also be included within the redefined area if they lie within a reasonable distance of the UAB. Careful consideration should be given to the selection of UAB locations that will include logical control points for transportation linkages such as interchanges, major cross-roads, etc., where the inclusion of such areas will not overly distort the urban area.

Attention should be made to ensure continuity of classifications across district/state lines, see [APPENDIX J: BEST PRACTICES FOR URBAN AREA BOUNDARY AND FUNCTIONAL CLASSIFICATION PROCESS](#) for best practices for Urban Area Boundary and Functional Classification designation. *Draft maps showing the original U.S. Census Bureau urban area as well as the proposed FHWA adjusted urban area boundaries should be prepared in a geographic information system (GIS) format, e.g., geodatabase-feature classes, shapefiles, static PDF-based maps.* The TDA Office will work with the Districts to accomplish this task. The boundaries should be delineated on maps of a scale necessary to show all prominent highways and streets, all fixed transit right-of-way facilities, all major bus routes, municipal limits, etc., as well as the new limits of the adjusted urban area boundary.

The draft maps will be submitted to TDA for review before TDA gives them to FHWA for preliminary approval, see [APPENDIX I: UAB GIS DATA FORMAT REQUIREMENTS](#) for draft map requirements. If FHWA has concerns, the District and the local entities will review and modify the adjusted urban area boundaries for re-submittal to TDA, then TDA to FHWA. Federal Transit Administration (FTA) concurrence is necessary when the designation of Urban Areas has



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significant transit implications. In this case, the FHWA Division Administrator should secure such concurrence from FTA before formal approval is given. FHWA approval will be indicated by signature on the maps in the space provided.

After preliminary approval is received from FHWA, the District will prepare a final set of maps and provide any supporting documentation. *The final maps will not include the original U.S. Census Bureau urban area boundary.* Local entities will sign the signature block on the final maps indicating their formal approval. TDA will submit these adjusted UAB maps to FDOT's Assistant Secretary for signature as the delegate for the Governor of Florida. TDA will then submit the adjusted UAB maps to the FHWA Division Office for final approval. After the adjusted UAB is approved by FHWA, the TDA Office will update feature 124 (urban classification) in RCI. TDA will compile all the boundaries into a statewide GIS layer, resolving data conflicts such as topological overlaps, gaps, or polygon slivers between UABs. Additionally, adjusted urban area boundaries will be reviewed to ensure that they follow existing county and district boundaries where relevant.

[APPENDIX C: SAMPLE LETTER TO LOCAL ENTITIES FOR URBAN AREA BOUNDARY PROCESS](#) and [APPENDIX D: SAMPLE LETTER FROM LOCAL ENTITIES FOR URBAN AREA BOUNDARY PROCESS](#) are examples of the correspondence that is used when adjusted UABs require local signatures.

2.3 INTERIM URBAN AREA BOUNDARY ADJUSTMENTS

An interim modification to an approved FHWA-adjusted boundary is handled in the same way as the decennial update. All parties must be involved in the decision-making process and FHWA must approve the final adjusted UAB.

3. FUNCTIONAL CLASSIFICATION

Functional classification is the process when streets and highways are grouped into classes, or systems, according to the character of service they provide. The designation of functional classification is made at least once every 10 years following the decennial census. Functional classification designations can also be requested for creation/modification at any time given a road's change in function.

There are three broad functional classification characteristics categories with five total categories. Additionally, a rural or urban designation is added at the beginning of the functional classification designation (e.g., Urban Minor Arterial). Functional classifications relate to travel desires, with arterial roads representing the most-used routes and local roads representing the least-used routes. An arterial system provides a high level of through-traffic movement, a local system provides predominantly direct property access, and collector system functions lie between the two. **Table 3** and **Table 4** summarize these designations.

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Urban	Rural
Principal Arterial	Principal Arterial
Minor Arterial	Minor Arterial
Major Collector	Major Collector
Minor Collector	Minor Collector
Local	Local

Table 2 - Urban and Rural Functional Classifications

Table 4 summarizes the relationship between functional characteristics and the three broad categories of functional classification.

Functional Classification	Distance Served (and Length of Route)	Access Point	Speed Limit	Distance between Routes	Usage (AADT and DVMT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Table 3 - Relationship between Functional Classification and Travel Characteristics. Source: [USDOT FHWA Highway Functional Classification Concepts, Criteria and Procedures. 2013 Edition, page 17, table 2-1: Relationship between Functional Classification and Travel Characteristics.](#)

Travel desire relates to functional classification, with arterials representing the heaviest used trip route and locals representing the least used facility. The arterial system provides a high level of through traffic movement, local facilities provide predominantly direct property access, and the collector system lies between the two.

Conceptually, in rural areas, arterial highways provide direct service between cities and larger towns and accommodate longer trip lengths. Collectors serve small towns and connect them to the arterial system. Local roads serve individual farms and other rural property uses, ultimately tying to collectors. The same basic concepts apply in urban areas. The urban roadway network connects residential, commercial, and public areas by this hierarchy of arterial, collector, and local roads.

3.1 PROCESS

FHWA considers a State's DOT, working with the appropriate MPO and local government entities, to be the leading authority during this process and relies upon State DOTs to take an active leadership role. Functional classification is independent of ownership since what matters is the role the facility plays to other facilities and connectivity. FDOT is responsible for the functional classification of all roads in the state, not just State roads.

The District may hold simultaneous urban area boundary and functional classification workshops, but the urban area boundary must be determined and approved by FHWA prior to requesting rural or urban functional classification assignment. All urban area boundary and functional classification designations are to be made mutually by FDOT, local entities, and where applicable, the MPO or TPO. These designations are subject to approval by FHWA following submission by the TDA Office.

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All existing roads shall be assigned functional classification according to how the roadway is functioning in the current year only. Future routes should be functionally classified with the existing system if they are included in an approved short range improvement program (i.e., 5-year work program) and there is a good probability that the route will be under construction within four years. Where applicable, the same classification should be given to the future route and to the existing route that it will replace until the future route is constructed.

A road located within an adjusted FHWA urban area boundary shall be classified as urban. Those roads located outside urban areas shall be classified as rural. Functional classification designations usually remain stable over many years, changing only when necessary to recognize evolving travel patterns, relocated urban area boundaries, or other factors.

Interim re-evaluations can occur when FDOT or a local entity observes that the usage/function of a road has changed to indicate a possible change in function. A local entity or an MPO may request re-evaluation by writing to the appropriate District Secretary. If a local entity is requesting a review of a road or roads located within the area influenced by an MPO, then both parties should be involved in the re-evaluation process and concur with the outcome of the review. District staff should complete the Department's portion of the re-evaluation work within six months of the date the request was received.

Interim changes are also presented by the construction of new roads, whether it is a completely new roadway or the extension of an existing roadway. These changes require local coordination and functional classification documentation, i.e., application ([APPENDIX E: FUNCTIONAL CLASSIFICATION APPLICATION](#)) and a location map ([APPENDIX F: FUNCTIONAL CLASSIFICATION LOCATION MAP](#)). These revisions are submitted to the TDA Office's Multimodal Data System Coordinator for review. If approved, the TDA Multimodal Data System Coordinator will submit the functional classification documentation to FHWA for approval.

Changes to urban area boundaries, RCI Feature 124 (HWYLOCAL) must be updated in the RCI database by District staff. TDA's Multimodal Data System Coordinator will update RCI Feature 112 (FAHWYSYS) and batch load the proposed functional classification changes into the current federal functional classification feature 121 (FUNCLASS).

3.2 CRITERIA AND METHODS FOR CLASSIFYING ROADS

FHWA's Office of Highway Policy Information's [Highway Functional Classification, Concepts, Criteria and Procedures, 2013 Edition](#), calls for the grouping of similarly ranked travel generators. This Handbook delineates 12 traffic generators, more precisely referred to in this handbook as trip purposes. When evaluating the function of a road, FDOT should consider the character of service these roads are intended to provide. A road may serve more than one significant trip purpose.

Use of the 12 (numbered 1-12) trip purposes, (described later on page 14 of this handbook) to determine the functional classification should be as follows:

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Principal Arterial	2 or more of trip purposes 1-7
Minor Arterial	Only 1 of trip purpose 1-7
Major Collector	1 or more trip purposes 8-10
Minor Collector	Trip purpose 11
Local	Trip purpose 12

Table 4 - Trip Purpose Definitions

It is not necessary for a road to go directly to the main entrance of a traffic generator for it to serve that traffic generator. Several connections may exist between the primary access route and the traffic generator. For example, a state university has many entrances accessed by local roads that connect to the major road network at multiple points. It may be sufficient for a major road to pass along or near a boundary of the university for it to be "served" by that road. In the same way, an interstate highway that passes along the border of an urban area serves that urban area if a direct connection is provided between the Interstate highway and the urban area.

3.2.1 Arterials

The **arterial system** serves the highest degree of through-traffic movement and largest proportion of total travel. As used in the functional classification system, the Interstate Highway System is considered an arterial network. Arterials generally have higher design standards than other roads.

A road serving two or more trip purposes (1 through 7, see trip purposes on page 14 of this handbook) will be classified as a principal arterial road. All limited-access highways and all roads serving the purpose of connecting urban areas to each other are considered to serve several trip purposes and are thus classified as principal arterial roads. A road serving only one of the trip purposes (1 through 7, see trip purposes on page 14 of this handbook) should be classified as a minor arterial road.

The **urban principal arterial system** includes interstate highways, other freeways and expressways, and other principal arterials. The urban principal arterial system serves the major centers of activity of a metropolitan area, has the highest traffic volume corridors, and the longest trip desires; and should carry a high portion of the total urban area travel on a minimum of mileage. It carries most trips entering and leaving urban areas, and it provides continuity for rural principal arterials that intercept urban boundaries.

A **rural principal arterial highway** network provides interstate and inter-county service so that all urban areas are within a reasonable distance of an arterial highway. Rural principal arterials typically link nonadjacent urban areas. Rural principal arterial highways provide an integrated network without stub connections except where needed because of unusual geographic or traffic conditions (for example, connections to coastal cities, water ports, and airports). The rural principal arterial network is divided into three subsystems, interstate highways, other freeways and expressways, and other principal arterials.

Table 6 presents a few key differences between the character of service that urban and rural principal arterials provide:

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Urban	Rural
Serve major activity centers, highest traffic volume corridors and longest trip demands	Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel
Carry high proportion of total urban travel on minimum of mileage	Connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population
Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area	Provide an integrated network of continuous routes without stub connections (dead ends)
Serve demand for intra-area travel between the central business district and outlying residential areas	

Table 5 - Characteristics of Urban and Rural Arterials. Source: [USDOT FHWA Highway Functional Classification Concepts, Criteria and Procedures. 2013 Edition, page 21, table 2-1: Relationship between Functional Classification and Travel Characteristics.](#)

The **urban minor arterial system** typically provides service for trips of moderate length and at a lower level of through traffic movement than principal arterials. They connect with urban principal arterial roads and rural collector routes.

A **rural minor arterial highway** typically links cities and larger towns and serves an urban area if it penetrates or comes within two miles of the urban area boundary. A road connecting the rural minor arterial highway to the urban area is not necessary.

Table 7 presents a few key differences between the character of service that urban and rural minor arterials provide:

Urban	Rural
Interconnect and augment the higher-level Arterials	Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and intercounty services
Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials	Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway
Distribute traffic to smaller geographic areas than those served by higher-level Arterials	Provide service to corridors with trip length and travel density greater than those by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement
Provide more land access than Principal Arterials without penetrating identifiable neighborhoods	
Provide urban connections for Rural Collectors	

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Table 6 - Characteristics of Urban and Rural Minor Arterials. Source: [USDOT FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition, page 22, table 2-1: Relationship between Functional Classification and Travel Characteristics](#).

Trip Purpose 1. Travel to and through urbanized areas

These are primary routes that connect one urbanized area to another. Typically, there will be only one route of Trip Purpose 1 per urban area. In selecting the primary route between two adjacent urbanized areas when more than one direct route exists, the District should first consider the route that extends to the largest number of distant urban areas. If that criterion does not provide a clear selection, the District may then consider which road serves the largest volume of traffic traveling between the two adjacent urban areas. A connected urban area may be in another state. Two routes may be considered when the amount of travel in a given corridor connecting two urban areas is substantially served by trips on more than one highway.

This is also true when an urban area is so geographically large as to result in multiple corridors having been established. This two-route option will be applied in limited cases. The TDA Office will review two-route options as proposed by the District and present them to FHWA for consideration. In general, the use of multiple highways to serve trip needs of a single corridor for this trip purpose should be recognized only when the two facilities are of different access control types (i.e., one is limited-access and the other is not). For example, Interstate 10 (I-10) is a limited access facility; US-90 that parallels I-10 is not a limited access facility.

Trip Purpose 2. Travel to and through small urban areas

These are primary routes that connect one small urban area to an adjacent small urban area, or to the network of roads connecting urban areas to each other. If there is no urban area in the county, connection should be made to the county seat.

Trip Purpose 3. National defense

A national defense route is identified as a primary National Strategic Highway Network (STRAHNET) route. National defense routes also include connector routes identified in the STRAHNET Connector Atlas. See the latest [Florida Atlas](#).

Trip Purpose 4. Interstate and regional commerce

Routes serving this trip purpose are identified by relatively high volumes of freight movements over long distances. A U.S. route may often indicate that the designated route serves the primary purpose of interstate commerce. Those roads that serve the purpose of travel to and through urban areas are considered to serve the needs of regional commerce and thus meet both trip purposes, and vice versa. Identification of this trip purpose may involve evaluating the appropriateness of existing U.S. route designations

Trip Purpose 5. Access to airports, seaports, and major rail terminals or intermodal transfer facilities

These major routes that provide access to regional or international airports, seaports handling ocean-going or river barge traffic, and rail/truck intermodal facilities, are designated by FDOT and approved by FHWA. Access to these facilities are designated as National Highway System connectors to identify the type of facility served by the connector.

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Codes	Description
02	Airport
03	Port Facility
04	AMTRAK Station
05	Rail/Truck Terminal
07	Public Transit Terminal

Table 7a – Special Systems – National Highway System Connectors. Source: [RCI Handbook, Feature 112](#).

Trip Purpose 6. Access to major public facilities

A route to the major point of entrance to a major public facility is considered the primary access route. Major public facilities are distinguished from minor public facilities by their frequency of use and customer service. The general guide for selecting facilities meeting this purpose is to identify those for which the generated traffic would substantially impact the performance of connecting roads, i.e., the number and frequency of trips to or from the facility would place a significant demand on the facility. For the purposes of this handbook, major public facilities are: state or private universities; community colleges; regional medical centers; natural attractions, such as beaches, rivers, and state parks, that draw from a regional area and serve an average daily attendance of 1,000 persons in a single area; manmade attractions, such as theme parks, that attract audiences from a regional area; publicly-owned cultural and historic facilities, such as performing arts centers, civic centers, and museums, that attract audiences from a regional area.

Trip Purpose 7. Access to minor public facilities

A route providing access to the main entrance to a minor public facility is considered the primary access route. For the purposes of this handbook, minor public facilities are those not meeting the requirements listed in Trip Purpose 6, access to major public facilities, and include manmade attractions and publicly owned cultural and historical facilities that attract local audiences.

3.2.2 Collectors

Collectors are typically designed for travel at medium speeds and for medium distances. Collectors are typically two-lane roads that collect and distribute traffic to/from the arterial system.

The **urban collector system** consists of two systems: major and minor collectors. **Urban major collectors** provide direct property access and traffic circulation in higher density residential neighborhoods and commercial and industrial areas. Unlike arterials, major collector roads may penetrate residential neighborhoods for significant distances and channel traffic from local streets onto the arterial system.

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Urban minor collectors provide traffic access and traffic circulation in lower density residential and commercial/industrial areas. They may penetrate residential neighborhoods for only a short distance and channel traffic from local streets to/from the arterial system.

The **rural collector system** consists of two systems: major and minor collectors. **Rural major collectors** provide service to any county seat not on an arterial route. They also serve larger towns not accessed by higher order roads, and important industrial or agricultural centers that generate significant traffic and smaller communities not served by a higher-class facility. **Rural minor collectors** are spaced at intervals, consistent with population density, to collect traffic from local roads and to ensure that all developed areas are within a reasonable distance of a collector road.

Major collectors typically serve higher traffic volumes than minor collectors. Overall, in both urban and rural settings, the total mileage of Major Collectors should be lower than the total mileage of Minor Collectors.

Table 8 presents some of the characteristics of urban and rural major and minor collectors.

MAJOR COLLECTORS	
Urban	Rural
Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas	Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas
Penetrate residential neighborhoods, often for <u>significant</u> distances	Link these places with nearby larger towns and cities or with Arterial routes
Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile	Serve the most important intra-county travel corridors
Operating characteristics include higher speeds and more signalized intersections	
MINOR COLLECTORS	
Urban	Rural
Serve both land access and traffic circulation in lower density residential and commercial/industrial areas	Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector
Penetrate residential neighborhoods, often only for a <u>short</u> distance	Provide service to smaller communities not served by a higher class facility

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MINOR COLLECTORS	
Urban	Rural
Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile	Link locally important traffic generators with their rural hinterlands
Operating characteristics include lower speeds and fewer signalized intersections	

Table 8 - Characteristics of Urban and Rural Collectors. Source: [USDOT FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition, page 23, table 2-1: Relationship between Functional Classification and Travel Characteristics](#).

In both urban and rural areas, a distinction is recognized between major and minor collector roads, those serving any of the trip purposes 8, 9, and 10 will be considered major collector roads and those serving trip purpose 11 only will be considered minor collector roads.

Trip Purpose 8. Interconnection of major thoroughfares

A route that provides a high-volume cross-connection between roads that meet at least two of the trip purposes, 1 through 6, qualifies for this trip purpose. The intent is to ensure that the trips being observed are for through traffic seeking to reach the distant major road.

Trip Purpose 9. Interconnection of minor thoroughfares

A route that provides cross-connection between roads that meet at least one of the trip purposes 1 through 7 qualifies for this trip purpose.

Trip Purpose 10. Access to concentrated property use areas

This is a route that connects major thoroughfares to concentrations of property use, such as the primary connection to a community, large residential subdivision, neighborhood shopping center, or a public facility serving a local audience.

Trip Purpose 11. Access to rural diffused property use areas and lower density urban residential and commercial/industrial areas

A route that connects major thoroughfares to diffused areas of a single or mixed property use and lower density urban residential and commercial/industrial areas serves this trip purpose. Such areas include the primary connection to a rural farming area consisting of large acreage tracts, and scattered small residential developments or in urban areas, lower density residential and commercial/industrial areas.

3.2.3 Locals

Local roads represent the largest percentage of all roadways in terms of mileage. For rural and urban areas, all public road mileage below the collector system is considered local. Local roads provide basic access between residential and commercial properties, connecting with higher order highways. A route meeting this purpose would connect a home, work, or entertainment trip by connecting the destination to the roads serving longer trips. Examples of roads meeting

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the purpose described in this paragraph include those located within a residential subdivision or a cluster of commercial buildings.

Local roads generally do not carry bus routes and, in many instances, they include various roadway treatments to discourage through traffic. In general, local roadways are often classified by “default.” In other words, once all arterial and collector roadways have been identified, all remaining roadways are classified as locals.

Table 9 presents some of the key characteristics of local roads:

Local Roads	
Urban	Rural
Provide direct access to adjacent land	Serve primarily to provide access to adjacent land
Provide access to higher systems	Provide service to travel over short distances as compared to higher classification categories
Carry no through-traffic movement	Constitute the mileage not classified as part of the Arterial and Collector systems
Constitute the mileage not classified as part of the Arterial and Collector systems	

Table 9 - Characteristics of Urban and Rural Local Roads. Source: [USDOT FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition, page 24, table 2-1: Relationship between Functional Classification and Travel Characteristics](#)

3.3 FEDERAL-AID PROGRAMS DETERMINED BY FUNCTIONAL CLASSIFICATION

3.3.1 Programs

The two largest Federal-Aid Programs are the National Highway Performance Program and the Surface Transportation Program:

The National Highway Performance Program provides funding for an enhanced National Highway System (NHS) which includes the existing NHS, all principal arterials, STRAHNET, and intermodal connectors.

The Surface Transportation Block Grant Program (STBG) includes additional roads eligible for federal aid that are not on the NHS and are not functionally classified as local roads or rural minor collectors. The STBG was established to provide funds for non-NHS roads that are eligible for federal aid. The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, changing the Surface Transportation Program (STP) program name to the Surface Transportation Block Grant Program (STBG).

3.3.2 Funding

For information on the use of federal funds, refer to the [Work Program Instructions](#), Part IV- Federal Aid Programs Administered by Federal Highway Administration (FHWA).

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3.3.3 Outdoor Advertising Federal-Aid Maps

National Highway System (NHS) roads are included on Outdoor Advertising Regulatory maps that are used to determine the regulation of signs along certain roads. The Outdoor Advertising maps include not only the NHS but also roads that were classified as Federal-Aid Primary as of June 1, 1991. These categories are found in federal-aid feature 112 in the RCI database. Changes to feature 112 are the responsibility of TDA.

3.3.4 National Highway System (NHS)

National Highway System (NHS) routes, except for Intermodal connectors or STRAHNET connectors; must be classified as principal arterials. NHS Facilities which have been functionally classified lower than principal arterial must be removed from the NHS unless they are Intermodal Connectors or STRAHNET Connectors.

Changes to the NHS can be made when FHWA determines the change is justified. When a request for a change is made, the District will work with the requesting entity to compile information on the preferred route. The request for a change must include an NHS application (signed by the local MPO chair or County), location map, shapefiles, spreadsheet detailing road data changes, and a justification report for TDA to submit to FHWA for consideration and approval.

Some types of justification considered for changes to the NHS are changes to STRAHNET or STRAHNET connector routes, realignments, new construction of more efficient travel ways and changes in travel patterns and demand; e.g., re-alignments.

Some of the types of justification considered for changes to NHS connectors to intermodal facilities are freight and passenger needs, routes that more effectively serve facility users, and future system considerations such as facility relocation or closure.

3.4 STEPS IN FUNCTIONALLY CLASSIFYING RURAL AND URBAN ROADWAYS

The TDA Office is available to assist and support the District in developing contacts, conducting meetings, and making decisions by applying future planning and capacity projects as consideration to the functional classification application process. The Functional Classification Process Flowchart, [APPENDIX B: FUNCTIONAL CLASSIFICATION PROCESS FLOW CHART](#), shows the order in which functional classification development is recommended. This flow of activities logically shows the coordination process and the order of events required to obtain FHWA functional classification approval.

The following section provides a summary of the recommended steps to functionally classify roadways:

Using the TDA provided Urban Area Boundary and Functional Classification GIS data:

1. Prepare a map showing the road network and the existing federal functional classification overlaying the new adjusted urban area boundary.

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2. Add trip service characteristics, such as major traffic generators and property use patterns. The most recent aerial images and land use data available for an area are a good resource.
3. Reclassify the functional classification for highways and streets where trip service characteristics have changed. When reclassifying roads, remember to include logical system continuity considerations. Select principal arterial systems first, followed by minor arterials, then collectors and locals.

The following section outlines the reclassification steps:

- Perform a preliminary classification of the total arterial system considering the list below:
 - Evaluate service to urban activity centers.
 - Consider system continuity.
 - Determine property use considerations.
 - Evaluate spacing between routes and the spatial distribution of activities to be served.
 - Average trip length.
 - Traffic volumes – Annual Average Daily Traffic (AADT) - State DOTs are required to collect, analyze and publish traffic data on the roadways within their borders. Specifically, through the Highway Performance Monitoring System, each roadway segment on the Federal-aid highway (e.g., urban roadways classified as Minor Collectors and above and rural roadways classified as Major Collectors and above) is required to have an AADT value that is based on an actual traffic count within the last 3 years.
 - Access control.
 - Vehicle miles of travel and system mileage.
 - Future routes should be functionally classified with the existing system if they are included in an approved short range improvement program (i.e., 5-year work program) and there is a good probability that the route will be under construction within four years. Where applicable, the same classification should be given to the future route and to the existing route that it will replace until the future route is constructed.
- Classify the final arterial system breaking it into the principal and minor arterial street system.
 - **By service to urban activity centers:**
 - Business districts.
 - Air, rail, bus, and truck freight terminals.
 - Regional retail shopping centers.
 - Large colleges, hospital complexes, military bases, and other institutional facilities.
 - Major industrial and commercial centers.
 - Important recreation areas.
 - **By system continuity:**
 - The principal arterial system should provide an integrated, continuous network throughout an area.
 - Minor arterials, collectors and locals are not integrated systems by themselves. They are in combination with previously designated higher order systems.
- Sub-stratify the principal arterial system:
 - Divide it into Interstate, other freeways and expressways, and other principal arterials.

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- Classify the minor arterial system (arterials not qualifying as principal arterials).
- Classify collector and local streets:
 - **Collector streets**
 - Have a relatively important property access function.
 - Serve to funnel traffic between local streets.
 - **Local streets**
 - All remaining streets which have not been designated as arterials or collectors.
- FHWA requests the submittal of a spreadsheet at the same time maps are provided for review that shows the changes to functional classification by road. An example of this spreadsheet is found in [APPENDIX G: FUNCTIONAL CLASSIFICATION MINIMUM DATA ELEMENTS](#).

Roads are assigned to a Federal System according to their functional classification designation. **Do not** request RCI feature 112 updates until functional classification has been approved by FHWA.

Functional classification is important for determining federal-aid funding eligibility; the following is a summary of federal-aid funding eligibility:

System/Funding Eligibility	Functional Classification
National Highway System	Principal arterials, intermodal connectors, and STRAHNET connectors.
Surface Transportation Block Grant (STBG) Program	All functional classifications except rural minor collectors and locals.
Federal-Aid None Except for special considerations, contact the FDOT Work Program Office for additional information.	Rural minor collectors, locals.

Table 10 - Summary of Federal Aid Funding Eligibility

3.5 PROBLEMS THAT IMPACT FUNCTIONAL CLASSIFICATION OF ROADWAYS

To review each county and urban area, GIS maps are produced utilizing the data represented in RCI features 121 (functional classification) and 124 (urban classification). This mapping process brings direct attention to problem areas that need further examination and review. Some of the more common problems are listed below:

- RCI features 121 and 124 must be updated whenever changes occur, and they must complement each other. Feature 121 directly affects feature 112 (federal systems). Districts should request TDA to update feature 112.
- If the difference in length between the digitized and RCI alignments is greater than or equal 0.100 miles or 5% of the RCI length. Districts should provide marked-up aerials displaying the correct alignment for comparison with the RCI LRS.
- If a realignment of a roadway has not been digitized into the RCI LRS, the correct realignment should be shown on a copy of the latest aerial image. Districts should make sure the location of the realignment can be determined within the county by adding discerning features. RCI feature

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- 140 (section status exception) must be coded correctly, and the total realignment length must be correctly noted in RCI. Feature 138 (roadway realignment) must be completed.
- The original digitized alignment of a roadway may not have been put in correctly on the RCI LRS. A marked aerial printout showing the correct alignment will be needed to make required adjustments.
- The field Distance Measuring Instrument (DMI) measurement can be used instead of the GIS digitized length when the lengths are within 0.009 miles. The length of the road and the magnitude of the error will determine the selection of one or the other, using the information described in the bullets above.

Problems will occur if two or more section numbers are assigned to the same section of roadway or to overlapping roadways. If this is determined to be an exception, code it in properly. If this is not due to an approved exception, the problem will need to be corrected by field or map review.

4. DISTRICT FINALIZATION RESPONSIBILITIES

The District, MPO and local entity should all confirm that the map or maps reflect the accurate representation of the decisions made for the urban area boundary and functional classification. After FHWA approves the urban area boundary and functional classification designations, the District will prepare final maps to be sent to the TDA Office for final signatures from FDOT/FHWA. Maps will include the following elements:

- Adhere to line symbology required of the FHWA. [APPENDIX L: UABFC SHAPEFILE TEMPLATES](#).
- Provide GIS data (e.g., feature class, shapefile, etc.) in the Florida Department of Transportation's Linear Reference System (LRS) preferred coordinate projection system: UTM 17; Datum: NAD 83.
- Legend detailing urban area boundary and functional classifications.
- Recommended by Signature/Date blocks for FDOT and the Local Entity.
- Approved by Signature/Date block for FHWA.
- Include colored FDOT logo.
- File created date.
- Prepared by and in cooperation with statement.
- County title.
- Include a compass rose.
- Include map scale in miles.
- Provide insets of main urban areas.

Obtain the following official signatures, required by the Procedure, on the final maps and provide the described materials as follows:

- County maps and unincorporated urban area maps shall be signed by the Chairman, Board of County Commissioners (or another authorized representative of the county).

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- Incorporated urban area maps shall be signed by the mayor (or another authorized representative of the city) and if they extend beyond the municipal limits, the Chairman, Board of County Commissioners (or another authorized representative of the county). (This does not include urban areas within an MPO planning area boundary.)
- FHWA urban area maps shall be signed by the Chairman of the MPO (or another authorized representative of the MPO) for all areas within the MPO planning area boundary. For urban areas with multiple MPOs, the Chair of each MPO (or another authorized representative of the MPOs) will sign the maps. If the MPO planning area includes the entire county, the MPO has coordination responsibility with local entities and only the MPO must sign.
- The District will finalize the written descriptions to be accompanied by the TDA Offices' functional classification tabulations.
- The District will prepare the final package for submittal to the TDA Office, which will consist of the following items:
 - A cover letter requesting TDA to transmit the package to FHWA for approval.
 - Signed county and urban area functional classification maps.
 - Final written descriptions and the functional classification tabulations in spreadsheet format showing the extent of functional classification on a district-wide scale.
 - A statement that the functional classification was developed in cooperation with local entities (County, City, or MPO).
 - Any available resolution(s) from the involved local entities (County, City or MPO) agreeing to the designations.

5. DATA AVAILABILITY AND ACCESS

U.S. Census Bureau Urban Area data for the state of Florida, existing Functional Classification data, and other reference datasets will be made available on the Urban Area Boundary and Functional Classification (UABFC) Data Hub web site: <https://urban-boundary-functional-class-update-2020-fdot.hub.arcgis.com/>

The UABFC Data Hub is a publicly accessible online resource and will provide the Districts, local entities, and MPOs the ability to download the official U.S. Census Bureau urban areas and functional classification data to be adjusted. The UABFC Data Hub also includes references, resources, and training material to help facilitate the UABFC update process.

Once the Adjusted UABs have been finalized by FHWA and all parties involved, TDA will compile the UAB boundaries into a statewide GIS layer, resolving data conflicts such as overlaps and gaps between District boundaries. The TDA Office will provide access to the final Adjusted UABs and updated Functional Classification data via the UABFC Data Hub as well as other FDOT enterprise business systems.

Urban Area Boundary and Functional Classification Handbook

APPENDICES

APPENDIX A: URBAN AREA BOUNDARY PROCESS FLOW CHART

APPENDIX B: FUNCTIONAL CLASSIFICATION PROCESS FLOW CHART

APPENDIX C: SAMPLE LETTER TO LOCAL ENTITIES FOR URBAN AREA BOUNDARY PROCESS

APPENDIX D: SAMPLE LETTER FROM LOCAL ENTITIES FOR URBAN AREA BOUNDARY PROCESS

APPENDIX E: FUNCTIONAL CLASSIFICATION APPLICATION

APPENDIX F: FUNCTIONAL CLASSIFICATION LOCATION MAP

APPENDIX G: FUNCTIONAL CLASSIFICATION MINIMUM DATA ELEMENTS

APPENDIX H: ACRONYMS AND DEFINITIONS

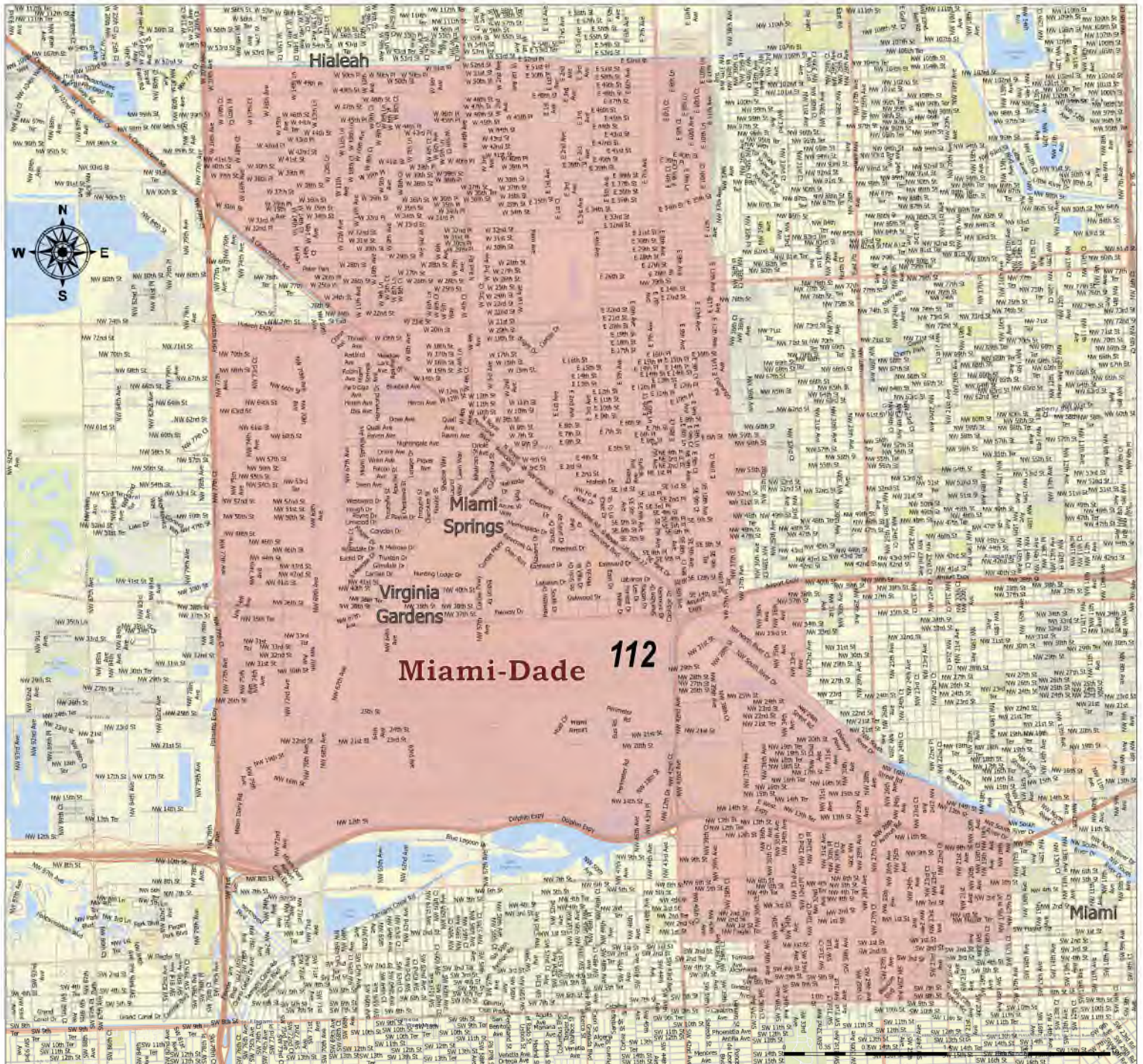
APPENDIX I: UAB GIS DATA FORMAT REQUIREMENTS

APPENDIX J: BEST PRACTICES FOR URBAN AREA BOUNDARY AND FUNCTIONAL CLASSIFICATION PROCESS

APPENDIX K: UABFC MAP PACKAGE REQUIREMENTS

APPENDIX L: UABFC SHAPEFILE TEMPLATES

State House District 112 - CS/SJR 100 - H000H8013



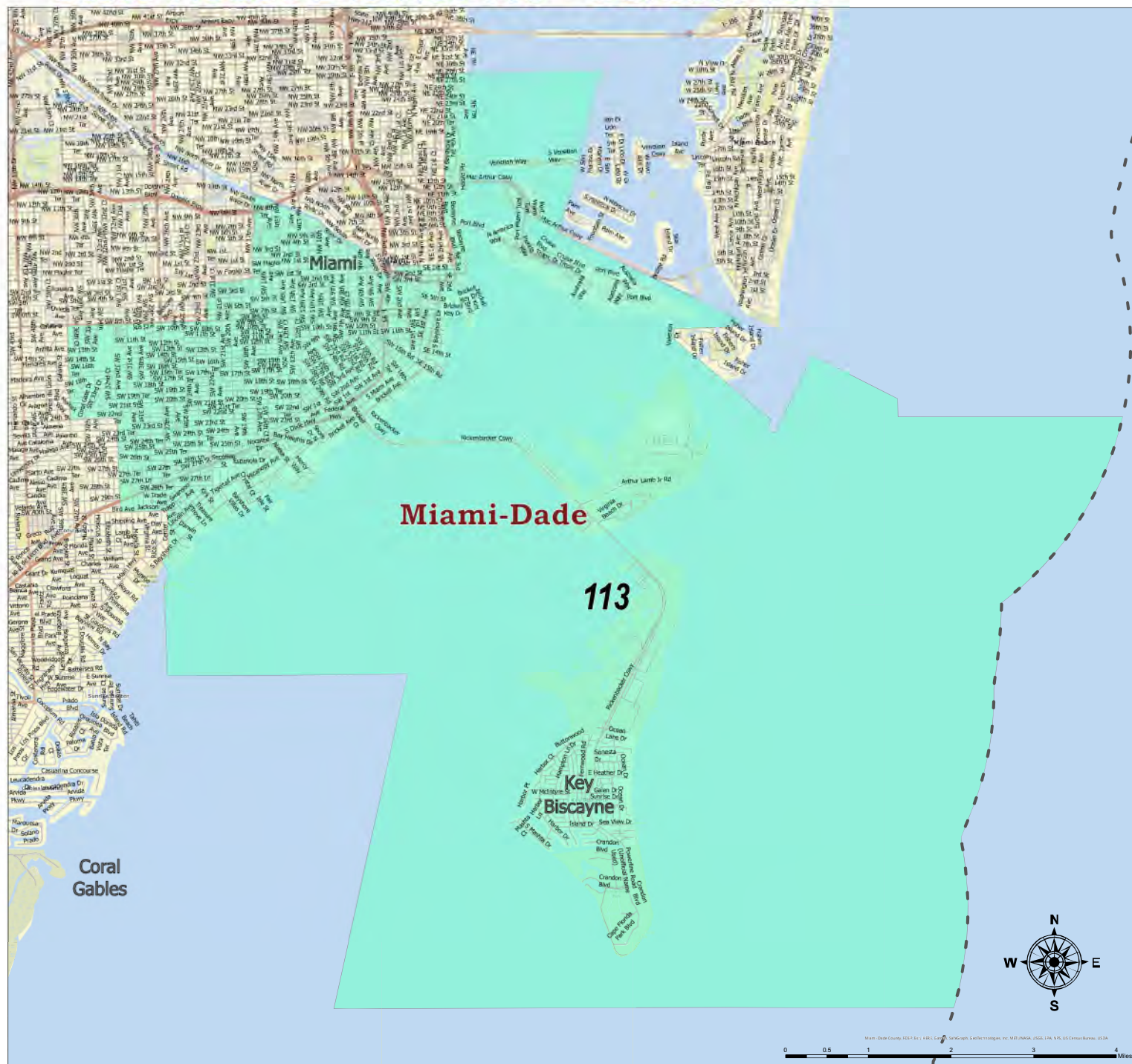
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402 House Office Building, 402 South Monroe Street, Tallahassee, FL 32399-1300
Phone: 850-717-5234 Website: www.myfloridahouse.gov

Legislatively
Enacted on
2/3/2022

Approved by
Florida Supreme Court
3/3/2022



State House District 113 - CS/SJR 100 - H000H8013



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State House District 114 - CS/SJR 100 - H000H8013



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State House District 115 - CS/SJR 100 - H000H8013



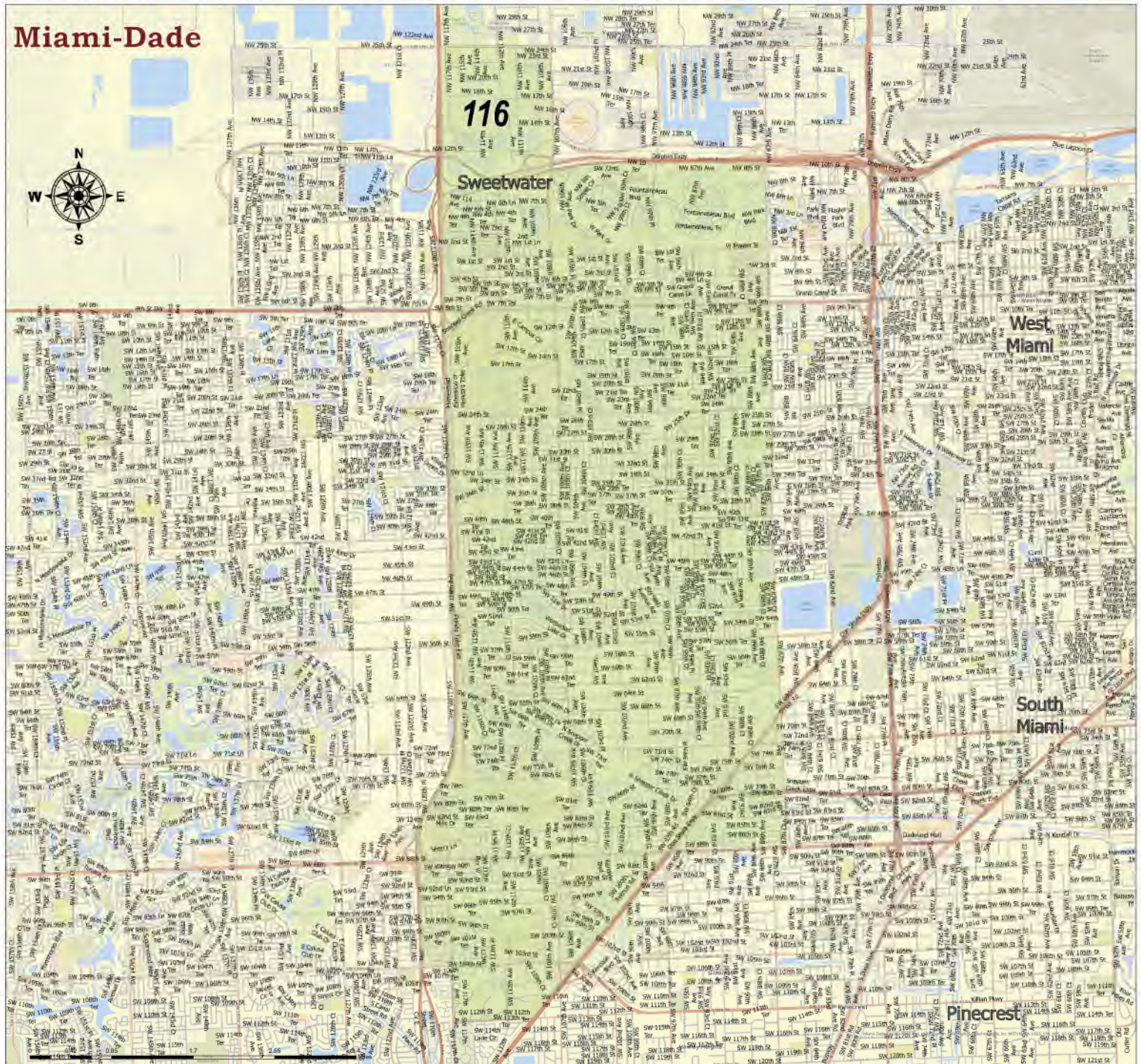
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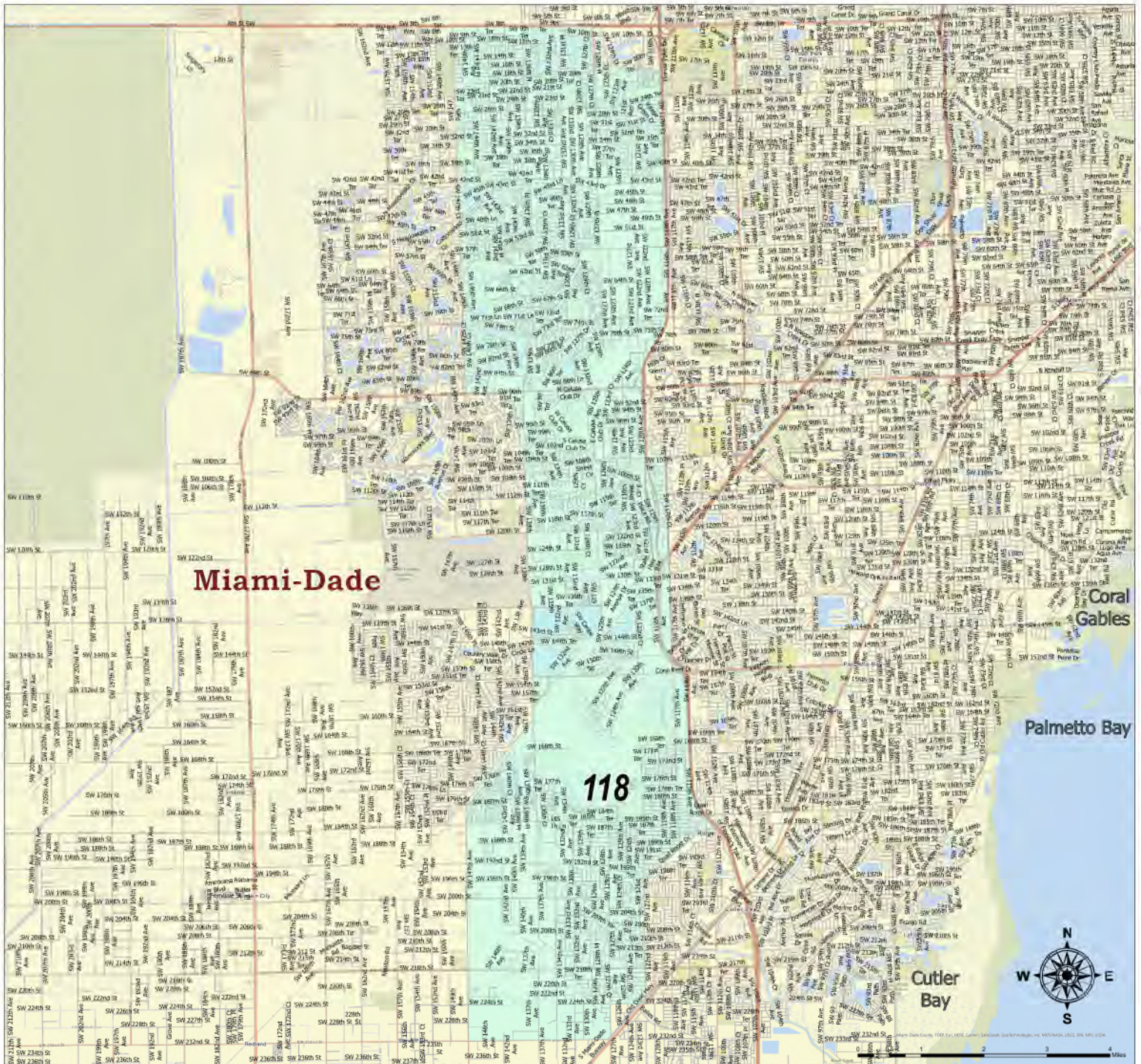
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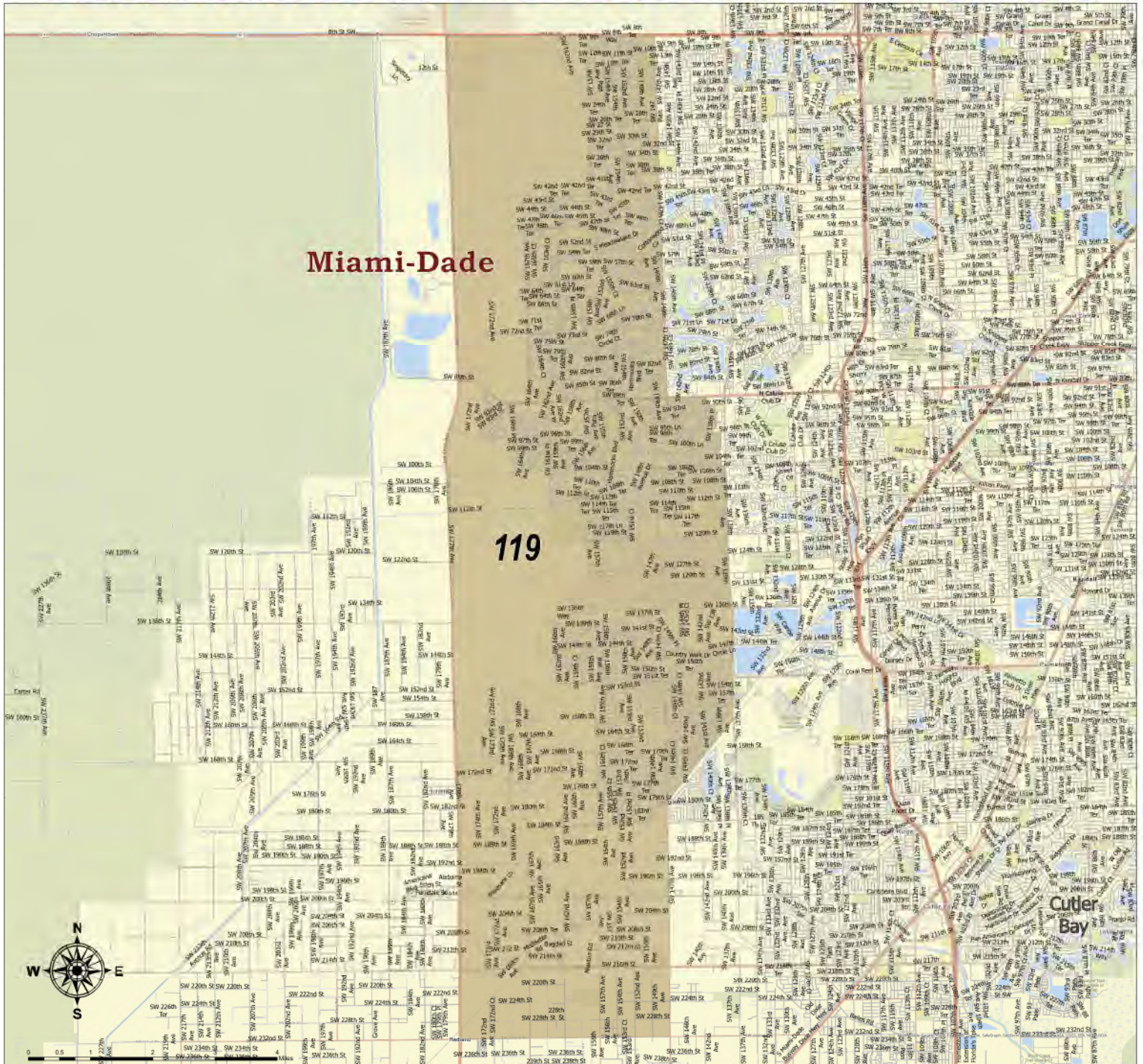
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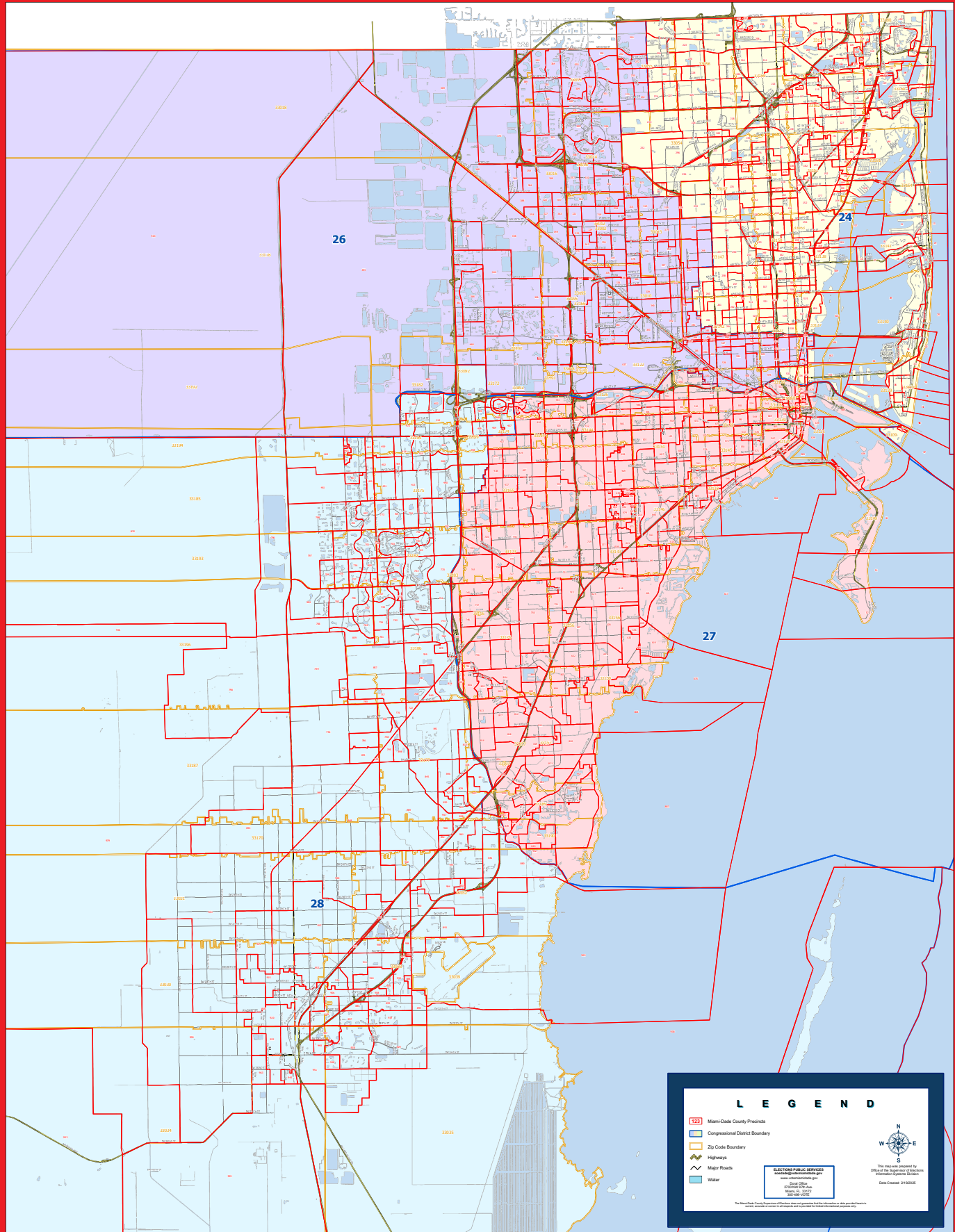


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Office of the Supervisor of Elections

Congressional Districts with Precincts and Zip Codes



LEGEND

- 24 Miami-Dade County Precincts
- 26 Congressional District Boundary
- 28 Zip Code Boundary
- 27 Highways
- 26 Major Roads
- 24 Water

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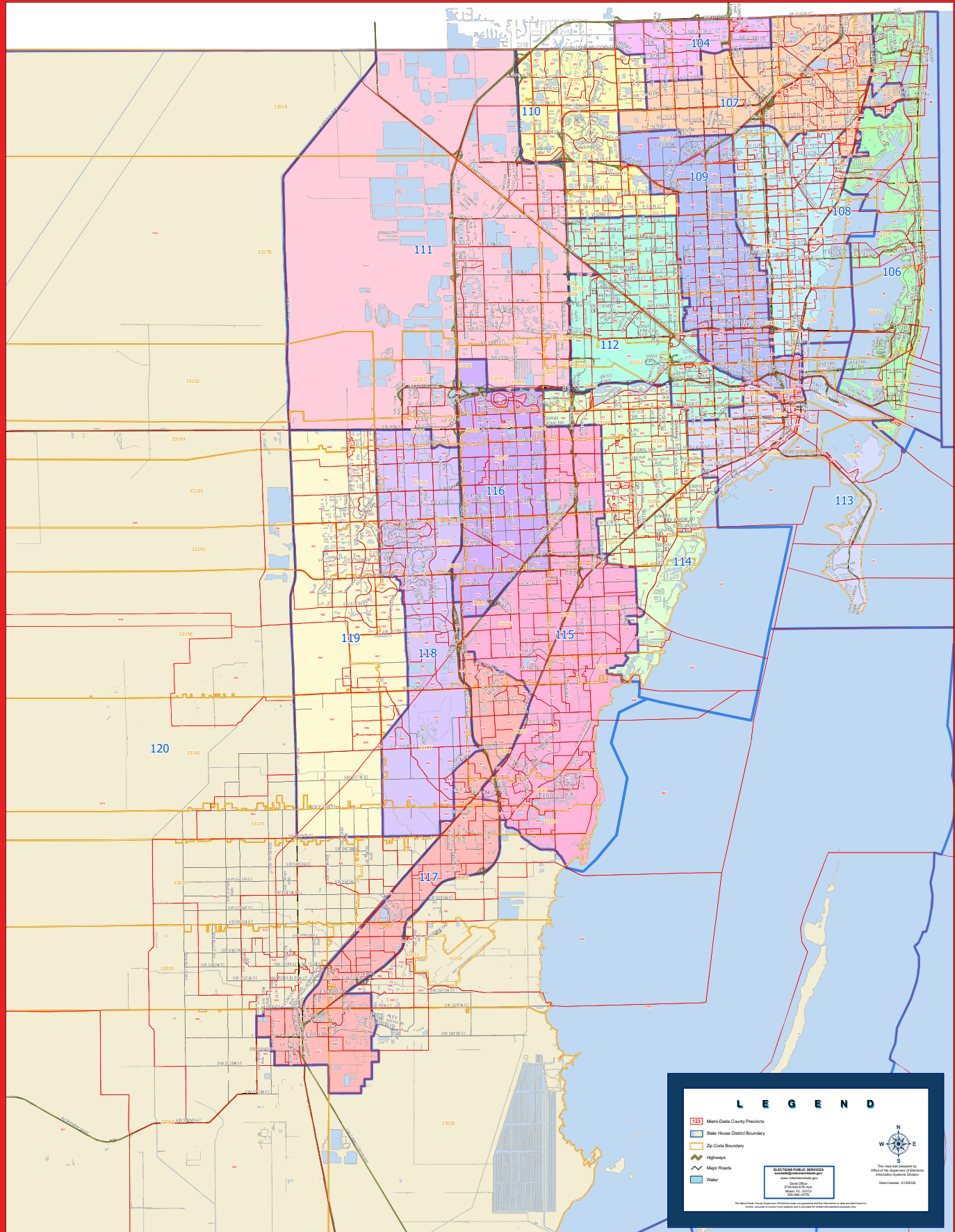
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 Date Created: 01/03/2025

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Office of the Supervisor of Elections

State House Districts with Precincts and Zip Codes



TRANSPORTATION ELEMENT

Introduction

The purpose of the transportation element is to plan for an integrated multimodal transportation system providing for the circulation of motorized and non-motorized traffic in Miami-Dade County. The element provides a comprehensive approach to transportation system needs by addressing all modes of transportation—pedestrian and bicycle facilities, traffic circulation, mass transit, aviation and ports.

The Transportation Element is divided into five subelements. The Traffic Circulation Subelement addresses the needs of automobile traffic, bicyclists and pedestrians. The Mass Transit Subelement addresses the need to continue to promote and expand the public transportation system to increase its role as a major component in the County's overall transportation system. The Aviation Subelement addresses the need for continued expansion, development and redevelopment of the County's aviation facilities; and the Port of Miami River and PortMiami Subelements continue to promote maritime business and traditional maritime related shoreline uses on the Miami River, and the expansion needs of PortMiami.

The Adopted Components of the Transportation Element and each of the five subelements separately contain: 1) goals, objectives and policies; 2) monitoring measures; and 3) maps of existing and planned future facilities. These subelements are preceded by overarching goals, objectives and policies that express the County's intent to develop multi-modalism, reduce the County's dependency on the personal automobile, enhance energy saving practices in all transportation sectors, and improve coordination between land use and transportation planning and policies.

The Miami-Dade 2035 Long Range Transportation Plan (LRTP), is adopted to guide transportation investment in the County for the next 25 years. The LRTP includes improvements for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a "Cost-Feasible Plan" that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by 2014; Priority II contains projects scheduled to be funded between 2015 and 2020, Priority III contains projects scheduled to be funded between 2021 and 2025; and Priority IV contains projects scheduled to be funded between 2026 and 2035. It should be pointed out the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2030 which does not coincide with the planning horizon of the Priority IV projects in the "Cost-Feasible Plan." The "Cost-Feasible Plan" will continually adjust the costs associated with the funding availability for the Priority IV projects as the horizon year advances.

GOAL

DEVELOP AND MAINTAIN AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM IN MIAMI-DADE COUNTY TO MOVE PEOPLE OF ALL AGES AND ABILITIES AND GOODS IN A MANNER CONSISTENT WITH OVERALL COUNTYWIDE LAND USE AND ENVIRONMENTAL PROTECTION GOALS AND INTEGRATION OF CLIMATE CHANGE CONSIDERATIONS IN THE FISCAL DECISION-MAKING PROCESS.

Objective TE-1

Miami-Dade County will provide an integrated multimodal transportation system for the circulation of motorized and non-motorized traffic by enhancing the Comprehensive Development Master Plan and its transportation plans and implementing programs to provide competitive surface transportation mode choice, local surface mode connections at strategic locations, and modal linkages between the airport, seaport, rail and other inter-city and local and intrastate transportation facilities. These plans and programs shall seek to ensure that, among other objectives, all transportation agencies shall consider climate change adaptation into their public investment processes and decisions.

Policies

- TE-1A. As provided in this section and the Mass Transit Subelement, the County shall promote mass transit alternatives to the personal automobile, such as rapid transit (*i.e.* heavy rail, light rail, and bus rapid transit, premium transit (enhanced and/or express bus)), local route bus and paratransit services.
- TE-1B. Miami-Dade County shall continue to maintain programs for optimal development and expansion of PortMiami and the Miami-Dade County aviation system, and shall continue to support viable operation and enhancement of the Port of Miami River. The County shall continue to accommodate and facilitate provision of inter-city and inter-state commuter rail and bus, high-speed intrastate rail, and freight rail services. These activities will be conducted in accordance with the respective subelements of this element and other applicable elements of the CDMP including the Land Use and Capital Improvement Elements.
- TE-1C. When other transportation facility providers' plans are updated, Miami-Dade County shall continue to ensure that those plans provide high quality intermodal connections at optimal transfer points. These should include, but should not be limited to, the intermodal connections currently planned in the other subelements of the Transportation Element including the Port of Miami tunnel, Miami International Airport west-side cargo area access improvements such as the NW 25 Street viaduct, and the Miami Intermodal Center (MIC).
- TE-1D. Within the time-frame of the CDMP, Miami-Dade County will actively pursue development of intermodal facilities where opportunities arise, including, but not limited to:
- Miami Intermodal Center (MIC);
 - Downtown Miami Intermodal Terminal;
 - Northeast Transit Hub Enhancements;
 - Palmetto Intermodal Center;

- Golden Glades Interchange Multimodal Facility; and
- Park-and-Ride Lots, where feasible opportunities present themselves along bus/rail corridors.

(See Mass Transit Subelement Figures 1 and 2 for planned inter-modal/multimodal transit center locations).

- TE-1E. As provided in the Mass Transit, Aviation, Port of Miami River, and PortMiami Subelements, the County shall promote improved intermodal linkages for the movement of passengers and freight, including the consideration of waterborne transportation.
- TE-1F. Transit-supportive Land Use Element policies including, but not limited to, Urban Center guidelines shall be vigorously implemented in association with planned rapid transit facilities identified in the Mass Transit Subelement.
- TE-1G. Miami-Dade County shall develop and adopt climate change adaptation and mitigation strategies for incorporation into all public investment processes and decisions, including those concerning transportation improvements.
- TE-1H. Transportation agencies developing their transportation plans for Miami-Dade County shall take into consideration climate change adaptation and mitigation strategies through project review, design, and funding for all transportation projects. Transportation agencies should consider extending their planning horizons appropriately to address climate change impacts.

Objective TE-2

In furtherance of pedestrianism and other non-motorized modes of transportation in the planned urban area, Miami-Dade County shall enhance its transportation plans, programs and development regulations as necessary to accommodate the safe and convenient movement of pedestrians, non-motorized vehicles and motorized vehicles.

Policies

- TE-2A. The County shall continue to promote and assist in the creation of a Countywide system of interconnected designated bicycle ways, and promote the implementation of the *Miami-Dade Bicycle Facilities Plan*.
- TE-2B. The County shall continue to develop a comprehensive countywide greenways network providing continuous corridors for travel by pedestrians and non-motorized vehicles incorporating elements of the adopted South Dade Greenway Network Master Plan and the North Dade Greenways Plan.
- TE-2C. In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness in locations where the Land Use Element seeks to promote activity along road frontages, such as in areas planned for community- or neighborhood-serving businesses, and all existing and planned Urban Center and rapid transit stations and mass transit corridors. Such measures should include, wherever feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge. Additionally, boulevard section designs should be

utilized where appropriate, including central through lanes and frontage lanes for local traffic and parking, separated from the through lanes by landscaped areas, with frequent opportunities for pedestrians to safely cross the through lanes, and right of way to facilitate these designs should be reserved or acquired where necessary. Roadway pedestrian facility considerations shall also be consistent with the policies addressing pedestrianism contained in the Land Use Element.

- TE-2D. Miami-Dade County's top priority for constructing new sidewalks and bicycle facilities after completion of the "Safe Routes to Schools" program shall be to provide continuous sidewalks and bicycle facilities along the following: a) existing rapid transit stations and transit centers, b) existing parks and recreation open spaces, c) both sides of all County collector and arterial roadways within 1/4 mile of all existing transit stations and centers, and d) at least one side of County collector and arterial roadways between 1/4 and 1/2 mile of all existing transit stations, centers and corridors. All new development and redevelopment in these areas shall be served by sidewalks and bicycle facilities. It is the policy of Miami-Dade County that municipalities in the County establish similar priorities for their jurisdictions, and that FDOT do the same with regard to State roads. In all new construction and reconstruction of collector and arterial roads inside the UDB served by Metrobus, sidewalks and bicycle facilities should be provided along all such roads between bus stops and any existing or planned intersecting residential or community-serving business streets within, at a minimum, 1/4 mile of the bus stops.
- TE-2E. The County shall require accommodation of non-motorized transportation facilities in plans for future arterial and collector road construction, widening or reconstruction projects where designated by the Bicycle Facilities Plan, wherever feasible.
- TE-2F. The County shall consider the use of utility easements and transit or railroad rights-of-way as locations for bicycle ways linking existing and planned major urban activity centers.
- TE-2G. The County shall encourage inclusion in, and review, all plans and development proposals for provisions to accommodate safe movement of bicycle and pedestrian traffic, and facilities for securing non-motorized vehicles in all new development and redevelopment and shall address this as a consideration in development and site plan review.
- TE-2H. The County shall ensure that sidewalks are well-maintained and free from tripping hazards and barriers to promote comfortable and safe sidewalk conditions for pedestrians of all ages and abilities through actions such as, but not limited to, providing tree grates covering tree planting areas in or adjacent to sidewalks; trimming overgrown bushes and trees within road rights-of way, as appropriate; and the repair or replacement of broken and uneven sidewalk pavement.

Objective TE-3

As provided in the policies hereinunder, Miami-Dade County shall cooperate with the Metropolitan Planning Organization for the Miami Urbanized Area (MPO) to enhance Miami area planning procedures, methodologies and analytical tools to improve analysis of relationships between transportation facility plans and programs, and land use plans, development standards and implementing programs.

Policies

- TE-3A. Miami-Dade County shall cooperate with, and participate in, activities and initiatives undertaken by the Florida Department of Transportation (FDOT) and the statewide MPO Advisory Committee (MPOAC) to enhance intermodal and land use aspects of transportation plans and planning methods used by the State and the MPOs throughout the state. Toward this end, it is the policy of Miami-Dade County that during preparation of major updates of the Long Range Transportation Plan (LRTP) by the Miami Area MPO, the County will coordinate and work with the MPO, as the MPO has committed by resolution, to better coordinate transportation and land use planning and enhance intermodal qualities of transportation analyses and plans of the MPO.
- TE-3B. Miami-Dade County shall analyze planned land use patterns and intensities in planned rapid and premium transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing Metrorail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor as well as rapid and premium transit corridors listed in the Mass Transit Subelement. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity¹ with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these planned transit corridors for their consideration. It is the policy of Miami-Dade County that affected municipalities consider local plan amendments to reflect the findings of this analysis.
- TE-3C. It is the policy of Miami-Dade County to develop all the transportation facilities identified in the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and the CDMP Transportation Element as soon as feasible, in accordance with the LRTP phasing program. It is the policy of the County that the non-cost-feasible projects listed in the MPO's LRTP and the CDMP Transportation Element shall be retained in these plans solely as identified future priorities of the County for which the County shall pursue additional funding, and which shall be advanced into the cost-feasible components of the respective plans at the earliest feasible opportunities. It is, further, the policy of the Board of County Commissioners that, a) non-cost-feasible transportation projects may be advanced into the cost-feasible component of the referenced plans only after demonstration that the project appropriately supports, and is supported by, related services such as transit feeders and/or the type and intensity of planned surrounding land development, and b) the Governing Board of the MPO is urged to support this policy.

With the exception of the SR-836 southwest extension, only the transportation projects contained in the cost-feasible components of the LRTP, the TIP and the CDMP shall be considered in the administration of the County's concurrency management program and, after the next update of the CDMP Transportation Element

¹ Development intensity threshold to be used in this analysis shall be 15 dwelling units per acre and 75 employees per acre for traffic analysis zones with ½ mile of rail transit stations and for ¼ mile around exclusive busway stops.

to reflect the next update of the MPO's LRTP, the presentations of future levels of service in the CDMP shall reflect only these facility improvements. It is the policy of Miami-Dade County that the SR-836 southwest extension is to only address existing roadway capacity deficiencies in the southwest portion of the County, as of the date of opening of the extension, and is not intended to provide capacity to support or encourage future development.

Objective TE-4

By 2015, Miami-Dade County shall develop a "Complete Streets" program to be considered in the design and construction of new transportation corridors and reconstruction of existing corridors, wherever feasible.

Policies

TE-4A. By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; improve aesthetics, and design for the safety of all users, including vulnerable populations such as children and seniors.

Objective TE-5

By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element.

Policies

TE-5A. By 2015, Miami-Dade County shall evaluate the designation of multimodal transportation corridors as "Activity Corridors" on the Land Use Plan Map, Land Use Element and Transportation Element such as NW/SW 27, 42, 57, 87, 107 and 137 Avenues, and NW 103, 36/41 Streets, W. Flagler Street, Tamiami Trail (SW 8 St.), Coral Way (SW 24 St.), Bird Road Drive (SW 40/42 St.), Kendall Drive (SW 88 Street), Coral Reef Drive (SW 152 St.), and South Dixie Highway (US 1). The evaluation shall address the following objectives:

- a) Allowed uses,
- b) Development density and intensity,
- c) Urban design guidelines, and
- d) Multimodal components.

Transportation Monitoring Program

An important part of the implementation of the objectives of the Transportation Element is the establishment of a program for monitoring their progress. The transportation monitoring program consists of the following measures:

Objective TE-1. Number of transportation plans prepared and adopted by State, Regional and local governments reviewed during the EAR reporting period; and review and analyze Metrorail, Metrobus and Metromover boardings and compare the boarding rates with the previous reporting period. Number of transportation plans addressing multimodalism, climate change mitigation and adaptation strategies, and extensions of planning horizons.

Objective TE-2. Number of bicycle and pedestrian facilities reviewed through site planning and plat reviews, and number of reviews of other transportation improvement plans; and implementation status of the Miami-Dade Bicycle Facilities Plan. Number of injuries and fatalities suffered by bicyclists and pedestrians.

Objective TE-3. Number of changes to the procedures, methodology and analytical tools adopted as a result of updates of the MPO's Long Range Transportation Plan; and number of land use changes as a result of coordinating land use and transportation planning.

Objective TE-4. Development of the "Complete Streets" program by 2015.

Objective TE-5. Designation of "Activity Corridors" by 2015.

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TRAFFIC CIRCULATION SUBELEMENT

Introduction

The purpose of the Traffic Circulation Subelement is to provide an overview of the current and future transportation needs of Miami-Dade County, and to advocate for a transportation system that efficiently supports mass transit, non-motorized transportation modes and economic growth while reducing dependence on the use of personal automobiles. The Subelement analyzes current roadway capacity and deficiencies in Miami-Dade County, provides recommendations for improving future highway capacity, and establishes a goal, objectives, and policies aimed at meeting the future mobility needs of the County.

Miami-Dade County, since 1957, has been a home rule charter county. The Department of Regulatory and Economic Resources Planning Division therefore serves as a metropolitan agency, and the traffic circulation needs and the goal in this Subelement are presented for the entire County, including the 34 municipalities.

The *Adopted Components* of this Subelement include the Traffic Circulation goal, objectives and policies; maps of future conditions; and a monitoring program for evaluating progress toward Subelement implementation.

The Miami-Dade 2035 Long Range Transportation Plan (LRTP), was adopted in October 2009 to guide transportation investment in the County for the next 25 years. The LRTP includes improvements for roadways, transit, bicycle and pedestrian facilities, greenways and trails. It contains a "Cost-Feasible Plan" that categorizes projects into priority groupings based upon future funding availability. Priority I contains those projects scheduled to be funded through by 2014; Priority II contains projects scheduled to be funded between 2015 and 2020; Priority III contains projects scheduled to be funded between 2021 and 2025; and Priority IV contains projects scheduled to be funded between 2026 and 2035. It should be pointed out that the Comprehensive Development Master Plan (CDMP) has a planning horizon year of 2030 which does not coincide with the planning horizon of the Priority IV projects in the "Cost-Feasible Plan." Since the Priority IV grouping encompasses the CDMP horizon year, the required four-year updates to the "Cost-Feasible Plan" will continually adjust the funding availability for the Priority IV projects as the horizon year advances.

GOAL

DEVELOP, OPERATE AND MAINTAIN A SAFE, EFFICIENT AND ECONOMICAL TRAFFIC CIRCULATION SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EASE OF MOBILITY TO ALL PEOPLE AND FOR ALL GOODS, IS CONSISTENT WITH DESIRED LAND USE PATTERNS, CONSERVES ENERGY, PROTECTS THE NATURAL ENVIRONMENT, ENHANCES NON-MOTORIZED TRANSPORTATION FACILITIES, SUPPORTS THE USAGE OF TRANSIT, AND STIMULATES ECONOMIC GROWTH.

Objective TC-1

It is desirable that all roadways in Miami-Dade County operate at the adopted level of service (LOS) standards or better. Miami-Dade County should strive to operate its roadway network at a level of service better than the base level of service standards contained herein.

Policies

TC-1A. Miami-Dade County will continue to update and readopt a Long Range Transportation Plan, as periodically required, that will achieve Traffic Circulation Objective TC-1 above, in a manner consistent with the other objectives of the Comprehensive Development Master Plan (CDMP). Upon completion of each update of the Long Range Transportation Plan, Miami-Dade County shall prepare for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Traffic Circulation and Mass Transit Subelements of the Transportation Element as warranted by said technical findings and policy proposals, consistent with the goals, objectives and policies of the CDMP.

TC-1B. The minimum acceptable peak period* operating level of service for all State and County roads in Miami-Dade County outside of the Urban Development Boundary (UDB) identified in the Land Use Element shall be LOS C. The minimum acceptable peak-period LOS for all State and County roads inside the UDB shall be the following:

- 1) Within the Urban Infill Area (UIA)²
 - (a) Where no public mass transit service exists, roadways shall operate at or above LOS E.
 - (b) Where mass transit service having headways of 20 minutes or less is provided within 1/2-mile distance, roadways shall operate at no greater than 120 percent of their capacity.
 - (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 150 percent of their capacity.
- 2) Between the UIA and the UDB
 - (a) Roadways shall operate at no worse than LOS D (90 percent of their capacity) except that State Urban Minor Arterials (SUMAs) may operate at LOS E (100 percent of their capacity);
 - (b) Where public mass transit service exists having headways of 20 minutes or less within 1/2-mile distance, roadways shall operate at or above LOS E;
 - (c) Where extraordinary transit service such as rapid transit (e.g., commuter rail, Metrorail and People Mover), or premium bus service (e.g., bus rapid transit, express bus and enhanced bus systems) exists, parallel roadways within 1/2 mile shall operate at no greater than 120 percent of roadway capacity.
- 3) Notwithstanding the foregoing, the following standards established by the Florida Department of Transportation (FDOT), are adopted by Miami-Dade County as

* Peak period means the average of the two highest consecutive hours of traffic volume during a weekday.

Note: LOS will be measured based on the latest edition of the Highway Capacity Manual.

² UIA is defined as that part of Miami-Dade County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95.

its minimum LOS standards for Florida Strategic Intermodal System (SIS) highway corridors in Miami-Dade County:

(a) Outside the UDB

1. Limited access State highways shall operate at LOS C or better;
2. Controlled access State highways shall operate at LOS C or better; and
3. Constrained or backlogged limited and controlled access state highways operating below LOS C, must be managed to not cause significant degradation.

(a) Inside the UDB

1. Limited access State highways shall operate at LOS D or better, except where exclusive through lanes exist, roadways may operate at LOS E.
2. Controlled access State highways shall operate at LOS D or better, except where such roadways are parallel to exclusive transit facilities or are located inside designated transportation concurrency management areas (TCMA's), roadways may operate at LOS E.
3. Constrained or backlogged limited and controlled access State highways operating below the foregoing minimums must be managed to not cause significant deterioration.
4. Notwithstanding any provision to the contrary, the minimum acceptable peak period operating level of service for the SR-836/Dolphin Expressway southwest extension from NW 137 Avenue to SW 136 Street shall be and remain LOS C.

TC-1C. The County shall continue to maintain and enhance as necessary, a comprehensive traffic counting system for annually monitoring the level of service on, at a minimum, the County roadway system.

TC-1D. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standards contained in Policy TC-1B, except as otherwise provided in the "Concurrency Management Program" section of the Capital Improvements Element.

TC-1E. The County shall, to the maximum extent feasible, improve the operating efficiency of the existing thoroughfare system and reduce peak hour congestion by encouraging the application of low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

NOTES: Constrained SIS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

Backlogged SIS facilities are roadways operating below the minimum LOS standards, not constrained, and not programmed for addition of lanes in the first three years of FDOT's adopted work program or the five-year CIE.

For roadways outside the UDB significant degradation means an average annual daily traffic increase in two-way traffic volume of 5 percent, or a 5 percent reduction in operating speed for the peak direction in the 100th highest hour. For roadways inside the UDB, roadways parallel to exclusive transit facilities or roadways in transportation concurrency management areas, significant degradation means an average annual daily traffic increase in two-way traffic volume of 10 percent, or a 10 percent reduction in operating speed for the peak direction in the 100th highest hour.

**SUMMARY
MIAMI-DADE COUNTY
TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS**

**Peak Period* LOS Standards
Non-SIS Roadways**

Location	Transit Availability		
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail, Metrorail, People Mover, Bus Rapid Transit, Express Bus, or Enhanced Bus Service)
Outside UDB	LOS C-State Minor Arterials LOS C-County Roads and State Principal Arterials		
Between UIA and UDB	LOS D (90% of Capacity); or LOS E (100% Capacity) on SUMAs	LOS E (100% of Capacity)	120% of Capacity
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity

SIS Roadways

SIS Facility	Location				
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways
Limited Access Facilities	C	D [E]	D [E]	D [E]	Manage
Controlled Access Facilities	C	D	E	E	Manage

NOTES: LOS inside of [brackets] applies to general use lanes only when exclusive thru lanes exist.

SIS= Strategic Intermodal System

UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), and excluding the area north of SR 826 and west of I-95.

UDB=Urban Development Boundary

SUMA=State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

- TC-1F. The County shall implement a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:
- 1) van pooling and employer-based carpooling;
 - 2) employer-based staggered and/or flexible work hours;
 - 3) parking management;
 - 4) telecommunicating;
 - 5) congestion pricing;
 - 6) park and ride lots;
 - 7) managed lanes;
 - 8) trip reduction ordinances;
 - 9) transportation management associations (TMA's); and
 - 10) subsidies for transit riders.
- TC-1G. Miami-Dade County shall continue to implement procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, or funds or land therefore, necessary to accommodate the impact of the proposed development. The County shall periodically review and update impact fee schedules to ensure that all public and marginal costs are appropriately recognized, and that fee structures reflect pertinent geographic (i.e., core vs. fringe area) variability in facility usage.
- TC-1H. In highway and transit planning activities of the County and the Metropolitan Planning Organization (MPO), Miami-Dade County will give highest priority to the funding of necessary capacity improvements to roadways on the Strategic Intermodal System (SIS) as defined in Section 339.61, F.S., and to proximate facilities and services that would serve to relieve congestion on SIS facilities which are operating above their capacity. Further, the County and the Miami-Dade County MPO shall coordinate with FDOT to develop feasible strategies and mechanisms to minimize local traffic impact on SIS facilities.
- TC-1I. The County will continue to investigate, develop and implement parking management strategies to promote the land use and transportation objectives of the CDMP to reduce the use of Single Occupant Vehicles (SOVs) and highway congestion and encourage the use of transit and ridesharing. Additionally, parking requirements in the County's zoning regulations will be reviewed to encourage shared and possibly on-street parking in planned Urban Centers, and to moderate parking requirements where transit service exists, and where developments contain complementary use mixes.
- TC-1J. The County will continue to implement the recommendations of the Countywide Parking Policy Study, Park and Ride Lot Plan Study and Consolidated Park and Ride Facilities Plan conducted by the Miami-Dade County MPO.
- TC-1K. The County shall utilize the Miami-Dade County MPO transportation planning and project review processes to evaluate and implement roadway and transit improvements that will improve access to, and connections between, the County's major aviation, rail and port facilities.

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- TC-1L. Miami-Dade County shall coordinate with Miami-Dade Expressway Authority and the Transportation Planning Organization (or successor agencies) in the planning and construction of SR-836/Dolphin Expressway southwest extension from NW 12th Street to SW 136th Street and determination of associated park and ride facilities and interchange locations. The general alignment of the SR-836 southwest extension is depicted in the CDMP LUP map and the map series of the Traffic Circulation Subelement and the Mass Transit Subelement, and the associated park and ride facilities and interchanges will be determined as part of the project's future project development and environment (PD&E) study.
- TC-1M. Miami-Dade County approves the new SR-836/Dolphin Expressway southwest extension only to the extent necessary to relieve existing traffic congestion in the southwestern parts of the County and to provide a reliable, robust, and faster connection to Downtown Miami and other major trip attractors across the County. To discourage urban sprawl within the Area of Impact of the SR-836 southwest extension, defined as the area bounded by NW 12th Street to the north, SW 152nd Street to the south, SR-997/Krome Avenue to the west, and NW/SW 97 Avenue to the east, the County's Concurrency Management System shall be amended to remove the additional LOS/capacity generated by the SR-836 southwest extension in the Area of Impact. Accordingly, any increase in LOS/capacity that the roadways in the Area of Impact would experience due to the diversion of trips resulting from the construction of this new expressway facility could not be used to demonstrate concurrency. The purpose of this policy is to assure that the additional capacity attributable to the SR-836 southwest extension cannot be used to support further development in the Area of Impact.
- TC-1N. Within one year prior to the opening of the SR-836/Dolphin Expressway southwest extension, or any phase thereof, the Miami-Dade Expressway Authority (or successor agency) shall provide the County with an analysis of increase in the peak hour trip capacity on all roadway links and intersections within the Area of Impact (as defined in Policy TC-1M) as required by the County.

Objective TC-2

Rights-of-way and corridors needed for existing and future transportation facilities will be designated and reserved.

Policies

- TC-2A. The County shall continue to maintain and enforce the minimum right-of-way requirements as established in the *Public Works Manual* and in Chapter 33, Zoning, *Code of Miami-Dade County*, to ensure Countywide continuity of the thoroughfare system. The County shall review roadway design standards and right-of-way reservations and shall propose changes as may be necessary to better accommodate projected vehicular and non-vehicular movement in the corridors and design features recommended in the Transportation and Land Use Elements.
- TC-2B. The County shall require the dedication of the appropriate share of all necessary rights-of-way from all developments at the time of development.
- TC-2C. Except for those section, half-section and quarter-section line rights-of-way within the portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, advance rights-of-way shall be reserved or acquired, where necessary, for future transportation improvements identified in the Traffic Circulation and Mass Transit Subelements.
- TC-2D. The section line, half-section line, and quarter-section line road system should form a continuous network within developed areas, interrupted only when it would destroy the integrity of a neighborhood or development. The County shall not approve vacation of zoned rights-of-way unless it is determined that the right-of-way is not required for present or future public use, or unless the zoned right-of-way is within that portion of the Northwest Wellfield Protection Area located west of the Homestead Extension of the Florida Turnpike, and the CDMP Guidelines for Urban Form will be reflected.

Objective TC-3

The County's transportation system will emphasize safe and efficient management of traffic flow, the safety of pedestrians and bicyclists, and enhance and encourage the use of transit.

Policies

- TC-3A. The County shall continue to assure provision of an adequate, properly designed and safe system for controlling vehicular accessibility to major thoroughfares through adopted design standards and procedures, which at a minimum address:
- 1) Adequate storage and turning bays;
 - 2) Spacing and design of median openings and curb cuts;
 - 3) Provision of service roads;

- 4) Driveway access and spacing and;
- 5) Traffic operations.

- TC-3B. The County will continue to monitor high accident-frequency locations on the County highway system to identify any design improvements, which may alleviate hazardous conditions and incorporate such improvements into the Transportation Improvement Program (TIP).
- TC-3C. By 2015, Miami-Dade County shall develop a "Complete Streets" program which will be sensitive to the needs of the users of all modes of transportation including bicyclists and pedestrians and include the following components: street typology based on land use context due to how a roadway passing through different land uses will vary in character; hierarchy of street types and designs; provision of sidewalks and bicycle facilities; adequate landscaping and street furniture; bus lanes and transit facilities; and improve aesthetics and design for the safety of all users, including vulnerable populations such as children and seniors.
- TC-3D. The County shall design new roadways in a way that supports transit usage and incorporates planned rapid transit corridors, dedicated bus lanes and other transit improvements to further incentivize and facilitate the use of transit, wherever feasible.

Objective TC-4

The Traffic Circulation Subelement will continue to be coordinated with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP.

Policies

- TC-4A. The County shall maintain the Traffic Circulation Subelement consistent with the objectives and policies of the CDMP Land Use Element.
- TC-4B. The adopted Land Use Plan map shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns.
- TC-4C. Miami-Dade County's priority in construction, maintenance, and reconstruction of roadways, and the allocation of financial resources, shall be given first to serve the area within the Urban Infill Area and Transportation Concurrency Exception Areas. Second priority shall be given to serve the area within the Urban Development Boundary and the Urban Infill Area. And third priority in transportation allocations shall support the staged development of the urbanizing portions of the County within the Urban Expansion Area. Transportation improvements which encourage development in Agriculture and Open Land areas shall be avoided, except for those improvements which are necessary for public safety and which serve the localized needs of these non-urban areas. Areas designated Environmental Protection shall be particularly avoided.

- TC-4D. Miami-Dade County shall set as a priority in its transportation planning program the provision of facilities and services to accomplish the timely evacuation of Miami-Dade County's barrier islands in advance of approaching hurricanes.
- TC-4E. Notwithstanding the designation of Krome Avenue as a Major Roadway on the CDMP Land Use Plan Map or as a four-lane roadway in the Traffic Circulation Subelement, no construction associated with the four-laning, or other capacity improvement, of Krome Avenue outside the Urban Development Boundary shall occur until FDOT has prepared, and the Board of County Commissioners has adopted, a detailed binding access control plan for the Krome Avenue corridor. This plan should emphasize access to properties fronting Krome Avenue primarily through alternative street locations.
- TC-4F. The County shall consistently improve strategies to facilitate a Countywide shift in travel modes from personal automobile use to pedestrian, bicycle and transit modes. The priority for transportation infrastructure expenditures shall be to insure that pedestrian, bicycle and transit features are incorporated into roadway design.

Objective TC-5

The traffic circulation system will protect and enhance community and neighborhood integrity.

Policies

- TC-5A. The County will conserve, protect and enhance the character of neighborhoods from the avoidable intrusion of major thoroughfares and expressways.
- TC-5B. Major thoroughfares and intersections should be located and designed in a manner which would not tend to sever or fragment land which is, or could otherwise be, developed as a well-defined neighborhood.
- TC-5C. The County shall discourage through traffic in neighborhoods by adequately accommodating through traffic demands on arterial roadways.
- TC-5D. The County shall encourage interconnectivity between neighborhoods, local services, schools, parks, employment centers, and transit stops and stations; discourage cul-de-sac and walled-in subdivision designs; and facilitate pedestrian-oriented urban design that connects neighborhoods and provides accessibility for non-drivers.

Objective TC-6

Plan and develop a transportation system that preserves environmentally sensitive areas, conserves energy and natural resources, addresses climate change impacts, and promotes community aesthetic values.

Policies

- TC-6A. The County shall avoid transportation improvements which encourage or subsidize increased development in coastal high hazard areas, environmentally sensitive areas

identified in the Coastal Management and Conservation, Aquifer Recharge and Drainage Elements, and areas of high risk of significant inland flooding.

- TC-6B. Land access interchanges shall not be placed or constructed in a manner that would provide access to environmental protection areas or other areas to be conserved in order to prevent undue pressure for development of such areas.
- TC-6C. If no feasible alternative exists, needed transportation facilities may traverse environmental protection or conservation areas, however such access should be limited and design techniques should be used to minimize the negative impact upon the natural systems.
- TC-6D. New roadways shall be designed to prevent and control soil erosion, minimize clearing and grubbing operations, minimize storm runoff, minimize exposure and risk of climate change impacts such as increased flood conditions, and avoid unnecessary changes in drainage patterns.
- TC-6E. The County shall pursue and support transportation programs (e.g., rapid transit, premium bus service, managed lanes, and bikeways) that will help to maintain or provide necessary improvement in air quality and which help conserve energy.
- TC-6F. Design new roadways in such a manner as to make them compatible with the surrounding environment, complement adjacent development and provide aesthetically pleasing visual experience to the user and the adjacent areas.
- TC-6G. Require adequate arterial road dedications to allow for linear landscaped open space adjacent to two-lane roads and for medians as well as adjacent landscaped margins for four-lane roads.

Objective TC-7

Miami-Dade County's Traffic Circulation Subelement, and the plans and programs of the State, region and local jurisdictions, will continue to be coordinated.

Policies

- TC-7A. Miami-Dade County shall annually review subsequent Florida Department of Transportation (FDOT) Five-Year work programs to ensure that they remain consistent with and further the Traffic Circulation Subelement and other Elements of Miami-Dade County's CDMP.
- TC-7B. Miami-Dade County shall continue to coordinate local transportation planning of the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area, and specifically the MPO's development of the Long Range Transportation Plan Update, with the CDMP transportation planning process.
- TC-7C. The County shall review the compatibility of the Traffic Circulation Subelement and coordinate it with the traffic circulation plans and programs of the municipalities in Miami-Dade County, adjacent counties, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council and shall cooperate in maintaining adequate inter-regional mobility.

- TC-7D. The County shall promote areawide coordination with local governments and regional and state agencies in the implementation of the Transportation Element, through mechanisms such as established by the Miami-Dade County MPO, FDOT Districts 4 and 6, the South Florida Regional Transportation Authority, and the South Florida Regional Planning Council.
- TC-7E. The County shall promote coordination with all relevant transportation agencies to address climate change impacts.

Future Traffic Circulation Map Series

Figures 1, 3, 4 and 5 in the future traffic circulation map series present the planned highway network as adopted in the MPO's Long Range Transportation Cost Feasible Plan. The following is a series of future traffic circulation maps, which present the long-term transportation network proposed for the Year 2030. Figure 1, Planned Year 2030 Roadway Network, depicts the lane requirements for the Year 2030. It is the purpose of the map to identify generally, where future throughways will be located to serve future travel demand.

Figure 2, Roadway Functional Classification - 2012 indicates the existing role that various roadways serve. The classification is established by the Florida Department of Transportation in accordance with State criteria and formulae. The classification of all State and County roadways is periodically updated by the State to reflect changing conditions. Accordingly, Figure 2 will be subject to amendment from time to time to reflect those updates.

Figure 3, Roadway Functional Classification - 2030, indicates the roadway classification for State and County facilities on the 2030 network. The classification of roadways indicate the role of the various roadways in meeting the future mobility needs and serving land uses as well as the jurisdictional responsibility. The functional classification of most arterial highways and expressways is not projected to change through time. Only in certain instances are existing roadways anticipated for reclassification. This occurs where growth is planned and travel demand is projected to increase, thus causing these roads to function differently. All roads on the State highway system have been classified as arterials, and all roads on the County highway system have been classified as minor arterials or collectors.

Figure 3.1, Temporary Roadways and Roadway Improvements in Connection with the Construction of Turkey Point Units 6 & 7, illustrates the roadway improvements necessary to accommodate the increased traffic associated with the construction of the Turkey Point Units 6 & 7. This nuclear expansion project is projected to occur between 2013 and 2020 and has been determined by the Board of County Commissioners to be a public necessity. All roadway improvements associated with the construction of Turkey Point Units 6 & 7 as shown in Figure 3.1 are to be temporary and must satisfy the following criteria.

1. The temporary roadway improvement serves to accommodate traffic during the construction of Turkey Point Units 6 & 7;
2. The temporary roadway improvements are designed in a manner that provide no more than what is required for safe roadway conditions and secure access to the construction site;

3. Construction of the temporary roadways and roadway improvements will commence no sooner than two (2) years prior to commencement of construction of Turkey Point Units 6 & 7;
4. Within 2 years following the construction of Turkey Point Units 6 & 7 (a) all temporary roadway improvements on publicly owned rights-of-way will be returned to the status of the roadway(s) prior to the commencement of construction of the temporary roadways and roadway improvements, and, (b) any privately owned roadway will be returned to the minimum roadway width required to provide maintenance to FPL facilities and shall not be more than two lanes;
5. FPL shall pay all costs associated with construction and removal of temporary roadway improvements;
6. Temporary roadways and roadway improvements shall be designed to meet the substantive requirements of Chapter 24, Miami-Dade County Code, as interpreted by DERM. In addition, the design of the temporary roadways and roadway improvements shall also be consistent with the goals, objectives and policies of the CDMP, the objectives of the Comprehensive Everglades Restoration Plan, County land use approvals, and other applicable County approved environmental management plans for publicly owned lands, as may be amended from time to time, and appropriate mechanisms shall be provided to enhance protection for wildlife in the area, and the Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management, shall enforce the environmental regulations within its jurisdiction, to the extent allowable by law;
7. Temporary roadway improvements on privately owned property shall not be open to the general public. Miami-Dade County and other agencies with needed access shall, after providing proper notification to FPL, be granted access to this private roadway; and,
8. At FPL's expense, all temporary roadway improvements south of SW 344th Street shall be patrolled by security personnel when in active use and shall maintain security gates or other appropriate security measures during inactive periods. To the greatest extent possible, FPL shall deter access by the general public on temporary roadways south of SW 344th Street.

Any roadway designated as a temporary roadway on Figure 3.1 need not be indicated as a Minor Roadway or Major Roadway on the LUP map and a temporary roadway improvement need not be identified on any other map in the Future Traffic Circulation Map Series. All limited access facilities for the year 2030 are shown in Figure 4. Limited access facilities include all freeways and expressways in Miami-Dade County.

Figure 5, Planned Roadway Network Level of Service - 2030, illustrates the projected levels of service for the Planned Year 2030 roadway network. Figure 6, Planned Non-Motorized Transportation Network - 2030, depicts the planned non-motorized network consisting of on- and off-road bicycle facilities and multi-use trails; Figure 6 reflects the recommended facilities and improvements of the adopted Miami-Dade Bicycle Facilities Plan. Figure 7, Designated Evacuation Routes - 2030, identifies the County's designated local and regional transportation facilities critical to the evacuation of the coastal population. Figure 8, Freight Lines - 2030, depicts future freight lines throughout the County.

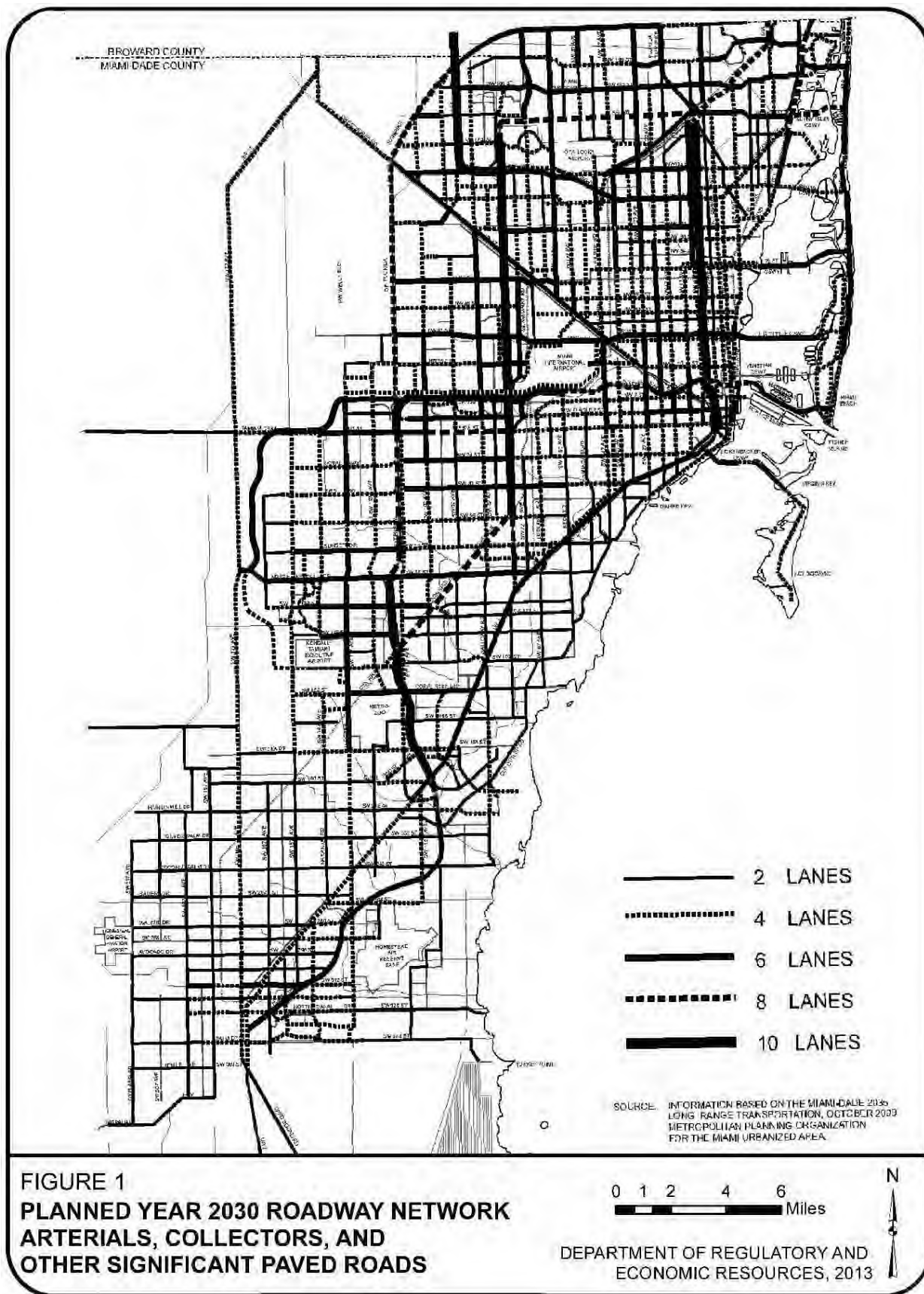
The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County, is responsible for periodically updating the MPO's Long Range Transportation Plan. It is anticipated that the future traffic circulation network included in the Transportation Element will be adjusted during future plan amendment cycles to reflect the findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

With regard to the following transportation improvements necessary to serve Application No. 5 in the April 2005-2006 CDMP Cycle, in no event shall a Building Permit for development within that area be issued until the MPO Miami-Dade Long Range Transportation Plan has been amended to reflect the following changes in priority of the construction phasing of the roadway network:

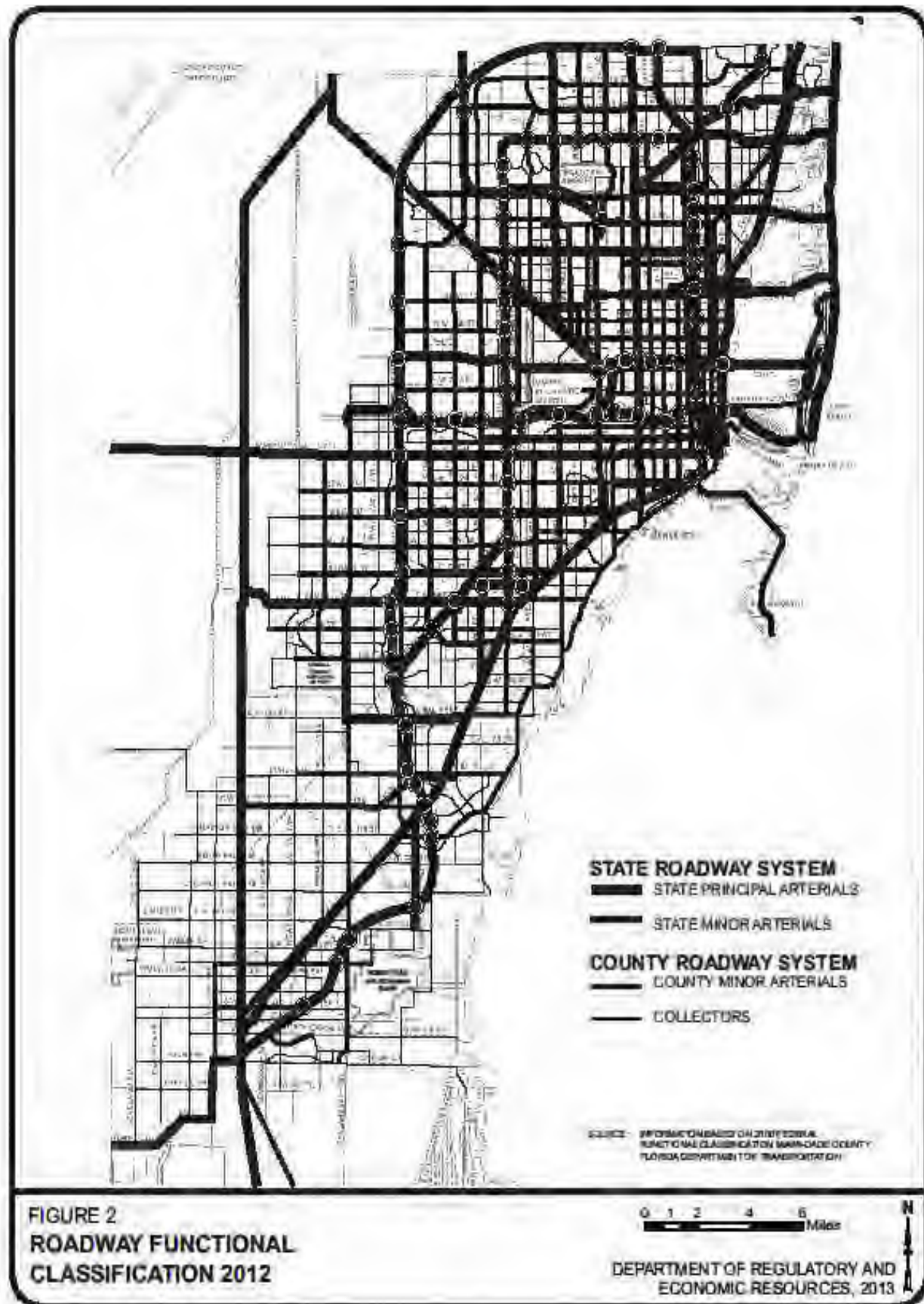
- I-75 between Miami-Dade/Broward County Line and SR 826/Palmetto Expressway: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025);
- SR 826/Palmetto Expressway between NW 103 Street and NW 154 Street: from 8 lanes to 10 lanes, advance to Priority 3 (2021-2025);
- SR 826/Palmetto Expressway from NW 154 Street to I-95: from 6 lanes to 8 lanes, advance to Priority 3 (2021-2025),
- HEFT from SR 836 to Okeechobee Road: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025),
- HEFT from Okeechobee Road to I-75: 8 lanes + auxiliary lanes, advance to Priority 3 (2021 to 2025), and
- HEFT from I-75 to Turnpike Mainline: from 4 lanes to 6 lanes, advance to Priority 3 (2021 to 2025).

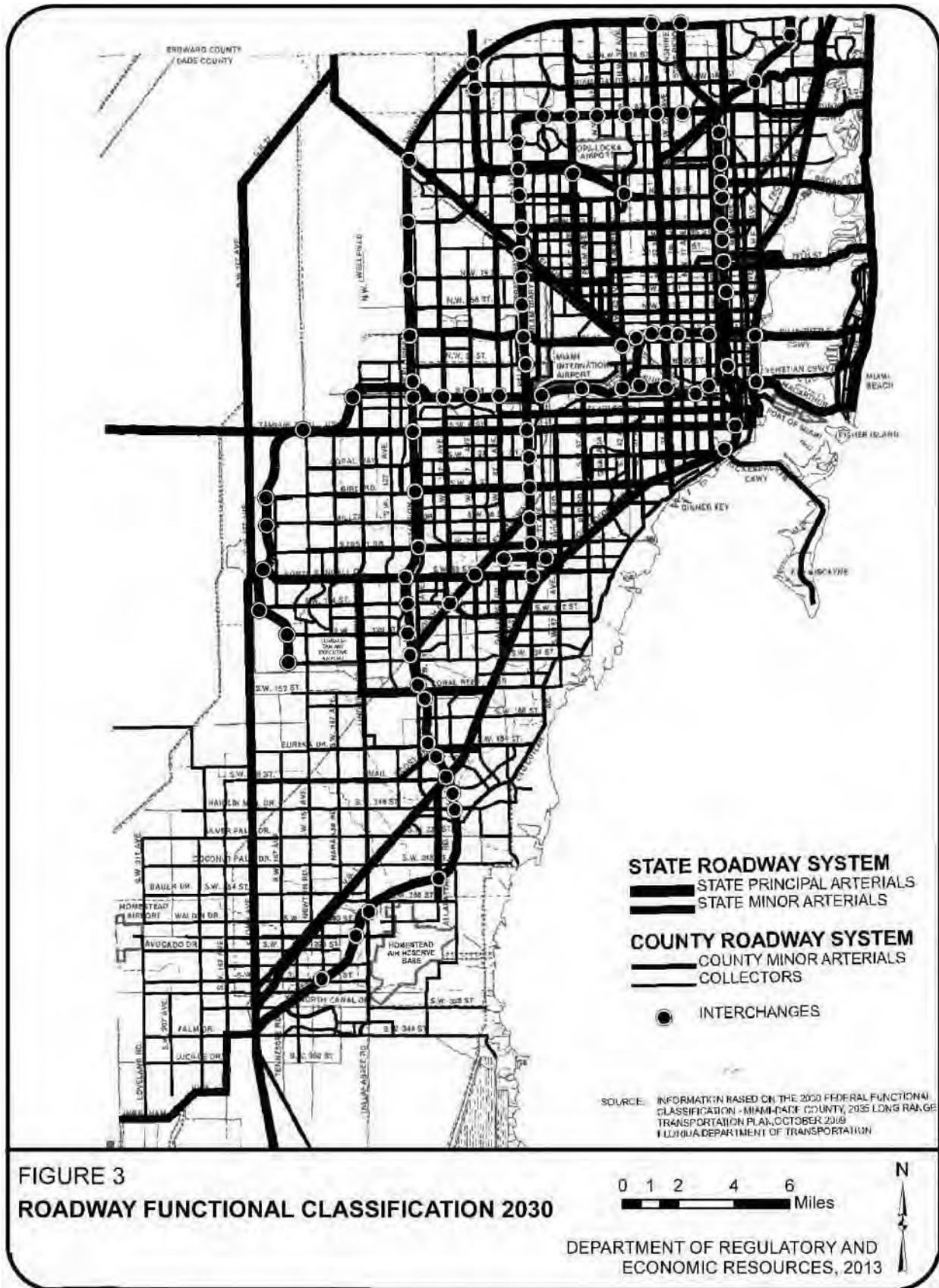
The proposed transportation network is expected to evolve incrementally over the next twenty years. The first five-year components are based on the current adopted Transportation Improvement Program. Improvements that are the County's responsibility are listed in the Capital Improvements Element. The remainder of improvements is projected for construction between 2017 and 2035; the phasing of all improvement projects is listed in the adopted MPO's Long Range Transportation Plan.

Roadway alignments shown in the traffic circulation map series are general indicators of facility location. Specific alignments will be determined through detailed transportation planning, development review processes, subdivision platting, and highway design and engineering studies.



October 2017 Cycle; App. 8;
 Adopted 9-27-18; Ord. 18-109



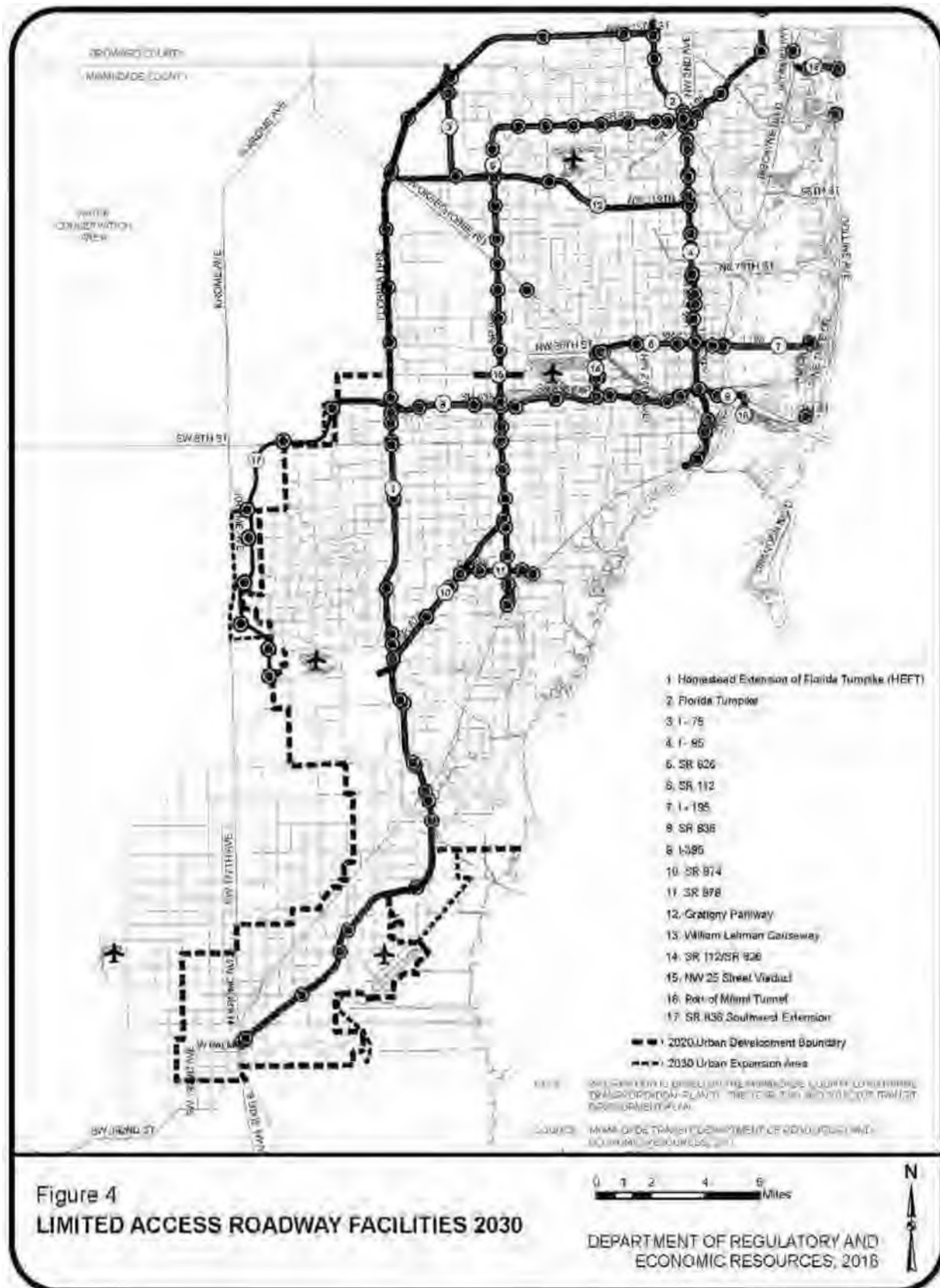


October 2017 Cycle; App. 8;
 Adopted 9-27-18; Ord. 18-109



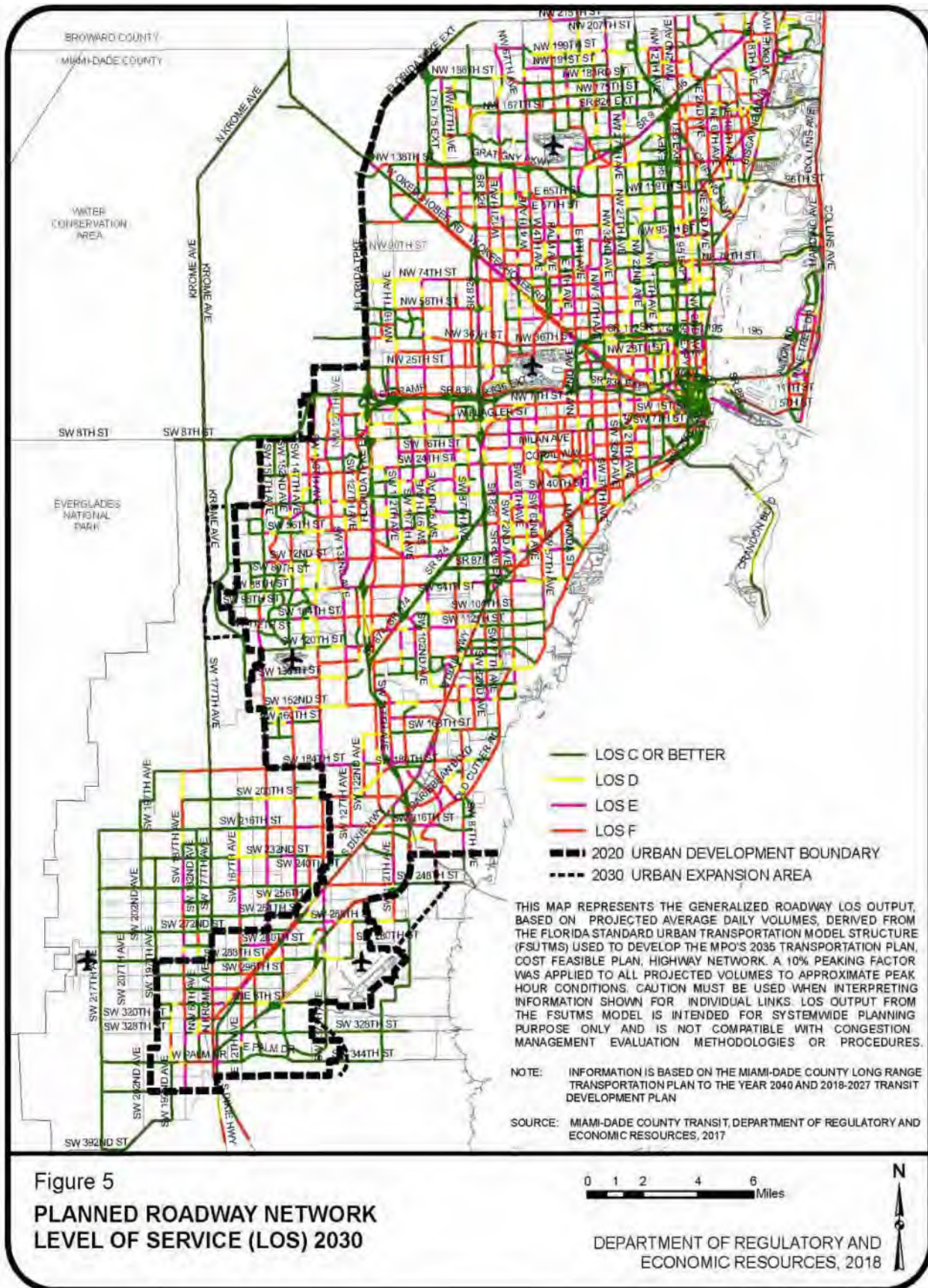
October 2017 Cycle; App. 8;
Adopted 9-27-18; Ord. 18-109

II-24



October 2017 Cycle; App. 8;
Adopted 9-27-18; Ord. 18-109

II-25



October 2017 Cycle; App. 8;
Adopted 9-27-18; Ord. 18-109

II-26

Monitoring Program

This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in this Subelement.

Objective TC-1. Attainment of adopted traffic circulation level of service standards. Implementation of Transportation Demand Management program and quantify the number of strategies acted upon to reduce the use of single occupancy vehicles.

Objective TC-2. Enforcement of minimum right-of-way requirements established in Chapter 33 of the *Code of Miami-Dade County* and *Public Works Manual* either through acquisition or dedication.

Objective TC-3. Enforcement of adopted roadway design standards and procedures in the *Public Works Manual* during the review of site plans and plats of proposed developments. Identify high accident-frequency locations and recommend remedial actions to alleviate hazardous conditions based on information provided by the Miami-Dade Police Department Data Systems Bureau.

Objective TC-4. Quantify the number of Element amendments revised for consistency with the goals, objectives and policies of the Land Use Element, including the land uses, Urban Development Boundary and Urban Expansion Area designated on the Land Use Plan map, and with the goals, objectives and policies of all other Elements of the CDMP. Number of transportation projects that enhance transit, bicycle, and pedestrian modes of transportation.

Objective TC-5. Quantify the number of reviews processed for proposed roadway construction improvements, provided by oversight committees for the protection of community and neighborhood integrity. Number of subdivisions and plats reviewed for approval processes which incorporate interconnectivity between neighborhoods, local services, schools and employment centers.

Objective TC-6. Number of transportation demand management (TDM) and transportation system management (TSM) programs implemented, number of environmental reviews conducted for roadway construction and reconstruction projects, and number of arterial landscaping improvements completed. Number of transportation projects that address climate change impacts, such as increased flood conditions.

Objective TC-7. Quantify the number of reviews completed on various plans and programs of FDOT, MPO, and where appropriate, adjacent counties, and annually verify the consistency of programmed improvements for implementation in the TIP with the CDMP. Number of transportation plans extending planning horizons to address climate change impacts.

MASS TRANSIT SUBELEMENT

Introduction

The purpose of the Mass Transit Subelement is to provide for the development of mass transit facilities as a major component of the County's overall multimodal transportation system to enhance mobility. It is recognized that the planned future transportation improvements in the Traffic Circulation Subelement must be complemented with transit improvements in order to achieve a balanced multimodal transportation system through the year 2030.

This Subelement contains the Mass Transit Goal, Objectives and Policies, a series of mass transit maps showing planned future mass transit facilities and service areas, and procedures for monitoring and evaluating conditions. The various objectives and policies emphasize the maintenance and development of transit services and facilities to support the staging and phasing of designated future land use patterns consistent with the Land Use Element.

It is the intention of Miami-Dade County through the implementation of this Subelement to emphasize the importance of providing mass transit services from residential areas to employment centers and tourist destinations in order to shift the travel mode from single-occupancy vehicles to mass transit.

GOAL

MAINTAIN, OPERATE AND DEVELOP A MASS TRANSIT SYSTEM IN MIAMI-DADE COUNTY THAT PROVIDES EFFICIENT, CONVENIENT, ACCESSIBLE, AND AFFORDABLE SERVICE TO ALL RESIDENTS AND VISITORS.

Objective MT-1

The mass transit system shall operate at a level of service no lower than the standard contained herein.

Policies

MT-1A. The minimum peak-hour mass transit level-of-service shall be that all areas within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 30-minute headways and an average route spacing of one mile provided that:

- 1) The average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
- 2) It is estimated that there is sufficient demand to warrant the service;
- 3) The service is economically feasible; and
- 4) The expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.

- MT-1B. Issuance of all development orders for new development or significant expansions of existing development shall be contingent upon compliance with the Level of Service standard contained in Policy MT-1A.
- MT-1C. Miami-Dade County shall monitor and review transit system compliance with adopted Level of Service standards annually.
- MT-1D. Miami-Dade County shall adopt, and update annually, a 10-year Transit Development Plan to address transit needs consistent with adopted Level of Service policies and transit planning guidelines.

Objective MT-2

Coordinate the provision of efficient transit service and facilities with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the Land Use Element.

Policies

- MT-2A. Transit system improvements shall be coordinated with, and support the staging and shaping of development as planned in the Land Use Element, through Miami-Dade County's transportation planning process.
- MT-2B. The area surrounding future rapid transit stations not yet sited or depicted on the Land Use Plan map shall be designed and developed, at a minimum, as community urban centers, containing land use and development designs that promote transit use as defined in the Land Use Element.
- MT-2C. Priority in transit system improvements will be balanced between the existing service area, and future traffic generators and attractors within the Urban Development Boundary of the Land Use Plan Map.
- MT-2D. Planning of transit system modifications and improvements shall be coordinated with Miami Dade County's Department of Regulatory and Economic Resources, Miami-Dade Transit, Metropolitan Planning Organization, Miami-Dade Expressway Authority, Florida Department of Transportation and other pertinent agencies to further the implementation of a multimodal transportation system.
- MT-2E. Miami-Dade Transit should consider climate change mitigation and adaptation strategies and prioritize those strategies and programs.

Objective MT-3

Provide a sound funding base utilizing public and private sources that will assure maintenance of existing service operations and timely implementation of the needed transit improvement projects and services.

Policies

- MT-3A. Miami-Dade County shall strive to establish, through legislative or electoral approval or other means, a dedicated source of revenue that will support current and future

transit operations. Sources to be considered may include: a sales tax; levies on motor fuels, motor vehicles, and parking facilities through special benefit assessments; transit impact fees; joint development; and advertising and concessions proposals.

- MT-3B. Any transit plans Miami-Dade County develops, now and in the future, shall be fiscally sound.
- MT-3C. Miami-Dade County shall research the legal possibility of Miami-Dade Expressway Authority sharing or spending part of its revenues on transit related projects.
- MT-3D. Miami-Dade County shall consider expanding the use of Roadway impact fees for transit related projects.

Objective MT-4

Provide convenient, accessible, affordable, and safe mass transit services and facilities.

Policies

- MT-4A. Miami-Dade County, with appropriate private sector contributions shall provide a network of regular mass transit and special services to facilitate access to major centers of employment, commercial, medical, educational, governmental, and recreational activity, and planned urban centers identified in the Land Use Element.
- MT-4B. Miami-Dade County, with assistance from Florida Department of Transportation (FDOT), Miami-Dade Expressway Authority (MDX), and other pertinent agencies shall provide service that is competitive with automobile travel in terms of reliability, safety and overall travel time and cost.
- MT-4C. Miami-Dade County, with assistance from the Federal Transit Administration, Florida Department of Transportation, Miami-Dade Expressway Authority, and other pertinent agencies, shall provide express bus routes along corridors with managed lanes, accessible park-and-ride facilities and direct ramps to/from the managed lanes to the park-and-ride facilities and Metrorail facilities when feasible.
- MT-4D. Pursuant to Traffic Circulation Subelement Policy TC-4F, the Miami-Dade Expressway Authority (or successor agency) ("MDX") shall provide for mass transit service in the SR-836/Dolphin Expressway southwest extension corridor, to be funded by MDX. The mass transit service shall incorporate lanes having technologies that facilitate the safe travel of automated vehicles, including mass transit vehicles, at high rates of speed for a connection with the transit service being implemented as part of the current SR 836 reconstruction generally east of the Turnpike. MDX shall coordinate the mass transit service with Miami-Dade County through the Department of Transportation and Public Works (or successor department). Said coordination shall occur prior to the earlier of the issuance of the first permit for construction of the expressway extension or prior to the commencement of any construction of the expressway extension.

- MT-4E. In coordination with the Miami-Dade County Parks, Recreation and Open Space Department and the Miami-Dade Transportation Planning Organization (or successor agencies), the Miami-Dade Expressway Authority (or successor agency) shall design a multi-use recreational trail within the corridor of the SR-836/Dolphin Expressway southwest extension. The recreational trail shall be designed to promote a safe and comfortable environment for walking, cycling, horseback riding, and passive recreational uses, such as observing nature, in a manner complementary and sensitive to the areas it traverses. Additionally, to the maximum extent feasible, the multi-use recreational trail shall be designed to provide for seamless connections to the County's existing and planned trails and greenways network proximate to the corridor. Said coordination shall occur prior to the earlier of the issuance of the first permit for construction of the expressway extension or prior to the commencement of any construction of the expressway extension, and the trail shall be built and open to the public concurrent with the opening of the expressway extension, or phases thereof.

Objective MT-5

Provide equitable transportation services to all groups in the metropolitan area, including the special transportation needs of the elderly, persons with disabilities, low income and other transit dependent persons.

Policies

- MT-5A. Miami-Dade County shall continue to provide equitable transportation services in accordance with Federal Transit Administration (FTA) Title VI Civil Rights requirements.
- MT-5B. Miami-Dade County shall continue to provide special transportation services in compliance with the service criteria and funding specifications of Federally mandated American with Disabilities Act of 1990 (ADA) regulations for persons with disabilities.
- MT-5C. Miami-Dade County shall continue to provide cost effective and coordinated mobility to transportation disadvantaged persons by utilizing both the conventional transit system and complementary paratransit service, when necessary and appropriate, in compliance with State mandated regulations of Chapter 427, Florida Statutes, for the transportation disadvantaged, and shall revise and update as required the Transportation Disadvantaged Service Plan.
- MT-5D. The County shall promote increased affordable housing development opportunities within proximity to areas served by mass transit.

Objective MT-6

Continue to coordinate Miami-Dade County's Mass Transit Subelement, Miami-Dade Transit's Transit Development Plan, and the plans and programs of the State, region and local jurisdictions.

Policies

- MT-6A. Miami-Dade County shall annually review subsequent FDOT 5-Year Work Programs to ensure that they remain consistent with, and further, the Mass Transit Subelement,

other elements of Miami-Dade County's Comprehensive Development Master Plan (CDMP), and Miami-Dade Transit's Transit Development Plan.

- MT-6B. Miami-Dade County shall coordinate with FDOT in its efforts to develop intrastate transit systems, including regional transit systems and a publicly or privately financed high speed intrastate rail system linking Tampa, Orlando and Miami, and shall support efforts to create a statewide rail network to improve inter-regional and intermodal linkages serving Miami-Dade County.
- MT-6C. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the Metropolitan Planning Organization (MPO).
- MT-6D. Where appropriate, Miami-Dade County shall coordinate its mass transit plans and programs with those of adjacent counties to ensure regional mobility in major travel corridors.
- MT-6E. Miami-Dade County shall support the efforts of the South Florida Regional Transportation Authority.
- MT-6F. Miami-Dade County shall continue to coordinate mass transit planning with the plans and programs of the municipalities in an effort to avoid duplication of transit services and allow for efficient transit operations that complement one another.

Objective MT-7

Initiate, by 2016, protection strategies for Mass Transit rights-of-way and exclusive transit corridors.

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Policies

- MT-7A. Upon the completion of periodic updates of the MPO Long Range Transportation Plan, Miami-Dade County shall prepare proposals to enhance and revise the Mass Transit Subelement as warranted by the findings and recommendations in such updates, consistent with the goals, objectives and policies of the CDMP.
- MT-7B. Miami-Dade County shall investigate and adopt strategies by 2016 for preservation of planned mass transit rights-of-way and exclusive corridors, including consideration of railroad and utility rights-of-way which may be appropriate or cost effective in the construction of rapid transit lines, express bus lanes or high-occupancy vehicle (HOV) lanes.
- MT-7C. Miami-Dade County shall continue to provide high capacity transit modes in planned highway improvements in congested urban corridors.
- MT-7D. Miami-Dade County shall continue to work with the Florida Department of Transportation, Miami-Dade Expressway Authority and other transportation agencies for the provision and preservation of highway shoulders for bus-on-shoulders in order to incorporate transit uses within highway facilities.

Objective MT-8

Encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the transportation network.

Policies

- MT-8A. Miami-Dade County shall enhance transit facilities to ease transfer with other modes (e.g., park-ride garages and lots with short-term and long-term parking, kiss-and-ride areas, ride-sharing priority parking spaces for carpool and vanpool, motorcycle/scooter parking, bicycle lockers and racks, covered pedestrian walkways, taxi and jitney stands).
- MT-8B. In the planning and design of rapid transit sites and stations and transit centers, high priority shall be given to providing a safe, attractive and comfortable environment for pedestrians, bicyclists and transit users; such amenities shall include weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, newsstands and other retail sales.
- MT-8C. In the siting of transit stations in future rapid transit corridors, major consideration will be given to the opportunities for joint development and/or redevelopment of prospective stations sites, and adjacent neighborhoods, offered by property owners and prospective developers.
- MT-8D. Miami-Dade County shall continue its efforts to provide parking facilities for premium bus rapid transit routes including express and limited stop services to major activity centers and the rapid transit system, and for local bus services.

- MT-8E. Highway improvements shall be designed to include provisions for the location of bus turnout bays, bus shelters, high occupancy vehicle (HOV) lanes, bus by-pass lanes, queue jumpers, and other associated facilities to accommodate mass transit services.
- MT-8F. Miami-Dade County shall continue to provide for transit signal priority and/or queue jumpers; exclusive transit lanes; and request for major residential, retail, office, or mixed use development to provide appropriate transit-supportive facilities and service.
- MT-8G. Miami-Dade County along with FDOT, MDX and other transportation agencies shall continue to provide continuous sidewalks and bicycle facilities along existing and planned rapid transit stations, transit centers, and bus stops.

Future Mass Transit Map Series

The following series of future mass transit maps presents the general location of proposed transit service areas, terminal or stations, and exclusive transit corridors by transit mode for the year 2030. When paired with recommended highway and pathways improvements in the Traffic Circulation Subelement, a balanced transportation system is provided to meet the future mobility needs of Miami-Dade County. An additional map is provided indicating major traffic generators and attractors based on the proposed 2030-2040 Land Use Plan map. Rapid transit alignments shown on the following map series generally depict planned facility locations. Specific alignments will be selected and may be modified through detailed federally and State regulated transportation planning, design and engineering processes.

Transit Centers, such as Metrobus terminals, rapid transit stations, and transit transfer facilities, are also depicted on the future mass transit map series. These centers are locations where several routes or lines, or different modes converge. They are designed to handle the movement of transit vehicles and the boarding, alighting and transferring of passengers between transit routes, lines or transit modes. In Miami-Dade Transit's Transit Development Plan, transit centers are identified as transit hubs.

Figure 1 illustrates the existing Metrobus fixed route service area and those areas that may have the potential for future Metrobus service in the year 2030 based on projected population and employment densities and future land use patterns. Potential service to these areas would be contingent upon conformance with the goal, objectives and policies of the Mass Transit Subelement.

Proposed rapid transit corridors are shown in Figure 2. These corridors include:

1. The East-west corridor from PortMiami, through downtown Miami and the Miami Intermodal Center (MIC) at Miami International Airport (MIA), to Florida International University (FIU);
2. The North line from Dr. Martin Luther King, Jr. Metrorail Station to the Broward County line;
3. The Northeast line from downtown Miami to Aventura;
4. Baylink from downtown Miami to Miami Beach; and,
5. Corridors connecting the Kendall area:
 - (a) Northward to FIU (Modesto Maidique Campus);

- (b) Southwest from Dadeland South Metrorail Station to Florida City; and
- (c) West from Dadeland North Metrorail Station to SW 162 Avenue along Kendall Drive;
- (d) Douglas Road Corridor from the MIC to Douglas Station.

Also, the Tri-County commuter rail line operated by the SFRTA, linking Miami-Dade, Broward and Palm Beach Counties is shown. The use of the term rapid transit is defined as any heavy rail, light rail, or express buses operating on exclusive rights-of-way.

Premium bus rapid transit (BRT) corridor is defined as a fixed-route bus system that either (1) operates routes predominantly on fixed guideways (other than on highway HOV or shoulder lanes, such as for commuter bus service) or (2) operates routes of high-frequency service with the following elements: substantial transit stations, traffic signal priority or preemption, low-floor vehicles or level platform boarding, and separate branding of the service. High-frequency service is defined as 10-minute peak and 15-minute off-peak headways for at least 14 hours of service operations per day. This mode may include portions of service that are fixed-guideway and nonfixed-guideway. Some corridors listed as premium transit corridors for bus rapid transit are also listed as rapid transit corridors. MDT is pursuing incremental improvements along these premium transit corridors in order to build ridership for possible future implementation of rapid transit.

Proposed premium transit corridors which may have the potential for future bus rapid transit are shown in Figure 3. These corridors include:

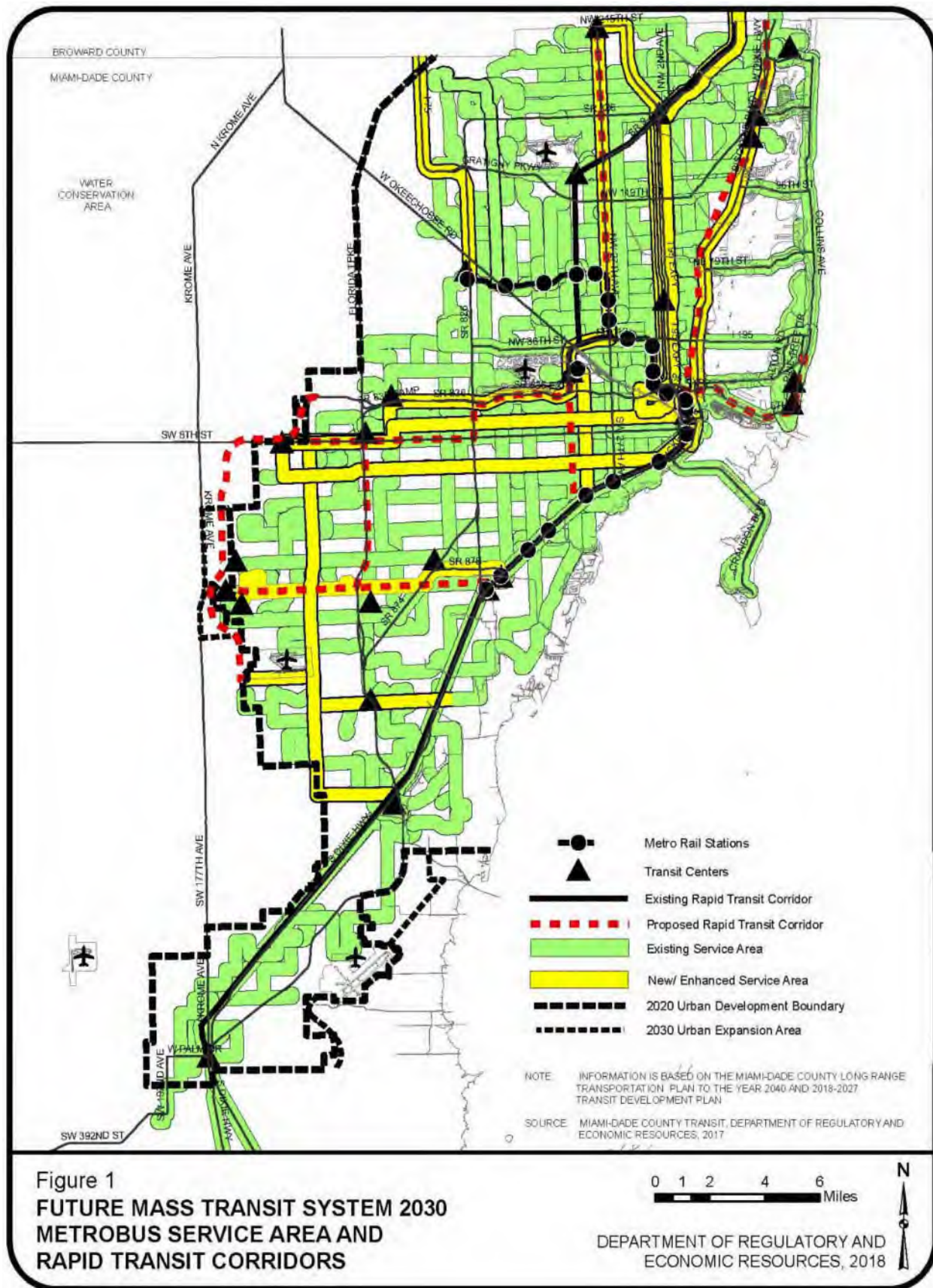
1. NW 7th Avenue Enhanced Bus service from Downtown Miami to Golden Glades Interchange;
2. NW 27th Avenue Enhanced Bus service from NW 215th Street to the Miami-Intermodal Center (North Corridor);
3. 295 Express Bus service via the Florida Turnpike Mainline SPUR and I-95 from NW 27 Avenue and NW 215th Street to Downtown Miami;
4. Palmetto Express Bus service via I-75 and the Palmetto Expressway from I-75 and Miami Gardens Drive interchange park-and-ride lot to the Palmetto Metrorail Station;
5. 836 Express Enhanced Bus service along Dolphin Expressway/SR 836 and SW 8th Street from SW 147th Avenue to the MIC (East-West Corridor);
6. Flagler Enhanced Bus service along Flagler Street from Downtown Miami to West Miami Dade County at SW 8th Street and SW 147th Avenue (East-West Corridor);
7. I95 BC Express Bus service from Broward Boulevard to Civic Center; and I95 SC Express Bus service from Sheridan Street in Broward County to Civic Center in Miami;
8. Coral Way Limited Bus service along Coral Way from Downtown Miami to SW 147th Avenue;
9. Douglas Road Enhanced Bus service along NW/SW 37th Avenue from the MIC to Douglas Road Metrorail Station (Douglas Corridor);
10. Coral Reef Enhanced Bus service from the Kendall-Tamiami Executive Airport to the South Miami-Dade Busway at the SW 152nd Street Bus stop (Coral Reef Corridor);
11. SW 137th Avenue Enhanced Bus service from SW 8th Street and SW 147th Avenue to SW 304th Street and US-1;

12. Biscayne Enhanced Bus service along Biscayne Boulevard from Downtown Miami to Aventura Mall (Northeast Corridor); and
13. Kendall Cruiser from Dadeland North Metrorail Station to SW 162nd Avenue and Kendall Drive (Kendall Drive Corridor).

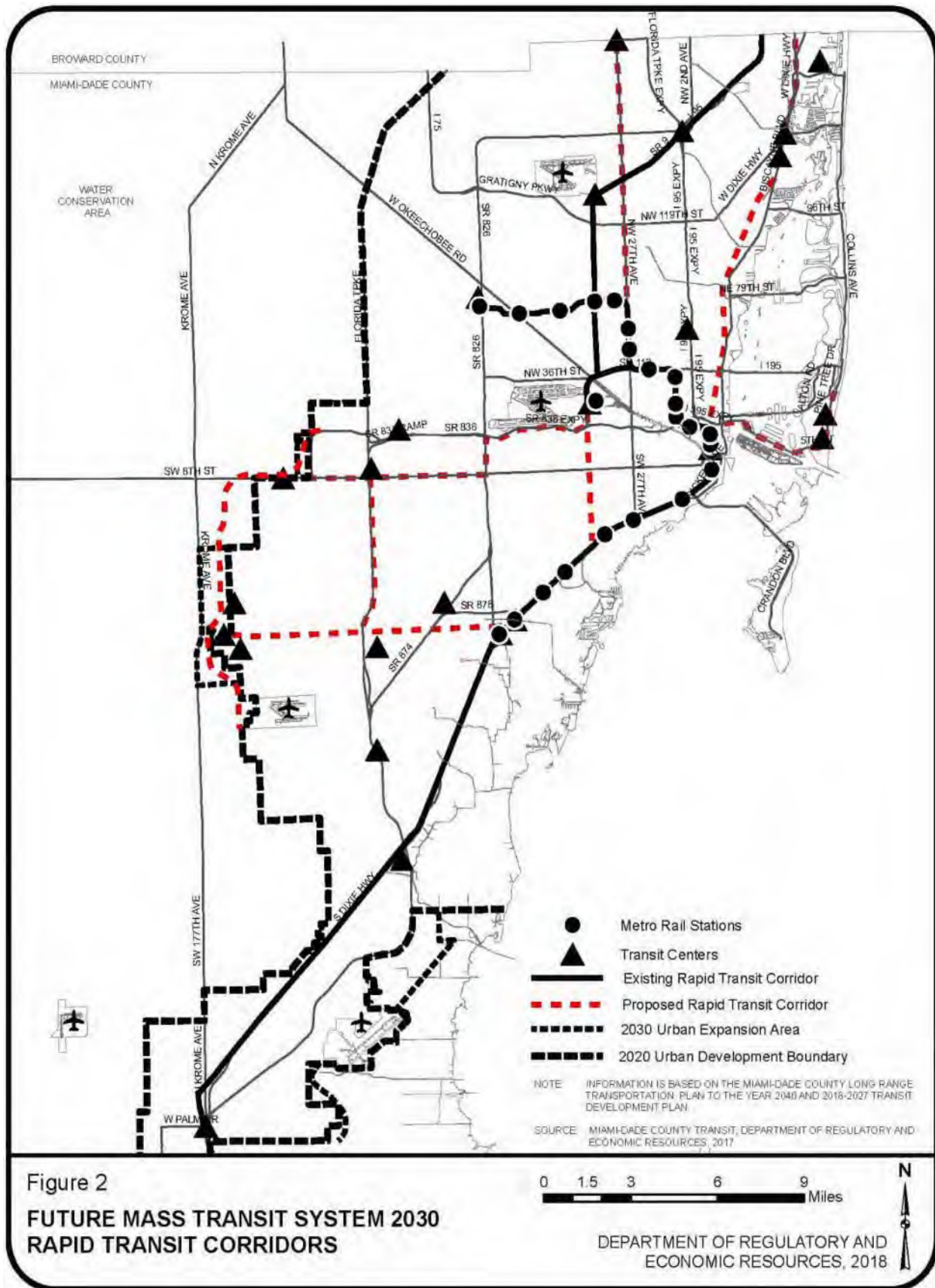
Figure 4 shows the existing Metromover system comprised of the downtown loop, Omni and Brickell legs, and the stations serving the system. Also shown are two planned future station locations.

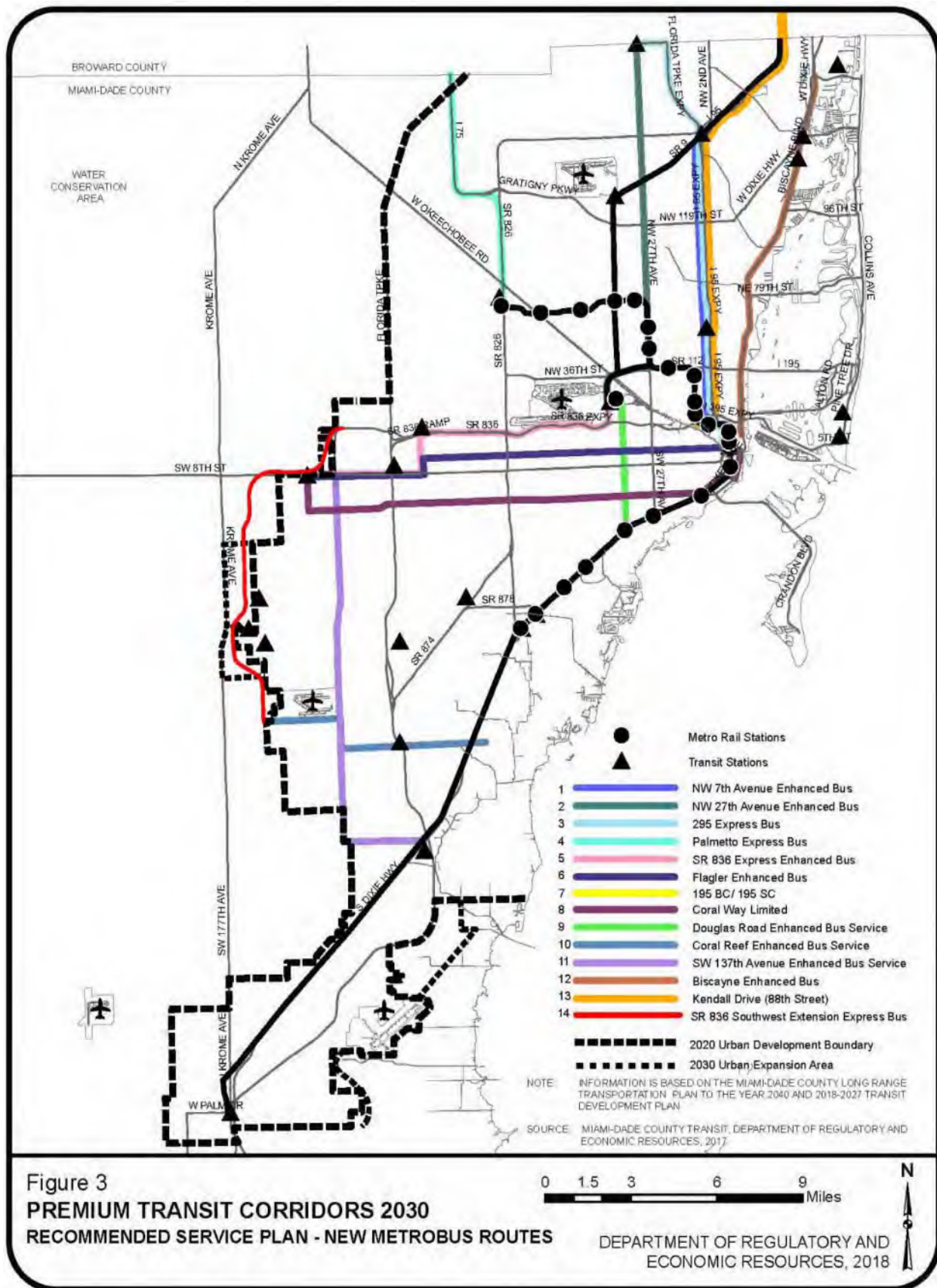
Figure 5 shows proposed major traffic generators and attractors consistent with development patterns shown on the 2030-2040 Land Use Plan Map.

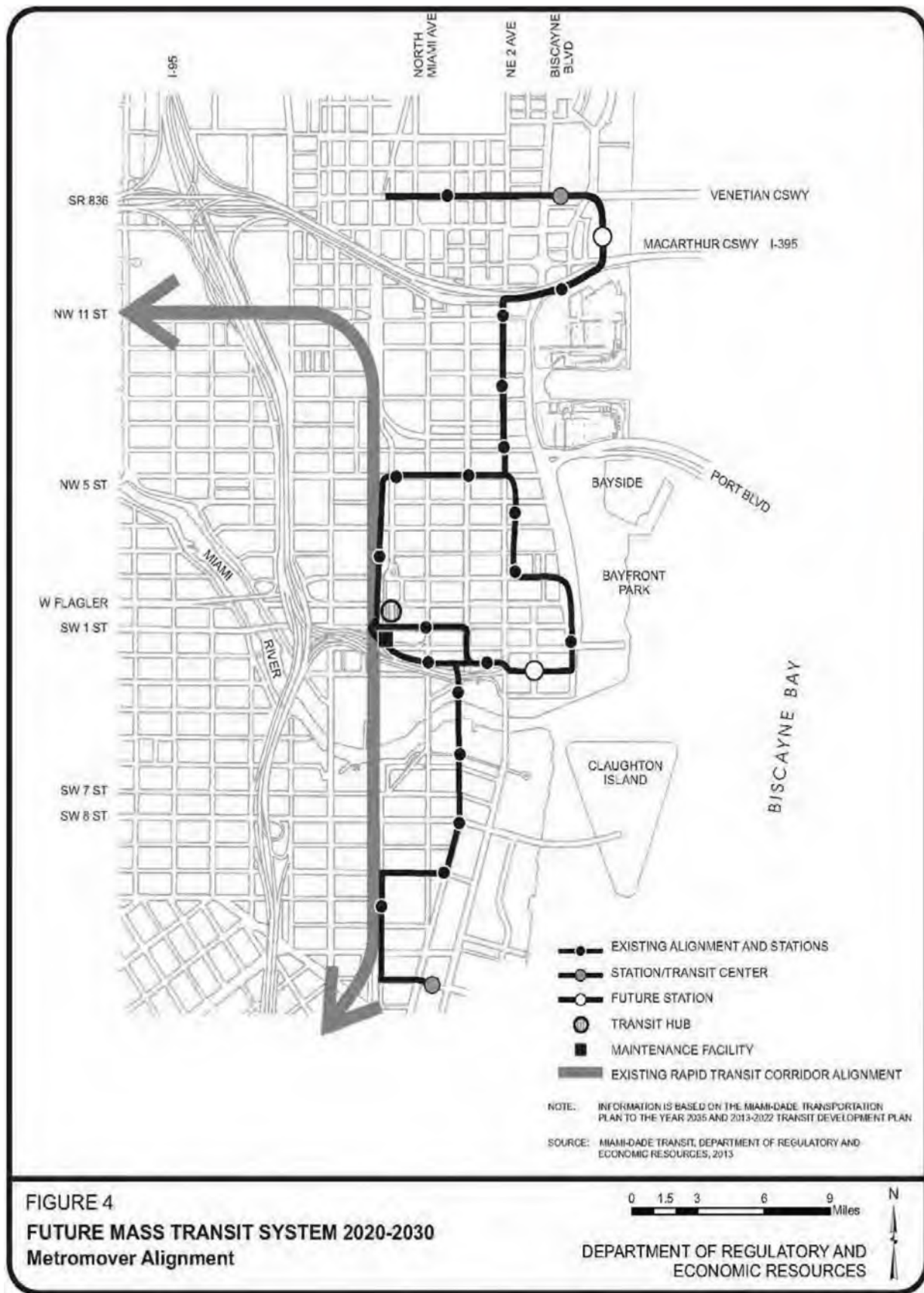
The Metropolitan Planning Organization (MPO), which coordinates all transportation planning for Miami-Dade County periodically, updates the MPO's Long Range Transportation Plan. It is anticipated that the planned mass transit facilities included in this Comprehensive Plan Element will be refined and adjusted during future plan amendment cycles to reflect findings of that planning activity, in keeping with the goals, objectives and policies of the CDMP.

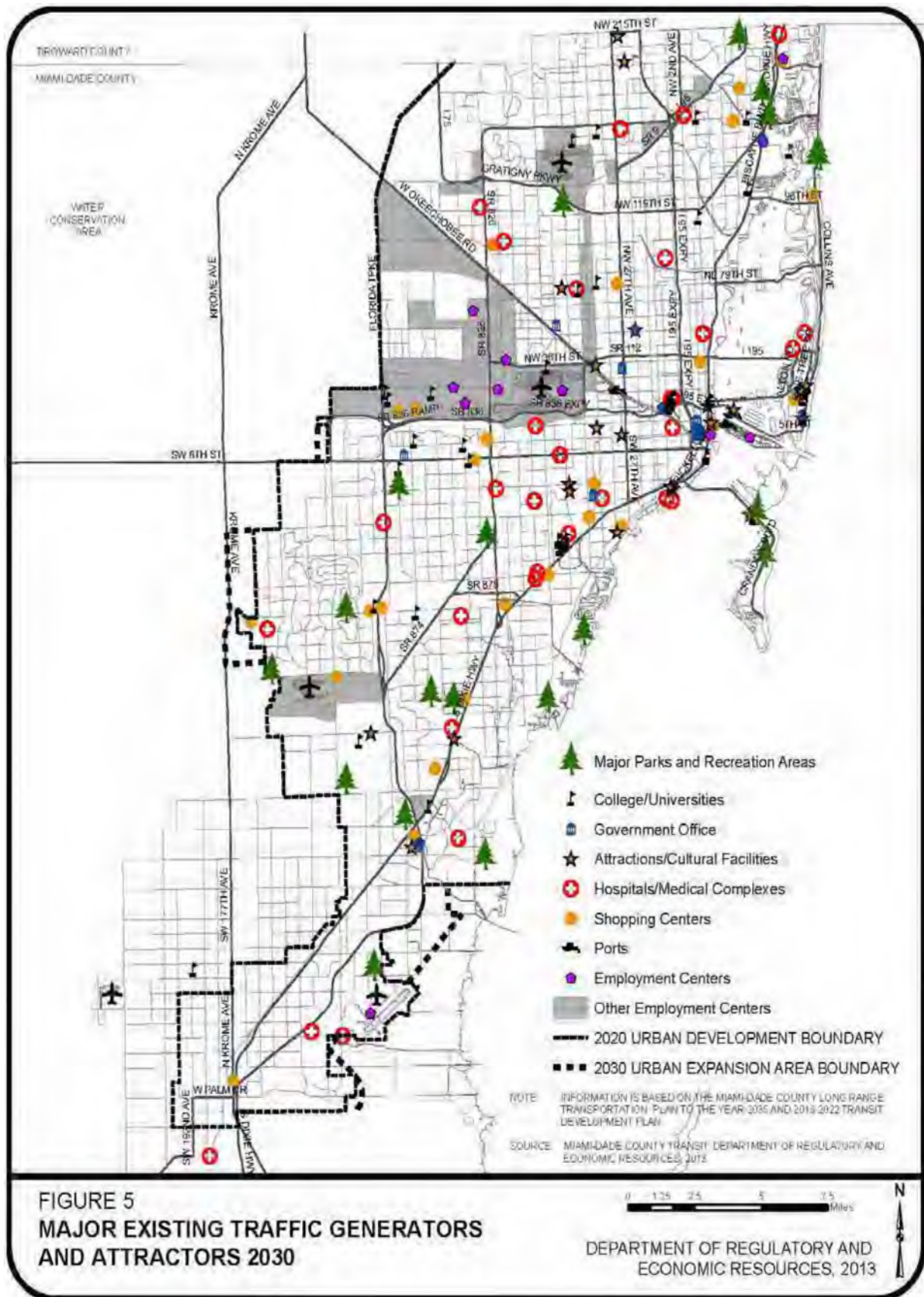


October 2017 Cycle; App. 8;
Adopted 9-27-18; Ord. 18-109









Monitoring Program

The following measures will be used to monitor progress and assess achievement of the various objectives contained in the Mass Transit Subelement for the Evaluation and Appraisal Report (EAR):

Objective MT-1 and Objective MT-2. All areas of Miami-Dade County will be monitored annually to determine transit system compliance with the adopted level-of-service standard through the use of service planning guidelines developed by MDT. The most recent estimates of population and work force prepared by the Regulatory and Economic Resources Department shall be used. MDT will monitor all CDMP LUP map changes that will impact transit service based on changes to employment and population.

Objective MT-3. Monitor the implementation of policies/objectives for the future operations of transit in Miami-Dade County related to service levels, fare structures, ridership projections, financial needs and recommended funding sources.

Objective MT-4. MDT will annually update and identify the number and location of transit facilities and types of transit services which provide access to traffic generators such as major centers of employment, commercial, medical, educational, governmental and recreational activity.

Objective MT-5. MDT will monitor and compile the necessary data in compliance with the applicable reporting requirements of Title VI Civil Rights, Americans with Disabilities Act of 1990, and Chapter 427, Florida Statutes.

Objective MT-6. Review and comment, as necessary, on various transit-related plans and programs of the Florida Department of Transportation, the Metropolitan Planning Organization, and where appropriate, adjacent counties. Monitor annually, the status of improvements programmed for implementation in Transportation Improvement Program (TIP) and Capital Improvements Element (CIE) and improvements identified in the Mass Transit Subelement.

Objective MT-7. MDT will investigate and report on strategies for preserving planned mass transit rights-of-way and exclusive corridors by 2016.

Objective MT-8. MDT will provide an annual listing improvements made during the previous year to the park and ride lots and garages; bicycle lockers and racks; pedestrian walkways; taxi and jitney stands; that are incorporated as part of transit facilities. In the course of reviewing highway improvement projects, comments will be made related to the provision of bus turnout bays, bus shelters, HOV lanes, and other associated facilities to accommodate mass transit.

AVIATION SUBELEMENT

Introduction

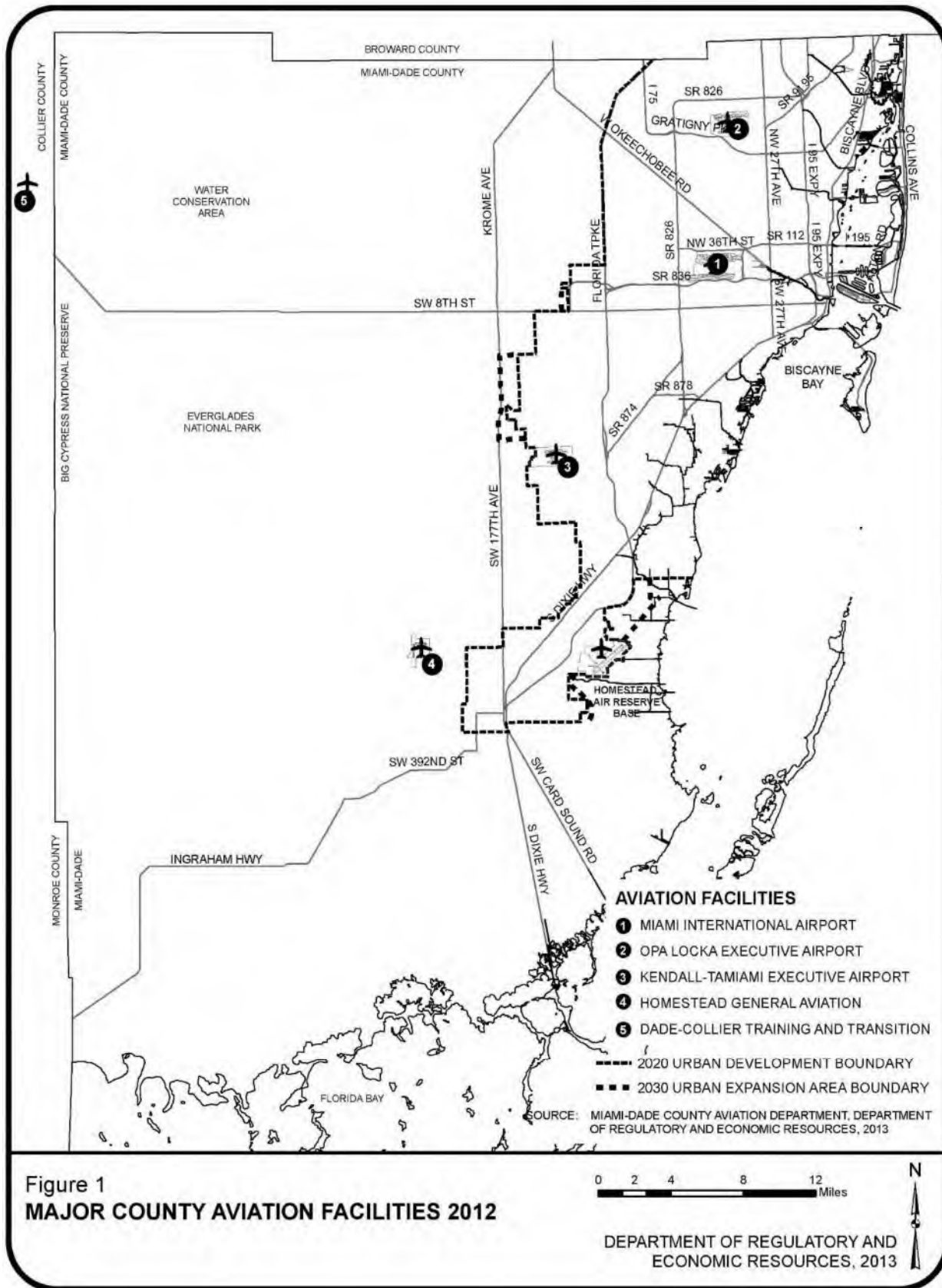
The Miami-Dade County aviation system consists of the following facilities owned by Miami-Dade County and operated by the Miami-Dade Aviation Department: Miami International, Opa-locka Executive, Kendall-Tamiami Executive, Homestead General Aviation, and the Dade/Collier Training and Transition Airports. These major aviation facilities are shown on Figure 1. Also shown on Figure 1 is the Homestead Air Reserve Base, a facility owned and operated by the federal government. The goal, objectives and policies of this Subelement address the County owned and operated facilities listed above and the Homestead Air Reserve Base.

Minor facilities, usually as privately owned airstrips, gliderports, heliports, helistops, seaplane bases and STOL aircraft ports, are shown on Figure 2. They generally do not have a significant role in the County aviation system and therefore are not given further consideration in this Subelement.

Airport Master Plan

The Miami-Dade Aviation Department's Airport Master Plan is a long-range Plan focusing on the continued expansion, development and enhancement of the airport system based upon demand forecasts and in accordance with each airport's designated role. This is accomplished by identifying and assessing future air transportation needs related to infrastructure and facility preservation and modernization, capacity, customer service enhancements, financial affordability, cost control, and environmental stewardship. Specifically, the Plan seeks to increase airport system capacity, enhance efficiency and safety, reduce delays, maximize non-aeronautical revenues, maintain and modernize facilities, support the needs of a dynamic airline industry, increase air-cargo capacity, and accommodate changes in aircraft fleet-mix.

The following Aviation Subelement goal, objectives and policies have been designed to promote the implementation of the Airport Master Plan. These policies are followed by a program for monitoring and evaluating implementation of the Airport Master Plan.



GOAL

PROVIDE FOR A SAFE, EFFECTIVE AND EFFICIENT SYSTEM OF AIR TRANSPORTATION FACILITIES AND SERVICES THAT IS SENSITIVE TO THE ENVIRONMENT AND COMMUNITY AND ENHANCES THE ECONOMY OF THE COUNTY AND REGION.

Objective AV-1

The Miami-Dade Aviation Department shall provide, maintain and enhance facilities necessary to accommodate the projected volumes of passengers and cargo.

Policies

AV-1A. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration (FAA) shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of passenger and cargo activity and minimize delays.

<u>Total Passenger Level</u>	<u>High</u>	<u>Forecast Attainment Dates</u>	
		<u>Preferred</u>	<u>Low</u>
38 million	2011	2011	2011
43 million	2015	2016	2019
55 million	2026	2029	2035

<u>Total Cargo Volume Level (US Tons)</u>	<u>High</u>	<u>Forecast Attainment Dates</u>	
		<u>Preferred</u>	<u>Low</u>
1.8 million	2011	2011	2011
2.2 million	2016	2016	2017
3.5 million	2027	2029	2031

AV-1B. The Miami-Dade County Aviation Department with the assistance of the Florida Department of Transportation and the Federal Aviation Administration shall, through facilities and operational improvements, provide system capacity to meet the following forecast levels of general aviation activity total annual aircraft operations and minimize delays.

<u>Planned Activity Level Operations</u>	<u>Forecast Attainment Date</u>	
	<u>Most Optimistic</u>	<u>Most Likely</u>
675,000	2037	2044
800,000	2050	Beyond 2050

AV-1C. The Miami-Dade County Aviation Department will participate with the Florida Department of Transportation and the Federal Aviation Administration in the implementation of the Florida Aviation System Plan's goals and objectives.

AV-1D. The Miami-Dade County Aviation Department shall plan and implement through impact assessments, public facility approval and environmental permitting processes aviation facility capacity enhancements that are compatible with the Airport Master Plans, the Florida Aviation System Plan, other state and county transportation plans, and the Miami-Dade County Comprehensive Development Master Plan.

Objective AV-2

Maintain and enhance the role of each airport in the aviation system.

Policies

AV-2A. Utilize the following air carrier facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Miami International	International gateway hub (Commercial Air Service and Cargo Airport)

AV-2B. Utilize the following general aviation facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Opa-locka Executive (OPF)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)
Kendall-Tamiami Executive (TMB)	MIA general aviation reliever and international corporate and business aviation jet center (Transport Airport)
Homestead General Aviation (X51)	General aviation, corporate and business aviation, flight training, sport and recreation airport (General Utility Airport)

AV-2C. Utilize the following training facilities for the indicated roles:

<u>Airport</u>	<u>Role</u>
Dade/Collier Training and Transition	Flight Training (Training and Transport)

AV-2D. Develop no air carrier or air cargo facilities at general aviation airports.

Objective AV-3

Minimize hazards and obstructions to airspace and ground operations so as to protect the safety and welfare of aircraft users/operators and residents of Miami-Dade County in order to assure the economic vitality, safety, efficiency and capacity of the airport system.

Policies

- AV-3A. Construct, improve and operate aviation facilities to minimize aircraft interactions, incursions, and delays.
- AV-3B. Continue to coordinate with the Federal Aviation Administration the provision of air traffic control towers at general aviation airports.
- AV-3C. Continue to utilize airport height zoning restriction consistent with federal, state and County guidelines and regulations.
- AV-3D. Continue to seek federal agency cooperation in protecting future airspace from development obstructions or hazards.

Objective AV-4

Continue to coordinate airport accessibility with pertinent federal, state, regional and local transportation agencies.

Policies

- AV-4A. Give priority consideration to on-site and off-site roadway capacity enhancements that provide, or will improve airport access.
- AV-4B. Continue to work in partnership with federal, state, regional and local transportation agencies and other affected entities to coordinate plans and programs affecting the County's multi-modal transportation system to provide for the safe and efficient movement of passengers and freight.
- AV-4C. Miami-Dade County shall utilize the Miami-Dade County Metropolitan Planning Organization's transportation planning and project review processes to make roadway access to airports compatible with the applicable Airport Master Plans, and County and Florida Aviation Systems Plans, the Florida Department of Transportation Improvement Program, and consistent with the Transportation and Capital Improvement Elements of the Miami-Dade County Comprehensive Development Master Plan.

Objective AV-5

Continue to ensure the compatibility of aviation facilities and operations with the natural environment and surrounding communities.

Policies

- AV-5A. Expand existing aviation facilities, and locate and develop future aviation facilities so as to avoid or minimize adverse impacts on the South Florida Water Management District Conservation Areas, Everglades National Park, Biscayne National Park, other environmental protection areas and wildlife protection areas in accordance with the provisions of the Miami-Dade County Code and applicable Comprehensive Development Master Plan policies.

- AV-5B. Develop and operate aviation facilities in conformance with applicable federal, state, and County environmental guidelines and regulations.
- AV-5C. Periodically review environmental and sustainable practices in order to address regulatory, environment, community and technology changes.
- AV-5D. Miami-Dade County shall implement the Homestead Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Report guidelines and the Joint Land Use Study recommendations through the Land Use Element of the Miami-Dade County Comprehensive Development Master Plan, and the Miami-Dade County Zoning Code to provide for and preserve height and land use compatibility in the vicinity of the Homestead Air Reserve Base.
- AV-5E. Miami-Dade County shall update its Zoning Code to promote compatible land use around Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation Airports. These Code updates shall be based on applicable guidelines provided in the following documents:
- Federal Aviation Administration – Federal Aviation Regulation Part 77 (Objects affecting Navigable Airspace)
- Department of Defense Air Installation Compatible Use Zone Report (AICUZ) for HARB (October 2007)
- Chapter 333, Florida Statutes, (Airport Zoning)
- AV-5F. Miami-Dade County shall proactively maintain a “good neighbor” program at its airports and with the Homestead Air Reserve Base to ensure that community concerns are addressed on a timely basis, aircraft operations are aware of noise abatement procedures, and mitigation programs are implemented and monitored.
- AV-5G. To the extent feasible, utilize the CDMP Land Use Element to maximize compatibility of land use around airports and the Homestead Air Reserve Base, reflecting recommendation in the federal and State guidance documents cited in Policy AV-5E.
- AV-5H. The Miami-Dade County shall ensure, through coordination with adjacent municipalities and the Homestead Air Reserve Base, that any concerns regarding the development and redevelopment of the airports and the Air Reserve Base, and/or development and redevelopment of land in their vicinity are addressed on a timely basis to ensure compatibility of land use and zoning with the functions of these facilities.
- AV-5I. Miami-Dade County shall continue to cooperate with the Homestead Air Reserve Base (HARB) to ensure that future land uses on properties adjacent to HARB maintain or improve compatibility with HARB and its operations.
- AV-5J. By 2014, Miami-Dade County shall amend Article XXXV, Homestead Air Force Base Zoning, of the Code of Miami-Dade County to enhance and promote the compatibility of adjacent land uses and development with HARB and the protection of Base operations and activities. Consistent with the Board of County Commissioners adopted Resolution R-357-10, the amending ordinance shall address the guidelines recommended in the Homestead Air Reserve Base Joint Land Use Study and Air

Installation Compatible Use Zone Study, and address the following compatibility criteria:

- (a) Permitted uses and use restrictions;
- (b) Development density and intensity;
- (c) Building FARs and setbacks;
- (d) Height restrictions and notification procedures;;
- (e) Lighting standards;
- (f) Noise attenuation;
- (g) variances and appeals;
- (h) Real estate disclosure process; and
- (i) Avigation easements

AV-5K. It is the policy of Miami-Dade County that proposals for future land uses, including the siting of public facilities (such as roads, sewer, schools, and government buildings), on land adjacent to the HARB and/or within the HARB Military Zone shall maintain or improve compatibility with HARB consistent with the provision of Intergovernmental Coordination Element Policies ICE-3G and ICE-3H, and pursuant to Land Use Element Policies LU-4A and LU-4B.

Objective AV-6

Maximize support of local and regional economic growth.

Policies

- AV-6A. The Miami-Dade County Aviation Department, through the continued increase in the capacity of the County's airports to meet the forecast aviation demands, and the State and local governmental economic development entities through their commerce and industry promotion programs should expand the importance of the aviation industry to Miami-Dade County and the regional economy.
- AV-6B. When consistent with aviation facility locational objectives for airspace safety and environmental and community compatibility, the Aviation Department shall provide additional facility and operational capacity in the aviation systems in locations that offer greatest potential for expansion of aviation-related economic development and redevelopment in the vicinity and opportunities for aviation-related employment for Miami-Dade County residents.
- AV-6C. Miami-Dade County Aviation Department shall provide revenue-generating development opportunities within certain areas of the airports while protecting the availability of the same areas for future aviation needs.
- AV-6D. Miami-Dade County Aviation Department shall maximize non-aviation and revenue-generating development opportunities within the airports that are compatible with airport operations and consistent with applicable development guidelines and regulations in order to foster economic development and integration with the surrounding community.

- AV-6E. Miami-Dade County Aviation Department shall coordinate with and assist the Department of Regulatory and Economic Resources (RER) with implementing or amending land use development regulations to accommodate land uses that are compatible with airport operations and the surrounding communities.

Objective AV-7

The Miami-Dade Aviation Department shall continue to maximize flexibility in the operation and expansion of the aviation system.

Policies

- AV-7A. Develop and implement system capacity improvements that meet and further the airports needs as identified in the Airport Master Plan.
- AV-7B. Develop system improvements that will accommodate emerging and future aircraft technologies, including Next-Gen technology and emerging/evolving aircraft fleet types in a manner consistent with the Airport Master Plans.

Future Aviation Facilities

Future aviation facility improvements are proposed to be made on or adjacent to the sites of existing airports. These sites are:

- Miami International Airport
- Opa-locka Executive Airport
- Kendall-Tamiami Executive Airport
- Homestead General Aviation Airport
- Dade Collier Training and Transition Airport

The location and layout of these future facilities, including runway protection zones and points of ingress and egress, are indicated on the 2020 - 2030 map series provided at the end of this section. The configuration of the proposed site expansion and individual improvements at these locations are either yet to be determined or beyond the scope of this Subelement.

The natural resources and future land uses surrounding these facilities are identified in the map series and Future Land Use Plan map contained in the Land Use Element of this Plan.

Aviation Facility Improvements

Meeting Miami-Dade County's current and future aviation needs will require numerous facility improvements to be made. These improvements are divided between those addressing existing deficiency needs, future growth needs, and other needs (i.e., renovation and remodeling, etc.), and between near term (2013-2018) and long term (beyond the year 2018). These improvements are listed by facility on the following table and many near-term improvements are described in more detail in the Capital Improvements Element.

All proposed uses on lands owned by Miami-Dade County at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport that are designated as Terminal on the LUP map, may be developed for the uses described in this subsection. All proposed uses on such lands shall comply with the requirements of the

Future Aviation Facilities Section of the Aviation Subelement, shall be compatible with, and not disruptive of, airport operations occurring on such lands, and shall comply with all applicable regulations of the Federal Aviation Administration and other applicable law.

The portion of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated in the Comprehensive Development Master Plan for aviation uses, shall be deemed to consist of all portions of the airports where general public access is restricted (but not including terminal concourses), shall generally be limited to aviation uses, including but not limited to airfield uses such as runways, taxiways, aprons, runway protection zones, landing areas, and support and maintenance facilities such as control towers, flight service stations, access roads, fire stations, storage and aircraft maintenance and repair facilities and hangars, aircraft and aircraft parts manufacturing and storage, fixed based operators, air cargo operations, specialized aircraft service operations, and fuel farms. Up to fifty (50) percent of the areas designated for aviation uses may be developed with aviation-related uses. Aviation-related uses shall include, but not be limited to, manufacturing, storage, office, service, or similar uses ancillary to or supportive of aviation uses. The Director of the Miami-Dade Aviation Department, or the Aviation Department's designee, in consultation with the Director of Miami-Dade Department of Regulatory and Economic Resources, shall determine whether any particular use is an aviation use or an aviation-related use. Where not otherwise prohibited by law, open space and interim or existing agricultural uses and zoning may also be permitted in the portions of these airports designated for aviation use, subject to such conditions and requirements as may be imposed to ensure public health and safety.

The portion of these airports designated in the Comprehensive Development Master Plan for aviation related and non-aviation uses, shall be deemed to consist of all portions of the airports where general public access is not restricted and terminal concourses only at Miami International Airport, and may include aviation, aviation-related, and non-aviation uses that are compatible with airport operations and consistent with applicable law.

Aviation uses where general public access is allowed may include existing uses and the following or substantially similar uses:

- passenger terminal area, which may include non-aviation related uses designed to serve the traveling public and on-site employees, such as offices, personal services, retail activities, restaurants, auto rental businesses, and lodging establishments,
- parking garages and lots serving the airport,
- access roadways serving the airport,
- offices of aviation industry companies and the Miami-Dade County Aviation Department,
- facilities of fixed base operators,
- hangar rentals and tie downs,
- ground transportation services,
- aircraft and automobile rental establishments,
- aviation-related educational uses such as flight schools, simulator training facilities, helicopter and aerobatics training and other educational facilities providing aviation courses,
- aviation-related governmental agency facilities,
- flying club facilities,
- aviation-related entertainment uses such as skydiving establishments, museums and sightseeing services, and
- aviation-related retail uses such as aircraft sales, electronic an instrument sales and pilot stores.

Subject to the restrictions contained herein, the following non-aviation-related uses may be approved in the portions of the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport designated for non-aviation uses on the Airport Land Use Master Plan maps:

- lodgings such as hotels and motels (except for Homestead General),
- office buildings (except for Homestead General),
- lodgings and office buildings at Miami International Airport (except in terminal concourses),
- industrial uses such as distribution, storage, manufacturing research and development and machine shops (except for Homestead General),
- agricultural uses,
- retail, restaurants, and personal service establishments (except for Homestead General), and
- gaming establishments (limited to Miami International Airport only).

Such non-aviation uses at the Opa-locka Executive Airport, Kendall-Tamiami Executive Airport, Homestead General Aviation Airport, and Miami International Airport shall be limited as follows:

- (1) The land area within Opa-locka Executive, Miami International, and Kendall-Tamiami Executive airports that may be devoted to particular non-aviation uses shall be limited to the following percentages of the land area designated for aviation-related and non-aviation uses within each airport. Non-aviation-related at Opa-locka Executive Airport shall range from 20 to 85 percent for industrial uses, 5 to 35 percent for commercial uses, 5 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Miami International Airport shall range from 20 to 85 percent for industrial uses, 5 to 50 percent for commercial uses and/or office uses, 0 to 50 percent for hotels and motels, and 0 to 20 percent for institutional uses. Non-aviation-related at Kendall-Tamiami Executive Airport shall range from 0 to 85 percent for industrial uses, 0 to 100 percent for commercial uses, 0 to 25 percent for office uses, 0 to 10 percent for hotels and motels, and 0 to 20 percent for institutional uses.

The portions of the Opa-locka Executive Airport designated in the Comprehensive Development Master Plan for Aviation-Related (Other Uses/Flexible) may also be developed with non-aviation uses that are compatible with airport operations and consistent with applicable law, including FAA regulations and any airport layout plan governing permissible uses on the entire airport property. Such non-aviation uses shall not exceed the above referenced percentages of uses for the entire airport.

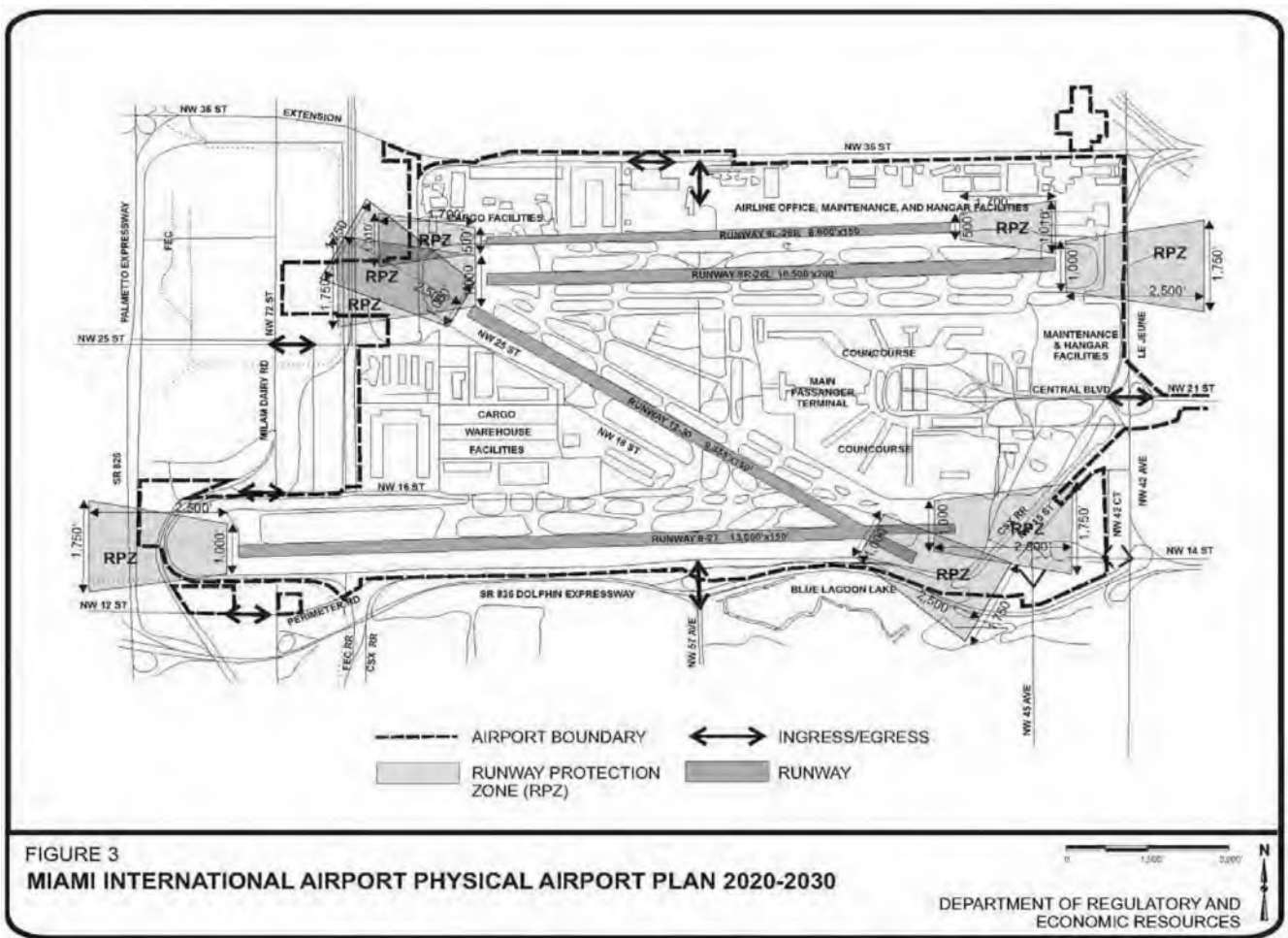
The distribution, range, intensity and types of such non-aviation related uses shall vary at these three airports by location as a function of the availability of public services, height restrictions, CDMP intensity ceiling for the Urban Infill Area (FAR of 2.0 not counting parking structures), at Opa-locka Executive and Miami International airports or for the Urbanizing Area (FAR of 1.25 not counting parking structures) at Kendall-Tamiami Executive Airport, impact on roadways, access and compatibility with neighboring development. Freestanding retail and personal service uses and shopping centers shall front on major access roads preferably near major intersections, where practical, and have limited access to major roadways.

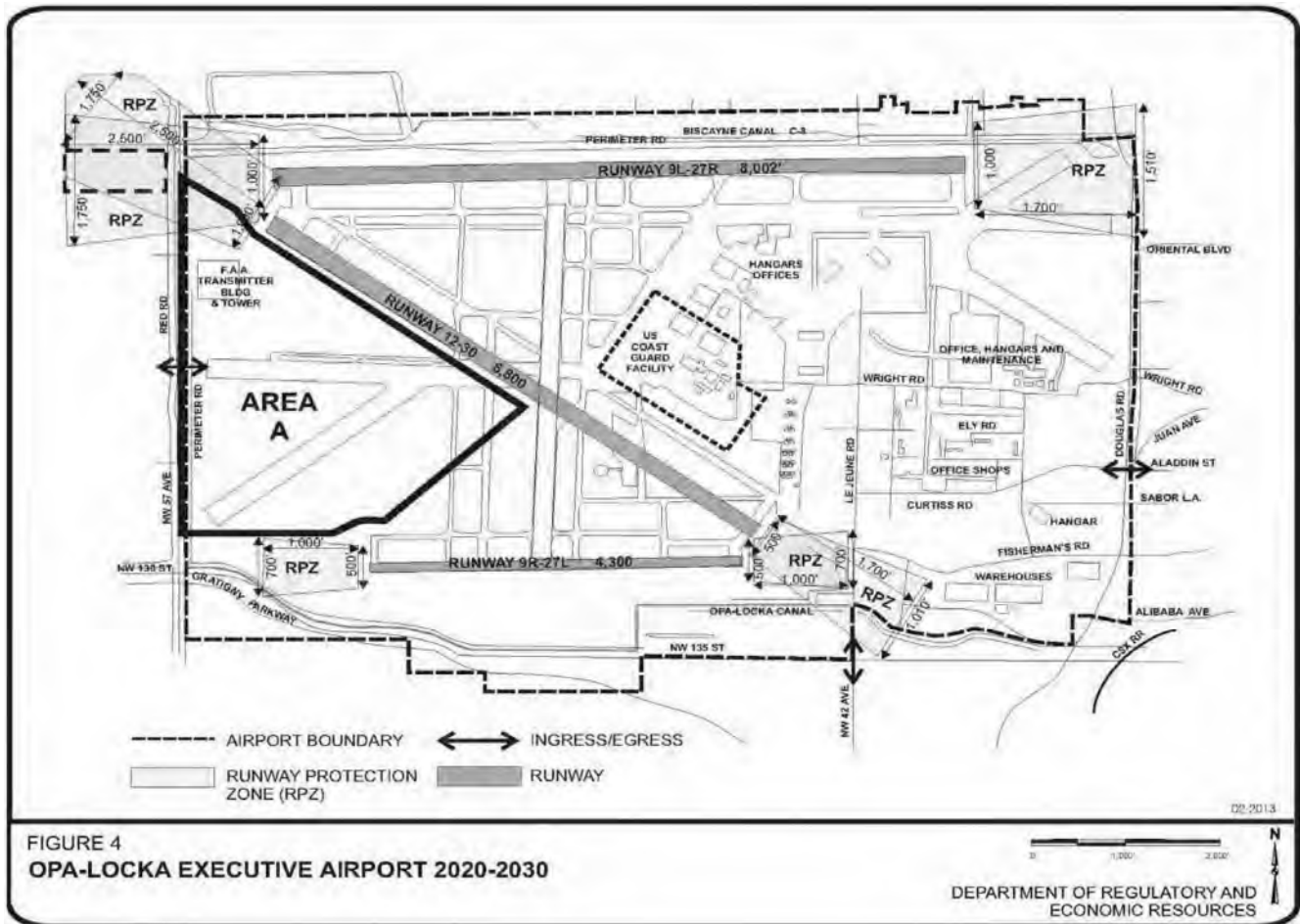
- (2) Those portions of Homestead General Aviation Airport that are not developed for uses that are aviation-related or directly supportive of airport operations shall be developed with agricultural uses.

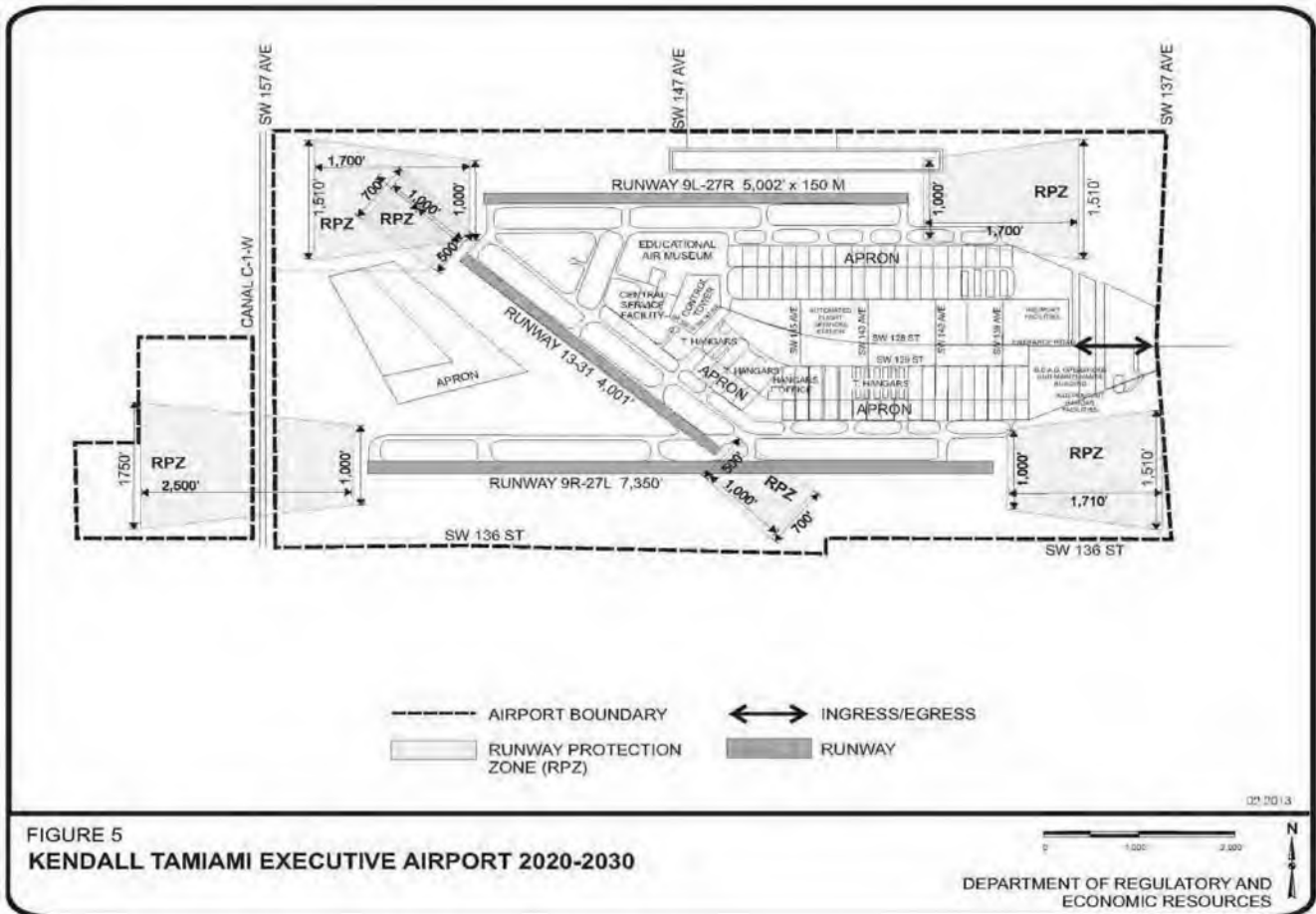
- (3) Each non-aviation use shall comply with applicable law, including but not limited to FAA regulations and the current airport layout plan on file with the Miami-Dade County Aviation Department governing permissible uses on the entire airport property.
- (4) At Kendall-Tamiami Executive Airport, the development of the 8.2 acre (973.52 ft x 363 ft) parcel for non-aviation uses at the southwest corner of SW 137 Avenue and theoretical SW 124 Street shall be limited to access roads, open space, parking and drainage facilities.

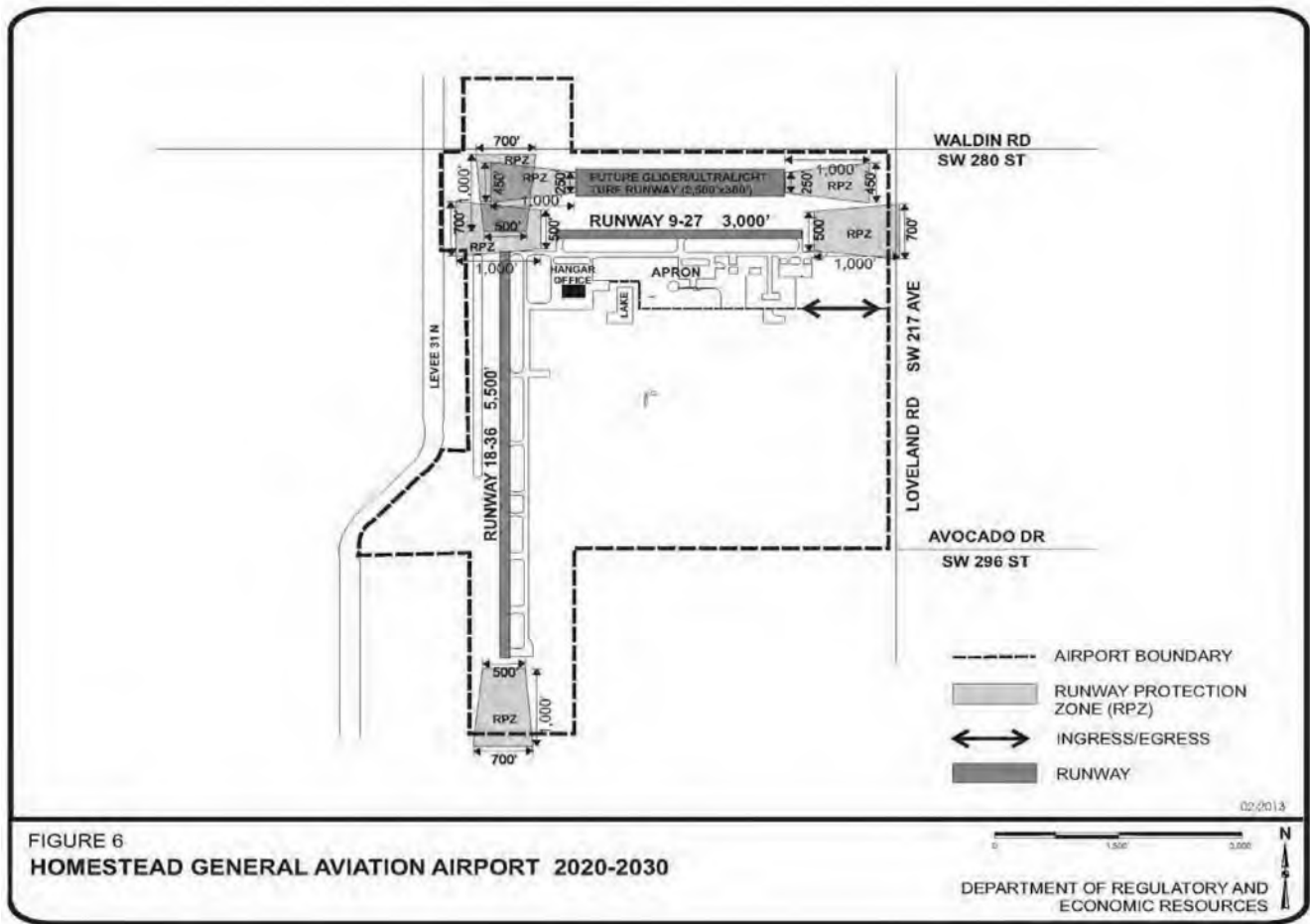
Airport Land Use Master Plans 2020-2030

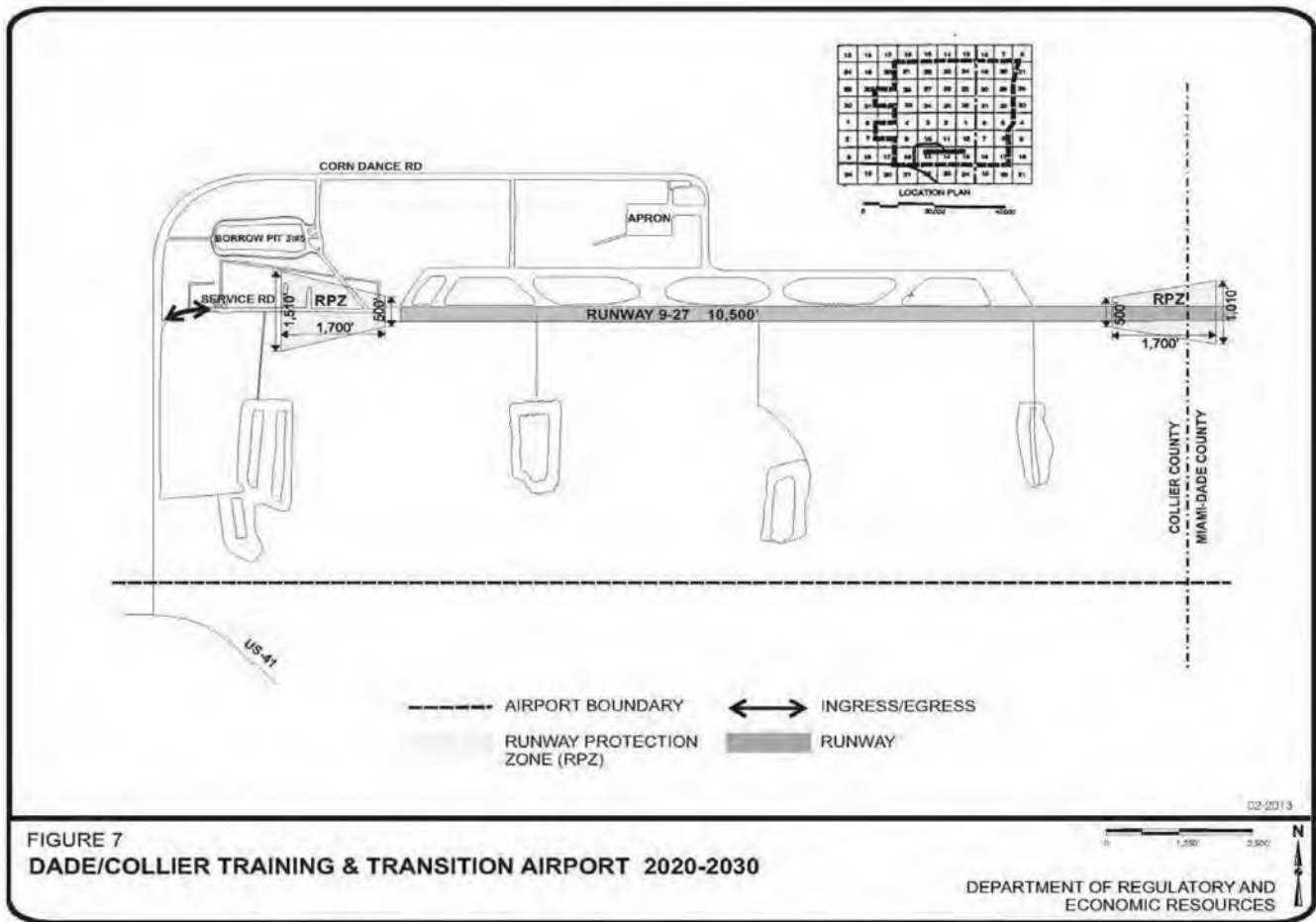
The land uses allowed at Miami International, Opa-locka Executive, Kendall-Tamiami Executive, and Homestead General Aviation airports are depicted in the Airport Land Use Master Plan 2020-2030 map series (Figures 8, 9, 10, and 11). Each of these maps depicts the allowable Aviation, Aviation-Related, and Non-Aviation land uses at these airports.







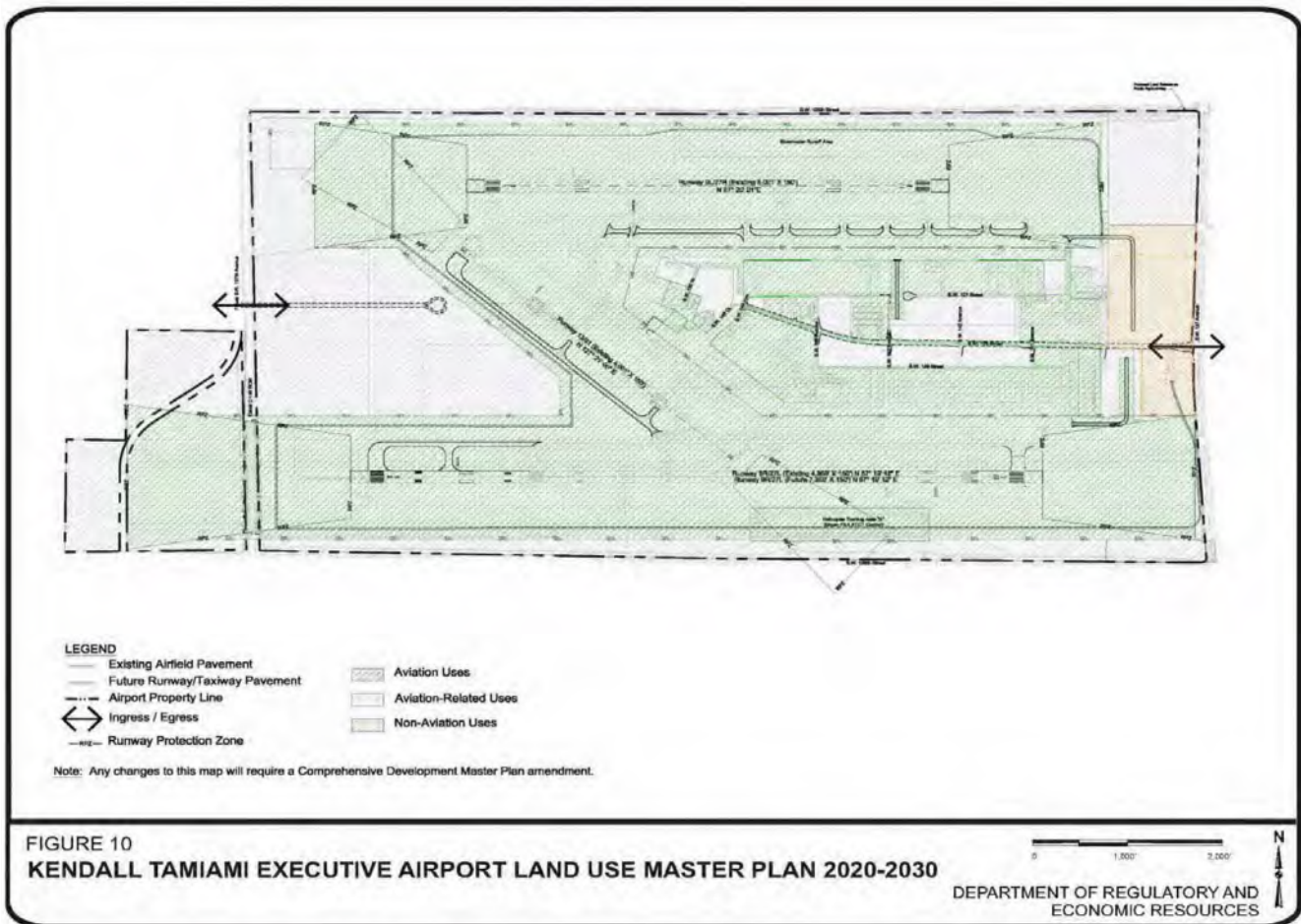


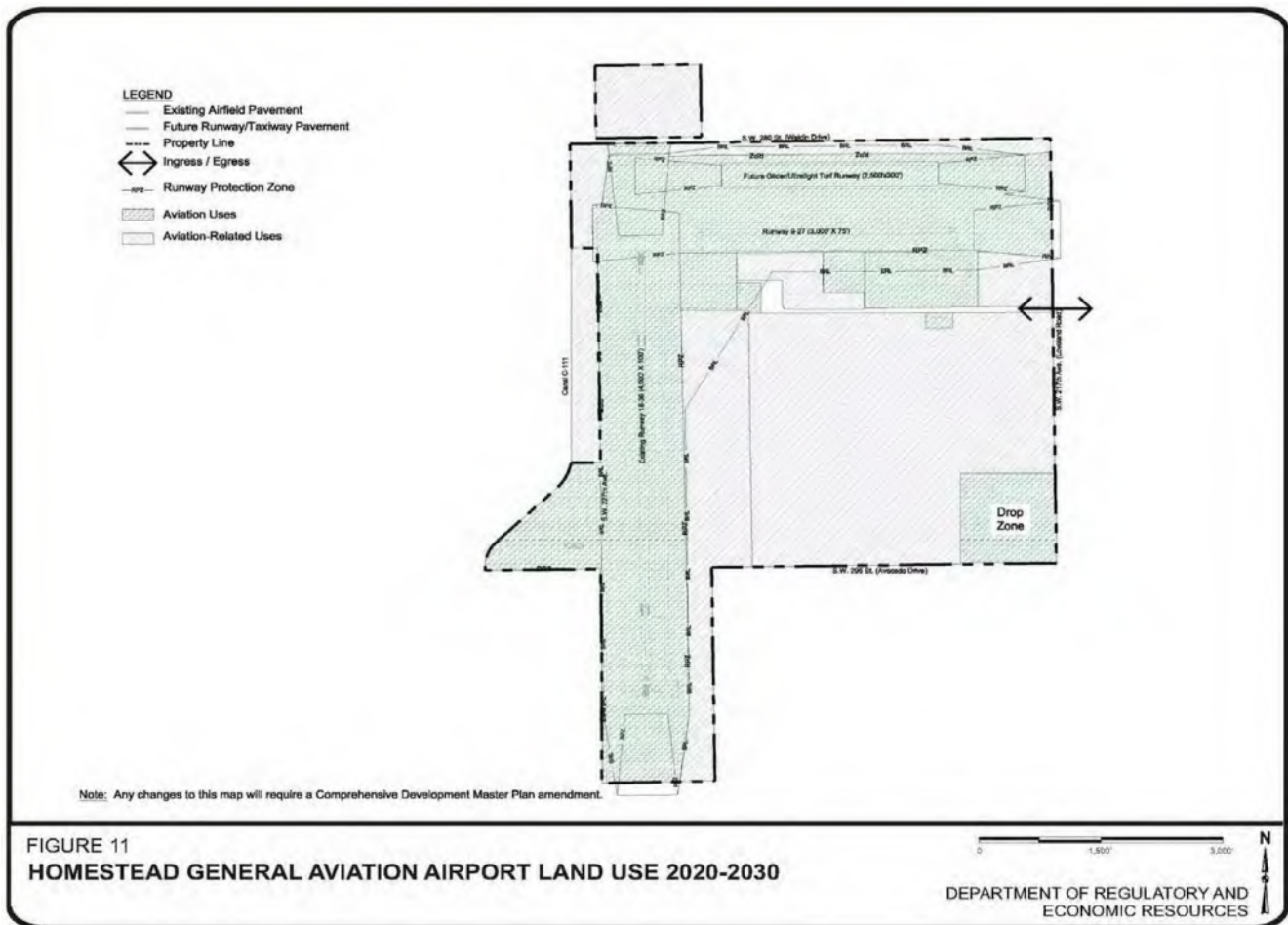


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II-65

Table 1
Planned Aviation Facilities Improvements

Project	Need	Interval
Miami International Airport		
Balance of North Terminal Support Projects	Deficiency	Near Term
MIA Water Distribution System Infrastructure Improvements	Deficiency	Near Term
MIA Passenger Loading Bridges (Replacements)	Deficiency	Near Term
MIA Concourse F Other Code Issues	Deficiency	Near Term
MIA Park Six Garage	Growth	Near Term
MIA Central Boulevard Widening, Realignment & Service Loop	Growth	Near Term
Wayfinding & Signage Master Plan Implementation	Deficiency	Near Term
MDAD Office Tower Fire Sprinkler & Alarm Upgrades	Deficiency	Near Term
MIA Central Terminal Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
Concourse E Satellite Life Safety Improvements	Deficiency	Near Term
Fire Protection Upgrade of Security & Comm Rooms	Deficiency	Near Term
MIA Fuel Facility Load Rack Capture Tank	Deficiency	Near Term
MIA Airport Operations Communication Center (AOCC)	Deficiency	Near Term
MIA & General Aviation Miscellaneous ADA Barrier Removal Program	Deficiency	Near Term
Runway Resurfacing-12/30 (2013) & Associated Taxiways P, Q & R	Deficiency	Near Term
MIA Concourse H Airbus 380 Modifications	Deficiency	Long Term
Concourse E Airbus 380 Gate Modifications (Gate E-8)	Deficiency	Long Term
MIA Terminal Wide Re-Roofing, Roof Drains and Scuppers	Deficiency	Near Term
MIA Building 845 Finish-out and Parking Garage	Deficiency	Long Term
Fuel Storage Facility Intrusion Detection	Deficiency	Long Term
MIA Terminal Wide Employee Restroom Remodeling & Renovation	Deficiency	Long Term
MIA Telecommunication Network Expansion	Growth	Near Term
E-Satellite Passenger Conveyance/Train Replacement	Deficiency	Near Term
MIA Central Terminal Near-Term Improvements	Deficiency	Near Term
MIA Central Terminal	Growth	Long Term
Central Base Public-Private Partnership Development	Growth	Near Term
Northeast Base Public-Private Investment Partnership Development	Growth	Near Term
Environmental Pollution Remediation	Deficiency	Near Term
Miscellaneous Landscape Program	Deficiency	Long Term
MIA Foreign Object Debris (FOD) Detection System	Deficiency	Near Term
MIA Taxiway "P" from Cc "E" "J" Rehabilitation	Deficiency	Near Term
MIA Taxiway "T" Rehabilitation	Deficiency	Long Term
MIA Taxiway "S" Rehabilitation	Deficiency	Long Term
MIA Taxiway "E" and "F" Apron Rehabilitation	Deficiency	Long Term
MIA USDA Apron & Drainage	Deficiency	Long Term

Project	Need	Interval
Miami International Airport		
MIA Northeast Base Building 891 896 Apron and Drainage Improvements	Deficiency	Long Term
MIA Central Base Pavement Rehabilitation	Deficiency	Long Term
Cargo City (Bldg. 716) Apron Rehabilitation	Deficiency	Near Term
MIA Perimeter Road Widening & Realignment	Growth	Long Term
MIA Fuel Tanker Parking Facility	Growth	Near Term
MIA Employee Bus Maintenance Facility	Growth	Long Term
MIA MPD K-9 Facility	Growth	Long Term
MIA Additional Air Cargo Apron in Westside Cargo Area	Growth	Near Term
MIA Central Terminal Premises Distribution System	Deficiency	Long Term
MIA Central Terminal Public Address System Infrastructure	Deficiency	Long Term
MIA Central Terminal CUTE Equipment	Deficiency	Long Term
Cc G Renovation	Growth	Near Term
Terminal G Renovation	Growth	Near Term
MIA Terminal Wide Lightning Protection System	Deficiency	Long Term
MIA Terminal Wide Baggage Make Up Ventilation Upgrade (Airsides)	Deficiency	Long Term
Projects Located at Multiple Airports		
MIA & GA Environmental Compliance Program	Deficiency	Near Term
MIA & GA Miscellaneous Asbestos Removal	Deficiency	Near Term
GA Airports Environmental Compliance	Deficiency	Near Term
General Aviation Airports		
Opa-locka Executive Airport		
Navigational Aid Installation	Growth	Long Term
Various Third Party Development On Airport	Growth	Near Term
Apron/Runway/Taxiway Rehabilitation	Deficiency	Near Term
Kendall-Tamiami Executive Airport		
TMB Security Project	Deficiency	Near Term
New Air Traffic Control Tower	Deficiency	Long Term
Various Third Party Development On Airport	Growth	Near Term
Navigational Aid Installation	Growth	Long Term
Homestead General Aviation Airport		
Homestead General Aviation Airport Security Project	Deficiency	Near Term
Various Third Party Development On Airport	Growth	Long Term
Runway 18-36 Runway Extension	Growth	Long Term
New Air Traffic Control Tower	Growth	Long Term
Navigational Aid Installation	Growth	Long Term
Helicopter Training Operations Area	Growth	Long Term

Note: Near Term is defined as a period from 2013-2018. Long Term is defined as a period beyond 2018.

Aviation Monitoring Program

This section outlines the substantive elements of Miami-Dade County's monitoring program pertinent to the objectives, policies and parameters referenced in the Aviation Subelement.

An important part of the implementation of the objectives of the Aviation Subelement is the establishment of a program for monitoring their progress. The Aviation monitoring program consists of the following measures:

Objective AV-1

- Annual and peak hour enplanement, cargo tonnage and operational levels at air carrier facilities.
- Annual gate and facility utilization rates and patterns at air carrier facilities.
- Annual operational levels at general aviation airports.
- Facility improvements at air carrier facilities.
- Facility improvements at general aviation and training and transition facilities.

Objective AV-2

- Consistency of implementation role with the roles defined in this Subelement.

Objective AV-3

- Number of development applications in violation of height and land use compatibility regulations since the latest EAR.

Objective AV-4

- Constructed and programmed roadway improvements serving the County's aviation facilities since latest EAR.
- Levels of service of airport access roads at date of EAR.

Objective AV-5

- Airport capacity enhancements at locations consistent with the Conservation and Coastal Management Elements of the Comprehensive Development Master Plan.
- Approved Environmental Impact Assessment reports/DRIs required for major facilities and improvements.

Objective AV-6

- Establishment or update of comprehensive airport zoning for all Miami-Dade Aviation Department System of Airports.
- Annual airport employment figures.
- Annual aviation-related business employment figures
- Employment figures in the vicinity of airports at date of EAR by TAZ.

Objective AV-7

- Report number of projects at the County's aviation facilities, which expand flexibility of landside and airside facilities and operations.

PORT OF MIAMI RIVER SUBELEMENT

Introduction

The Plan

In general, the purpose of the Port of Miami River Subelement is to protect and promote the continued maritime business and traditional marine-related shoreline uses up the Miami River as well as the protection of the environmental resources. The shipping facilities found along the Miami River serve shallow draft vessels. These shipping terminals were formally designated as the Port of Miami River to meet regulations of the U.S. Coast Guard. Improving the water quality of the Miami River continues to be priority of Miami River advocates including the County, the Miami River Commission and others. The objective of the Port of Miami River Subelement is expressed in the following goal, objectives and policies, and monitoring program.

GOAL

MAINTAIN AND ENHANCE THE WATER QUALITY, ATTRACTIVENESS AND ECONOMIC VIABILITY OF THE PORT OF MIAMI RIVER.

Objective PMR-1

Maintain and promote marine activity on the Miami River and protect these activities from encroachment or displacement by incompatible land uses.

Policies

- PMR-1A. Miami-Dade County shall promote actions to enhance marine industrial activities along the banks of the Miami River west of NW 27 Avenue and in other areas along the Miami River, where feasible.
- PMR-1B. In making recommendations relating to requested zoning changes and permits for development and redevelopment along the Miami River, Miami-Dade County agencies shall promote the protection or inclusion of uses which are water dependent and/or water related, such as cargo shipping terminals and boat repair yards.
- PMR-1C. Miami-Dade County shall work to improve the economic vitality of the Port of Miami River in cooperation with other concerned agencies and organizations.

Objective PMR-2

Actions shall be taken to improve linkages between the shipping terminals on the Miami River and surface transportation routes and modes.

Policies

- PMR-2A. Miami-Dade County and the Miami River Commission shall monitor the implementation of the Miami River Corridor Multimodal Transportation Plan with cooperation and assistance of all concerned agencies (i.e. County, City, MPO, FDOT, MDX, US Coast Guard, etc.)

- PMR-2B. In cooperation with other concerned agencies and organizations, Miami-Dade County shall investigate and implement ways of improving roadway access between the Port of Miami River shipping terminals and the adjacent surface transportation system.
- PMR-2C. Miami-Dade County shall work with the Miami River Commission, the Miami River Marine Group, and other concerned agencies and organizations to improve the vitality of the Port of Miami River and to minimize traffic conflicts on adjacent roadways.

Objective PMR-3

The Port of Miami River shall be operated in a manner which minimizes impacts to estuarine water quality and marine resources and adjacent land uses.

Policies

- PMR-3A. Miami-Dade County shall continue to place high priority on having the polluted sediments removed from the Miami River including all of its tributaries which impact water quality.
- PMR-3B. Miami-Dade County shall stabilize all eroding County-owned shoreline areas and rights-of-way along the Miami River consistent with available funding, and the County shall develop an ordinance requiring shoreline stabilization where necessary on public and private sites along the river.
- PMR-3C. The Miami-Dade County Department of Regulatory and Economic Resources, Division of Environmental Resources Management shall ensure that stormwater runoff from future industrial uses shall be contained on site and not discharged to the River. An on-site retention system combined with an overflow outfall may be considered as an alternative to full on-site retention in those cases where a higher degree of flood protection is desired and maintenance of water quality is assured.
- PMR-3D. Miami-Dade County through its program of stormwater outfall removal and retrofitting shall continue to eliminate detrimental stormwater outfalls along the Miami River.
- PMR-3E. Additional policies included in the Coastal Management Element regarding dockside pumpout facilities, bulkhead repair and construction and enforcement activities along the Miami River are hereby incorporated in the Subelement by reference.

Objective PMR-4

The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the Miami River Commission (MRC) and Miami River Marine Group (MRMG), shall recognize local, State and Federal security needs in all port operations, expansion and new construction.

Policies

- PMR-4A. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, shall annually audit operations of the Port of Miami River in light of the Miami River Port Security Plan and any new local, State and Federal security requirements.
- PMR-4B. The County, MRC and MRMG shall seek funding from local, State and Federal sources to address domestic homeland security issues.
- PMR-4C. The Port of Miami River, through the owners and operators of its international shipping terminal facilities regulated by the Maritime Transportation Security Act, with assistance from the MRC and MRMG shall ensure that new projects are designed and constructed in accordance with the Miami River Port Security Plan, as approved by the Miami River Security Committee on June 8, 2004, and applicable local, State and Federal security laws.
- PMR-4D. In the event of an apparent conflict between the Miami River Port Security Plan, approved by the Miami River Security Committee on June 8, 2004, local, State and Federal law and/or agency directives, and other objectives in any Subelement, the Homeland Security-based requirements shall prevail.

Future Port of Miami River

The Port of Miami River is expected to retain its share of the growing international trade activity occurring in Miami-Dade County. The banks of the Miami River west of NW 27 Avenue and east of the salinity dam will remain the predominant area for shipping facilities serving the small ports of the Caribbean. This western section of the Port of Miami River is recommended to be used only for marine industrial and commercial activities. The role of Miami-Dade County in maintaining maritime facilities in this port area is limited to that of facilitator, as Miami-Dade operates its own seaport facilities on Dodge and Lummus Islands. Miami-Dade will continue to facilitate marine activity on the Miami River through its legislative function of establishing and implementing land use policy, and in its administrative functions in providing and maintaining roadway infrastructure which provides landside access to the area.

Future land use in the Miami River area is depicted on the Land Use Plan map in the Land Use Element. Figure 1, which follows, also highlights those sites along the banks of the unincorporated portion of Port of Miami River area which should be reserved for continued commercial marine activity. Figure 1 also identifies points of highway access to the area and rail lines. Future natural resources of the area are mapped in the future natural resources map series in the Land Use Element.

Facility improvements planned by Miami-Dade County that will impact this area are primarily roadway projects. These are listed in the County's Transportation Improvement Program and the Miami-Dade 2035 Long Range Transportation Plan. Overall, those projects will relieve congestion at points of access to the unincorporated Port of Miami River area and will enhance circulation through the area by replacing inadequate bridges and adding a new river crossing in the NW 32 Avenue corridor. Miami-Dade County will ensure that the new crossing provides for continued navigation upstream.



Port of Miami River Monitoring Program

The monitoring measures for the objectives of this Subelement are the following:

Objective PMR-1

- Indices showing the growth or shrinkage of the amount of river frontage devoted to marine related/dependent business activity shall be prepared biennially.
- Records of land use changes in the vicinity of the Miami River in unincorporated Miami-Dade County since 2010.
- Records of zoning changes in the vicinity of the Miami River in unincorporated Miami-Dade County since 2010.

Objective PMR-2

- The number of ships, tonnage, types of cargo, and the value of cargo handled shall be reported. Numbers of full-time and part time employment at the shipping terminals, and an estimate of the annual payroll for each category, shall also be reported. These data shall be sought from the Miami River Commission and the Miami River Marine Group.
- The Department of Regulatory and Economic Resources (DRER) in conjunction with the Florida Department of Transportation, the Metropolitan Planning Organization, Public Works and Waste Management Department, The Miami River Commission and the Miami River Marine Group will prepare transportation improvements updates listing completed, underway, programmed and planned transportation improvements of significant repercussion to the Port of Miami River.

Objective PMR-3

- The County's DRER, Division of Environmental Resources Management (DERM) shall list progress on shoreline stabilization, stormwater runoff, outfall removal/refitting and overall water quality along the navigable portion of the Miami River and its tributaries.
- Additional monitoring measures included in the Coastal Management Element regarding water quality and protection of natural resources, as related to the Miami River west of NW 27 Avenue, are adopted by reference.

Objective PMR-4

- Compliance with applicable security requirements, Maritime Transportation Security Act and the Miami River Port Security Plan.

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PORTMIAMI SUBELEMENT

Introduction

The Dante B. Fascell Port of Miami-Dade (PortMiami) has historically been a bayfront cruise and cargo port with strong connections to downtown Miami and the south Florida economy. Since its relocation from the mainland, PortMiami has focused the last five decades on the creation and expansion of an island facility surrounded by deep-water channels. As PortMiami continues to grow, it will continue to strengthen its intermodal connections with downtown Miami, mixed use ties with adjacent communities, and lasting contributions to surrounding natural resources. The cruise industry grew primarily through PortMiami and during the last 45 years, PortMiami has been the largest multi-day cruise operator in the world. Also, as the leading cargo port in the State of Florida, PortMiami will continue to grow its cargo operations through the deepening of the south channel and the construction of the Port of Miami Tunnel.

PortMiami is owned by Miami-Dade County, primarily a landlord port, administered by the Miami-Dade County Seaport Department. PortMiami services consist of cruise and cargo operations. Cruise facilities consist of passenger terminal and ancillary facilities while cargo facilities consist primarily of container terminals and gantry cranes with break bulk and refrigerated cargo also handled to a lesser extent. PortMiami is located on Dodge, Lummus and Sam Islands, which have been joined through phased implementation of previous master plans, are now considered as one island. In this Subelement, "on-island" refers to facilities located on the now joined islands, while "off-island" refers to locations or facilities elsewhere on the mainland.

The Plan

In December 2011, the Board of County Commissioners approved the PortMiami 2035 Master Plan endorsing the plan's principles, goals and vision, which lays out the cruise, cargo, and limited commercial projects that will improve efficiency, increase capacity and help PortMiami strengthen its position in the world market. This growth will be necessary to accommodate projected passenger and cargo volumes shown below in Table 1.

Table 1
PortMiami Projected Cruise Passenger and Cargo Volumes

Year	Cruise Passengers (Millions)	Cargo TEUs* (Millions)
2030	Low: 5.22 Medium: 5.58 High: 6.38	Low: 1.53 Medium: 2.2 High: 2.47

Source: PortMiami 2035 Master Plan, Miami-Dade County Seaport Department, 2011.

The PortMiami 2035 Master Plan calls for enhancement of the Port's existing facilities as well as expansion of both on-island and off-island facilities in order to meet the needs of an increasing customer base. Included in the 2035 Master Plan are projects such as the deepening of the channel, improved direct interstate access, rehabilitation/expansion of the railroad system, new intermodal facilities as well as a series of projects aimed at integrating PortMiami's activities with that of the surrounding community in a manner that is sensitive to the community, the environment and the natural resources.

The following goal, objectives and policies of this Subelement provide for the implementation of the PortMiami 2035 Master Plan. These goal, objectives and policies are followed by a program for monitoring and evaluating measurements for the implementation of the Subelement.

GOAL

PORTMIAMI SHALL PROVIDE FOR AN EFFECTIVE AND EFFICIENT MARITIME TRANSPORTATION FACILITY AND SERVICES, ENDEAVOR TO RETAIN ITS POSITION AS THE TOP RANKING CRUISE PORT OF THE WORLD AND AS ONE OF THE LEADING CARGO PORTS IN THE NATION WHILE MINIMIZING ANY DETRIMENTAL EFFECTS ON THE ENVIRONMENT, THE COMMUNITY AND NATURAL RESOURCES, AND ENHANCES THE ECONOMY OF THE COUNTY, REGION AND STATE.

Objective PM-1

The Port shall provide, maintain, improve and enhance its cruise facilities necessary to accommodate the projected number of cruise passengers and ships.

Policies

- PM-1A. PortMiami shall maintain and rehabilitate their existing facilities and construct new facilities, such as berths, terminals and ancillary maritime facilities, to accommodate the projected volumes of passengers and ships.
- PM-1B. PortMiami shall construct the parking, roads other ancillary improvements required on- and off-island to service existing and future cruise facilities.
- PM-1C. PortMiami shall pursue the implementation of projects that result in additional capacity, improved technology, safety and flexibility in the construction of its facilities.
- PM-1D. PortMiami shall respond to new and emerging passenger and car ferry transportation alternatives, when appropriate.
- PM-1E. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation system necessary for the competitive and rapid movement of passengers such as direct access to the interstate highway, railroad and mass transit systems.

Objective PM-2

The Port shall provide, maintain, improve and enhance its cargo-handling facilities necessary to accommodate the projected cargo volume demands.

Policies

- PM-2A. PortMiami shall construct all cargo-handling and related facilities necessary to accommodate projected cargo volumes, such as berths, cranes, fuel farm, operation and storage areas, inland distribution/logistic centers, and other ancillary facilities.

- PM-2B. PortMiami shall construct parking, roads, railroad tracks, intermodal logistic transfer facilities, and other ancillary facilities necessary for the efficient, competitive and rapid movement of cargo.
- PM-2C. PortMiami shall pursue the implementation of projects that result in improved capacity, technology, equipment, safety, and flexibility, including the deepening and expansion of its channels, turning basins, and other related areas.
- PM-2D. PortMiami shall coordinate and support projects that promote an effective and efficient multimodal transportation network necessary for the competitive and rapid movement of cargo, such as direct interstate highway access, railroad service, and intermodal logistic transfer facilities.

Objective PM-3

The Port shall support and maximize local and regional economic growth and enhance the Port's role in the State maritime system.

Policies

- PM-3A. PortMiami shall work with public agencies and the private sector to maximize the economic benefits to be derived from expanded port operations.
- PM-3B. PortMiami shall coordinate Port expansion activities including appropriate land uses, mixed uses and joint-venture partnerships. Uses may include, but are not limited to, multi-purpose cruise terminals, multi-modal transportation centers, mixed-use commercial development and commercial signage.
- PM-3C. PortMiami shall consider other uses including, but not limited to, commercial, recreational, cultural, hospitality, and residential uses within certain areas of the port while protecting the availability of the land for future maritime uses if needed.
- PM-3D. Maximize revenue-generating opportunities within PortMiami by allowing development that is compatible with the port operations and consistent with applicable regulations in order to foster economic development and integration with the surrounding community.
- PM-3E. Port expansions, including inland logistic centers, shall be integrated into the physical, social and economic fabric of the surrounding communities.
- PM-3F. PortMiami shall provide public access to the shoreline in non-secure areas, when appropriate and not in conflict with safety and operational practices.
- PM-3G. PortMiami shall seek funding from Federal, State and local sources to invest in its capital improvement program.

Objective PM-4

The Port shall continue to ensure compatibility of its facilities and operations with surrounding communities and the natural environment.

Policies

- PM-4A. PortMiami shall conduct analyses for its expansion activities relative to surface transportation linkages, environmental resources, land uses, water, wastewater and solid waste facilities, as part of an integrated planning and public participation process.
- PM-4B. PortMiami shall consider the environment when determining the suitability of new development and periodically review its environmental practices in response to new information and community needs.
- PM-4C. PortMiami shall obtain and maintain environmental agency approvals for existing and proposed port expansion activities, including required mitigation activities.
- PM-4D. PortMiami shall implement and, when necessary, update the Dredged Materials Management Plan which addresses long-term needs for spoil disposal and beneficial use of dredged material.
- PM-4E. PortMiami shall encourage its users to comply with applicable existing policies designed to minimize particulate emissions from ships in port.
- PM-4F. PortMiami shall stabilize all its remaining unconsolidated shorelines and use best management practices when maintaining or expanding its footprint through infilling of land.
- PM-4G. PortMiami shall continue to implement its National Pollutant Discharge Elimination System Stormwater Pollution Prevention Plan and its Stormwater Management Master Plan, which includes monitoring programs and other stormwater quality improvement projects.
- PM-4H. PortMiami shall incorporate sound conservation principles in the development of its projects and consider climate change mitigation and adaption strategies in their long-range plans.
- PM-4I. PortMiami shall encourage its users to be more efficient in their use of land and operations and promote the development of sustainable principles and practices.
- PM-4J. PortMiami shall ensure that the disposal of any spoil not used as fill in its land area is conducted in accordance with permits.

Objective PM-5

The Port shall maintain its policy of cooperation with all levels of government and the community.

Policies

- PM-5A. PortMiami shall coordinate with all appropriate local, regional, and State agencies and governments to assure that any actions that could either facilitate or impede planned port growth and development are fully evaluated, and to implement all

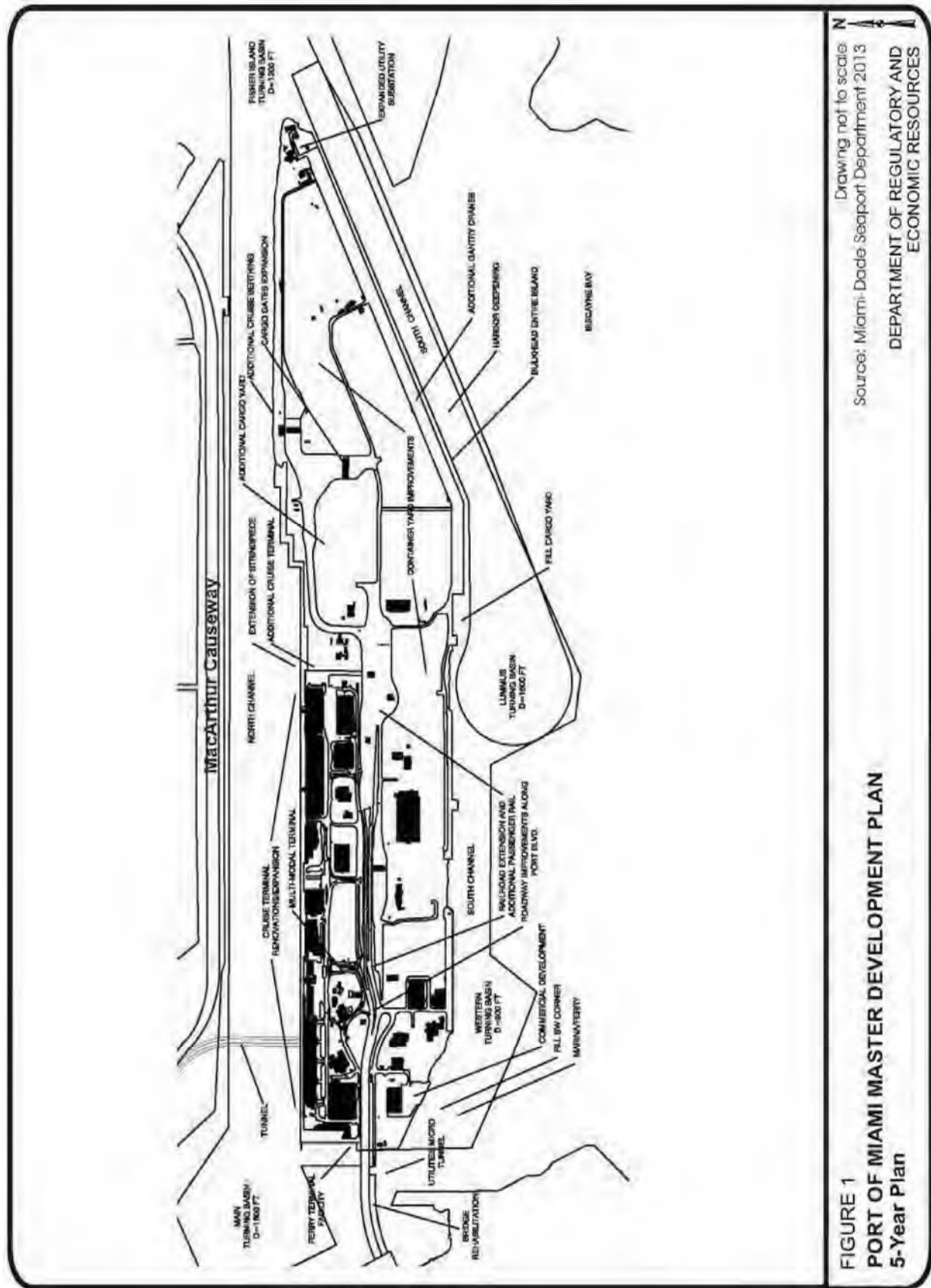
appropriate safety and security requirements for the protection of human life against effects of natural disasters and acts of terrorism.

- PM-5B. The port shall work cooperatively with all public and private partners in the development of capital projects to ensure timely and cost efficient construction while maintaining services.
- PM-5C. PortMiami shall work cooperatively with County Departments and utility providers to ensure that the necessary capacity is available to support existing and projected needs.
- PM-5D. The Port shall design and construct new projects in accordance with approved security plans and applicable local, state and federal security laws.
- PM-5E. The Port shall assess its operations in light of existing and new local, state and federal security requirements and seek funding from local, state and federal sources to address security issues related to the Approved Security Plan as needed.

Future PortMiami Facilities

PortMiami is positioning itself to maintain, and build on, its leadership position among U.S. ports. Figure 1 illustrates the general locations of major PortMiami projects during the fifteen-year planning period. The following list of projects generally outlines the expected program of development and intervals needed to implement the goals, objectives and policies of this Subelement. Specific projects will be identified, prioritized and funded through the Seaport Department's Capital Improvement Plan, as implemented through the CDMP Capital Improvement Element.

Project	Interval
Deep Dredge: Miami Harbor Phase III Dredge Program	Near-Term
Interstate Access Improvements: PortMiami Tunnel	Near-Term
Intermodal Yard Development	Near-Term
Railroad Rehabilitation and Expansion	Near-Term
Off-island Intermodal Complex	Near-Term/Long-Term
Procurement of Gantry Cranes	Near-Term/Long-Term
Berthing Improvements and Additional Berthing Area	Near-Term/Long-Term
Increased Cargo Storage	Near-Term/Long-Term
Maximization Cruise Facilities	Near-Term/Long-Term
Maximization Cargo Terminals and Facilities	Near-Term/Long-Term
Intermodal Logistic Transfer Facility	Near-Term/Long-Term
Support Infrastructure	Near-Term/Long-Term
Roadway Improvements	Near-Term/Long-Term
Development of Passenger Rail On-island	Near-Term/Long-Term
Sustainable Projects	Near-Term/Long-Term
Transshipment Facility	Near-Term/Long-Term
Cruise Ferry Facility	Near-Term/Long-Term
Marina	Near-Term/Long-Term
Commercial Real Estate Development	Near-Term/Long-Term
Utility Upgrades and Expansion	Near-Term/Long-Term
Security Related Technology Improvements	Near-Term/Long-Term
Commercial Signage and Wayfinding	Near-Term/Long-Term
Procurement of Cargo Handling Equipment	Near-Term/Long-Term
Construction of Additional Wharf Area	Near-Term/Long-Term
Development of a Multi-modal Transportation Facility	Near-Term/Long-Term



PortMiami Monitoring Program

The following are the monitoring measures for the objectives of this Subelement:

Objective PM-1

- Number of passengers on an annual basis
- Cruise related improvements made at PortMiami during the evaluation and appraisal of the CDMP reporting period

Objective PM-2

- Cargo volume on an annual basis.
- Cargo related improvements made at PortMiami during the evaluation and appraisal of the CDMP reporting period.

Objective PM-3

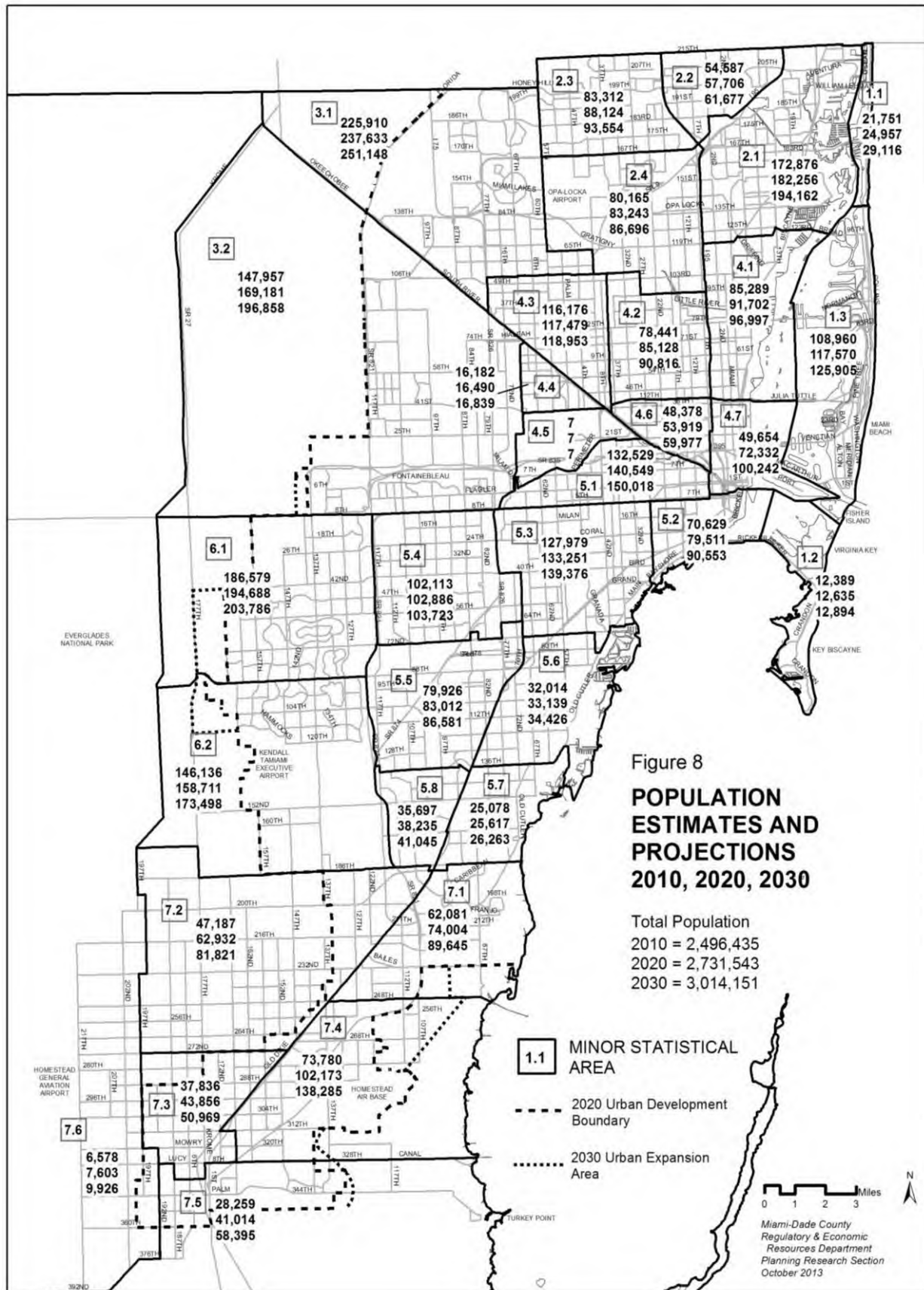
- Number and condition of PortMiami-related off-island expansion projects and related coordination activities during the evaluation and appraisal of the CDMP reporting period.
- Assessment of PortMiami's expansion activities and joint-venture partnerships during the evaluation and appraisal of the CDMP reporting period.

Objective PM-4

- Assessment of the PortMiami's environmental accomplishments and practices during the evaluation and appraisal of the CDMP reporting period.
- Types of permits and approvals issued to the Port during the evaluation and appraisal of the CDMP reporting period.

Objective PM-5

- Number of agreements on various plans and programs of PortMiami with local, regional and state agencies and/or jurisdictions.
- Compliance with applicable security requirements and plans.



**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
(XII)	September 24, 2019	2019-31
(XIII)	November 14, 2023	2023-59
(XIV)	November 14, 2023	2023-61

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

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

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 PTO, and future updates, are hereby incorporated by reference.

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

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

(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)(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

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

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)(XIV)

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 and TR-4.1) 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.

(XIV) = Plan Amendment by Ordinance No. 2023-61 on November 14, 2023

- (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.

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

(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.

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

(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

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.

- (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).
- (XII) **Policy 10.3:**
Everglades Boulevard, between Golden Gate Boulevard and I-75, shall not be expanded beyond 4 lanes.
- (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.

(XII) = Plan Amendment by Ordinance No. 2019-31 on September 24, 2019

(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.

(XIII) **Policy 12.10:**

The County, through the Future Land Use Element, Golden Gate Area Master Plan's Golden Gate City Sub-Element and the Immokalee Area Master Plan, provides for higher density residential projects along the Collier Area Transit (CAT) routes, known as Transit Oriented Development (TOD), within a portion of the Urban Mixed Use District. TODs, which may include housing that is affordable, proximate to employment centers and/or along transit routes that serve employment centers, may increase transit ridership thereby reducing single occupancy trips and vehicle miles travelled.

(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.

(XIII) = Plan Amendment by Ordinance No. 2023-59 on November 14, 2023