

**City of Marco Island
2035 Comprehensive Plan
Transportation Element
DRAFT with Planning Board Comments**

Goal 1 The City of Marco Island will coordinate land use and transportation plans to support a safe, accessible, and efficient multimodal transportation system that enhances livability and small-town character.

Objective 1.1 Implement a safe, accessible, economically sustainable, energy efficient multimodal transportation system, consistent with livability and small-town character, which will be maintained and improved to accommodate the forecasted traffic demand until the year 2040.

Policy 1.1.1 The City's Transportation Map series, contained in this Plan, or as subsequently amended, is hereby adopted as the future transportation system for the City of Marco Island.

Policy 1.1.2 The City's transportation system will be consistent, to the extent possible, with the most current Long Range Transportation Plan (LRTP) of the Collier County Metropolitan Planning Organization (MPO), the roadway system established by Collier County, and the State of Florida Department of Transportation's Adopted Five-Year Work Program.

Policy 1.1.3 As the City's transportation system may change from time to time, the City will work with the MPO to ensure consistency with the LRTP and/or other planning documents.

Policy 1.1.4 The City will review County road improvement projects that lie within its jurisdiction to ensure compatibility with the goals, objectives, and policies of this element.

Objective 1.2 Provide for appropriate Levels of Service (LOS) and system capacity throughout the City's multimodal transportation system.

Policy 1.2.1 The City shall monitor and regulate the timing of development, construction of roadway improvements, and implementation of other transportation programs to maintain prescribed level of service (LOS) standards. The City adopts the following LOS as measured by the generalized maximum daily volumes as derived from peak hour traffic conditions:

- Arterials - LOS D
- Collier Blvd from the Jolley Bridge to San Marco Road - LOS C
- Collectors - LOS D
- Local Roads - LOS D

Policy 1.2.2 The City shall investigate the establishment of multimodal performance standards and LOS measures as a means to increase its multimodal capacity.

Policy 1.2.3 The City shall maintain transportation concurrency, as described in the Capital Improvements Element of this Plan and Article X of the Land Development Code, consistent with Florida Statutes §163.3180(1) until such system is replaced. Consistent with the concurrency management system, the City will require an analysis for all multifamily and commercial projects prior to the issuance of building permits. Public transit facilities shall be exempt from all concurrency requirements.

Policy 1.2.4 In order to preserve rights of way, all new construction and redevelopment projects will comply with required setbacks and with the City of Marco Island's Construction Standards Handbook for Work Within the Public Right-of-Way (Ord. No. 15-18) dated July 20, 2015, as applicable and amended.

Policy 1.2.5 The City may seek easements where there are areas of limited right-of-way on private land for street amenities, including enhanced landscaping, street trees, lighting, street furniture, bicycle racks, transit bus stop improvements, or exercise stations.

Policy 1.2.6 Existing structural encroachments on the City's right-of way will be abated through the tools contained within City ordinances.

Policy 1.2.7 The City shall continue to pursue a program of planning and funding for future bridge replacement/renovation in the City's Capital Infrastructure Plan (CIP).

Policy 1.2.8 The City will maintain the existing roadway system shown in Figure XXX and fund projects through its CIP, as deemed necessary, to remain consistent with the planned Roadway Network shown in Exhibit XX and adopted level-of-service standards.

Policy 1.2.9 To implement this element, the City may fund facilities or programs that address its multimodal transportation needs. The City's funding will be described and prioritized in its Five-Year (CIP).

Policy 1.2.10 The City shall seek enhancement grants through the MPO, FDOT and other sources to fund transportation projects that enhance its vision for a safe, connected, multi-modal system; including intersection, streets, bicycle, transit, and pedestrian improvements.

Objective 1.3 Design the multimodal transportation system for safety and efficiency.

Policy 1.3.1 The City shall utilize the standards set forth in the City of Marco Island's Construction Standards Handbook for Work Within the Public Right-of-Way (Ord. No. 15-18) dated July 20, 2015, as applicable and amended, to control

and/or minimize connections and access points of driveways along arterials and collector streets.

Policy 1.3.2 The City will develop and adopt a Complete Streets policy that supports safety and accessibility for people of all ages and abilities. Following adoption, the Complete Streets policy will be incorporated into the Comprehensive Plan and Land Development Code to guide the planning, design, and implementation of all rights of way within the City for existing and new projects. The City shall consider streetscape and landscaping improvements as part of the Complete Streets policy and implementing plans in order to maximize usability of the multimodal system.

Policy 1.3.3 The City shall implement traffic calming and safety features in all new or reconstructed projects appropriate to the needs of each type of user, including appropriate bicycle/pedestrian infrastructure, separation of facilities, spaced and maintained landscaping, street lighting, and innovative design techniques to provide for visual cues to drivers, bicycles, and pedestrians.

Policy 1.3.4 The City shall vigorously preserve its existing street network and evaluate opportunities to enhance and expand connectivity between adjacent and parallel roads.

Objective 1.4 Coordinate the transportation system with the Future Land Use Map to ensure that population densities, housing and employment patterns, and land uses are consistent with the City's vision.

Policy 1.4.1 The City shall review requests for development orders and building permits for compliance with the City's land use and transportation vision and adopted LOS.

Policy 1.4.2 All new, redeveloped, or rezoned commercial and multifamily projects over 8,000 square feet or 16 dwelling units will provide a traffic impact analysis study as part of the site development review process.

- a) The traffic impact analysis will consider internal trip capture and non-automobile modes that may offset or mitigate the demands on the transportation network.
- b) On and off-site traffic mitigation strategies may be required to off-set traffic impacts.
- c) Designated Levels of Service (LOS) for arterial, collector, and local roads will be maintained as described in Objective 1.2.

Policy 1.4.3 The City shall utilize the Future Land Use Map to monitor development activities within established TAZ's (traffic analysis zones) annually to ensure that traffic volumes remain within projected levels.

Policy 1.4.4 The City shall study and adopt a multimodal plan to assess, prioritize, and fund projects. This plan shall assess and plan for interconnections between modes, trip generators, and destinations.

Policy 1.4.5 The City shall consider a mobility fee as a mechanism to fund the mobility plan objective. When completed, the mobility plan and fee may replace the City's transportation concurrency system.

Objective 1.5 Ensure a connected multimodal system that is safe, accessible for all ages and abilities, economically sustainable, energy efficient, and enhances a sense of place.

Policy 1.5.1 The City recognizes that a connected multimodal system includes interconnections between transportation facilities such as automobiles, waterways, sidewalks, bike paths/trails, and transit; and trip generators and attractors, such as parks, beaches, shopping, parking, and transit stops.

Policy 1.5.2 The City will create and maintain a sidewalk assessment program to inventory current conditions of all sidewalks with the goal of providing a complete sidewalk network adjacent to all roadways. The City may fill gaps in the sidewalk network according to its priorities as shown in the City's five-year CIP.

Policy 1.5.3 New or expanded multimodal transportation facilities or other improvements provided by the City shall be prioritized to minimize the costs and maximize the benefits. A project prioritization process will consider the extent to which:

- a) The safety of all users is improved
- b) Multiple modes are connected and enhanced
- c) Neighborhood character is improved
- d) Connections between facilities are enhanced or created
- e) Automobile traffic is mitigated or reduced

Policy 1.5.4 All new and/or structurally renovated commercial, multi-family, or single family residential projects or developments shall incorporate facilities and amenities for pedestrian access consistent with the City's vision as shown in [*name of map: Planned Sidewalk Map*]. The City may provide additional incentives and/or impact fee credits for additional infrastructure that enhances the City's network.

Policy 1.5.5 All new and/or structurally renovated commercial or multi-family developments shall incorporate facilities and amenities for bicycle access consistent with the City's vision as shown in the [*name of map: City of Marco Island's 2018 Marco Island Bike Path Master Plan Map*]. The City may provide additional incentives and/or impact fee credits for additional infrastructure that enhances the City's network.

Policy 1.5.6 To ensure a safe, efficient, and convenient multimodal system, the City will require that all commercial and multi-family residential developments provide adequate bicycle parking, shared parking among adjoining uses, multimodal interconnections between properties, and off-street loading facilities.

Policy 1.5.7 The City will integrate its various master planning efforts, including parks, bike paths, greenways, or commercial areas to ensure an integrated

multimodal system of walkways, bicycle paths, bicycle amenities, mass transit and streets.

Objective 1.6 Promote an efficient public transit service, that is safe, convenient, and accessible to all ages and abilities by recognizing that public transit offers the opportunity to relieve traffic congestion, enhance livability, and support small town charm.

Policy 1.6.1 The City of Marco Island will collaborate with the Collier Area Transit (CAT) to determine the viability and cost-benefit of enhanced public transit services and programs, including increased service on existing routes, new service routes, mobility on demand, an island trolley, and public-private partnerships.

Policy 1.6.2 When considering changes in land use densities and transportation programs, the City shall evaluate the effect and opportunities for public transportation services.

Policy 1.6.3 The City shall coordinate with public and private transit providers to ensure adequate transit capacity to meet public transit demand and actively identify improvements and enhancements needed by the system.

Policy 1.6.4 The City shall coordinate with CAT and the MPO on the Transit Development Plan and to further the use of public transit through promotion of schedules, employer incentives, and other transportation tools as may be desired.

Objective 1.7 Enhance the resources available to the City of Marco Island's multimodal transportation system by maintaining participation in the MPO, its subcommittees, and its planning processes.

Policy 1.7.1 Advocate for qualified multimodal projects on Marco Island through the MPO and/or Collier County process.

Policy 1.7.2 Coordinate with the MPO on transportation resiliency studies, plans, and projects in areas that will experience the impacts of sea level rise, such as those identified in the 2045 LRTP adopted December 2020.

Policy 1.7.3 Advocate for individuals from Marco Island to serve on the MPO's Citizen Advisory Committee and other subcommittees as appropriate.

Transportation Map Series Updates - TBD

- Update Existing Island Road Network
- Update Planned Island Road Network
- Current Sidewalk Map – Update if current inventory is available or rename to proposed Sidewalks Route Map
- Proposed Sidewalk/Bike Paths Route Map. Update to current sidewalk inventory, replace with 2018 Bike Path Master Plan
- Marco Transit Network Plan (Existing and Proposed)