

BOAT AND BEACH ACCESS REPORT

2003

OBJECTIVE

The purpose of the Boat and Beach Access Report is to assess Collier County's performance in providing beach access and boat launch facilities to County residents and visitors. This report will identify the overarching complications involved with providing beach access and boat launch services that keep up with growth, examine current level of service standards adopted by Collier County and the recreation industry, inventory current facilities and update the 1999 Report with regard to options and inventories, and suggest future options for expansion of services and facilities.

SUPPLY AND DEMAND

While the Gulf of Mexico is a vast but not unlimited resource for water-dependent recreation, limited access to it limits the population's ability to use it. Sandy beach, on the other hand, is a finite recreational resource even further limited by the constraints of access and available parking. Collier County's population continues to grow, but its miles of sandy beach are fixed. The challenge is to provide expanding access to beaches and waterways, including the attendant requisite parking, without exceeding the carrying capacities of the resources and thereby decreasing their desirability and worth. The decreasing availability and increasing cost of land that comes with growth exacerbate this issue. The more access is needed, the more difficult it is to find and afford.

LEVELS OF SERVICE

The Collier County Growth Management Plan outlines level of service standards (LOSS) for parkland in three categories: facilities value, community park acreage, and regional park acreage. Beach, beach parking, and boating access acreage are currently included the regional park acreage measure for purposes of comprehensive plan concurrency. The 2001 Annual Update and Inventory Report projects satisfaction of regional park acreage LOSS through 2009 based on acreage acquisitions planned in CIP through 2004.

Satisfaction of comprehensive plan acreage standards, however, will not maintain the levels of service Collier County residents and visitors currently enjoy with regard to beach and boating access. This is because the comprehensive plan requires no distinction between regional park acreage located inland or developed to serve other functions and acreage reserved for beach and water access. To understand the expectations of the population an examination of the levels of service they have been experiencing is necessary.

Boat Ramps

Currently 27 boat ramp lanes serve boaters countywide. The Parks and Recreation Department maintains eleven of these lanes; City or State government provides seven; and nine are privately owned but open to the public. Table 1 below outlines the locations and amenities of these facilities.

Table 1. Boat Ramp Facilities Available to the Public

Ownership	Facility	Ramp lanes	Trailer parking spaces	Acres	Launch fee	Rest rooms	Concession	Picnic facilities	Coast Guard auxiliary	Play area	Dockmaster
County	Bayview Park	2	16	4	\$3.00	x		x		x	
	Caxambas Park	2	31	4	\$3.00	x	x	x	x		x
	Cocohatchee River Park	4	58	7	\$3.00	x	x	x	x	x	x
	Collier Boulevard Boating Park	2	19	.5	\$3.00						
	Lake Trafford Park	1	8	2	0			x			
City & State	Naples Landing	3	35		\$.75/hr	x		x		x	
	Collier-Seminole State Park	2	25		\$2.00	x					
	Delnor-Wiggins State Recreation Area	2	30		\$6.12	x	x	x			
Private	Outdoor Resorts	1	30+		\$10.00	x	x				x
	Port of the Island Marina	2	40+		\$6.00	x	x				x
	Calusa Island Marina	2	80		\$5.00	x	x				x
	Glades Haven Marina	2	information unavailable								
	Moran's Restaurant Marina & Motel	1	40+		\$5.30	x	x				x
	Isles of Capri Marina	1	information unavailable								
	Shell Island Road Boat Ramp	1	15		0						

Twenty-one thousand vessels were registered in Collier County in 2002. Less than 6000 wet slips and less than 3000 commercial dry storage spaces are available to house them. As a result, at least 12,000 vessels countywide are dependent on boat ramps for water access. At an average of 20 launches per vessel per year, countywide facilities should be able to accommodate 240,000 launches per year to meet demand. Spread across the 27 boat ramp lanes available, facilities will average 8,889 launches per year, or 24 launches per day. This figure is in accordance with the recommendation of the Florida Statewide Comprehensive Outdoor Recreation Planning Guide of 2000, which suggests that a single boat ramp lane can accommodate 36 launches per day (20 minutes total put-in and pull-out time over a 12-hour period). These calculations are ideal numbers, however, and do not provide for peak use times such as weekends and holidays or for any boats trailered in from outside of the county.

The Florida Statewide Comprehensive Outdoor Recreation Planning Guide recommends that average peak use be calculated as follows: Total user occasions are multiplied by 55 percent and divided by 111. This formula is derived from state park attendance, where 55 percent of the total annual attendance occurred over 111 days (52 weeks times two weekend days plus seven weekday holidays). Average weekend and holiday use for Collier County’s boat ramp–dependent vessels then is 1189 launches, or 44 launches per lane per day. To meet the recommended carrying capacity of 36 launches per lane per day on an average weekend or holiday Collier County needs an additional six boat ramp lanes countywide.

The growth of boating countywide is a further consideration with regard to the level of service County boaters can expect to experience. The number of registered vessels in the county has grown steadily at 1000 boats per year over the past six years. Currently few solutions exist for finding homes for these additional boats in dry storage or slips. They will most likely become ramp users, too. At 20 launches per year they will require an additional 55 launches each day or 99 launches on an average weekend day. This translates to a need for an additional two boat ramp lanes per year for as long as this growth rate is sustained in order to maintain the levels of service County boaters currently enjoy. Table 2 projects boat ramp lane deficiencies for the next ten years.

Table 2. Projection of Boat Ramp Need

Year	Number of registered vessels	Number of wet/dry slips	Number of vessels using boat ramps	Number of ramp lanes countywide	Ramp lane deficit
2002	21,000	9000	12,000	27	6
2003	22,000	9180†	12,820	27	8
2004	23,000	9360	13,640	27	10
2005	24,000	9890‡	14,110	27	12
2006	25,000	10,070	14,930	30*	11
2007	26,000	10,250	15,750	32**	11
2008	27,000	10,370	16,630	32	13
2009	28,000	10,490	17,510	32	16
2010	29,000	10,610	18,390	32	19
2011	30,000	10,730	19,270	32	21
2012	31,000	10,850	20,150	32	23

† annual increase of 180 wet slips per year for 2002 to 2007, based on an average of the number of permits issued by Collier County over the last four years; reduced to 120 per year for 2008 to 2012, anticipating stronger environmental law and decreased availability of undeveloped waterfront property

‡ increase of 350 dry slips based on proposed development of Hamilton Harbor

* 3-lane increase based on planned development of the Pulling property by the City of Naples

** 2-lane increase based on the planned development of Goodland Boating Park by Collier County

Observation reveals, however, that where Collier County–run boat ramps are concerned 36 launches per lane per day offers a generous launch and retrieval time, and County boat ramp users can potentially significantly maximize a ramp’s capacity with efficient usage. The problem resides not in the carrying capacity of the ramp but of the parking area. Table 3 illustrates the dearth of parking available at some County facilities. Bayview Park, for example, according to the standard could accommodate 72 launches per day, but offers only 16 trailer parking spaces. Weekends see Bayview ramp users parking along the roadside as far as a mile away from the park. Because the County recently adopted a policy to charge a launch fee instead of a parking fee, boaters who must walk significant distances from and to their vehicles are still required to pay \$3 to use the facility.

	Ramp lanes	Parking spaces	Parking space deficit
Bayview Park	2	16	56
Caxambas Park	2	31	41
Cocohatchee River Park	4	58	86
Collier Boulevard Boating Park	2	19	53
Lake Trafford Park	1	8	28

An additional consideration with respect to boating is access to fresh water. Currently only Lake Trafford is officially available for freshwater boating, although a considerable amount of boat traffic finds its way to the canal system. More access to fresh water may alleviate some of the burden on existing facilities and, as the County population grows, may become an increasing demand in its own right.

Beach Access

The State of Florida recommends a distance of one half-mile between sites for the spacing of beach access points at state-financed beach restoration projects. Collier County beaches offer a wide range of choices with regard to the frequency of access points along its beaches. In general, State and County beach parks have more sparsely spaced access points to maintain lesser density and a more natural beach environment and experience. The City of Naples, on the other hand, maintains 34 of its 37 access points within a five-mile stretch of beach, allowing for a more urban beach experience. County residents and visitors are well served by this variety, but to keep up with growth the County should continuously seek ways to improve access, amenity, and parking at its beaches. Table 4 is a summary of the public access available along the county’s shoreline, from north to south (facilities operated by Collier County Parks and Recreation are highlighted):

Table 4. Public Access Along Collier County Shoreline

	Linear feet	Description	Parking	Amenities
Barefoot Beach Access	650	5-acre beach access adjacent to Bonita Beach Park, which offers amenities	100	picnic shelters
Lely Barefoot Beach Development	7100	private residences, 63% inaccessible to the general public*	0	none
Barefoot Beach Preserve	7500	342 acres of undeveloped coastal barrier island, intended for low density public enjoyment	356	nature trail, interpretive programs, showers, picnic area, concession, rest rooms
Delnor-Wiggins State Recreation Area	5900	160 acres of preserved area, amenities	350	interpretive programs, picnic areas, concession, showers, rest rooms
Vanderbilt Beach Accesses	6850	6 walkway easements allow for public access between residences and condominiums, but parking is 3/4-mile away at Conner Park	80	none
Vanderbilt Beach	375	5 acres preserve some natural vegetation within a built-up area; parking is extremely limited in relation to the popularity of this beach	150	showers, rest rooms
Pelican Bay Development	12,000	Collier County owns some the shoreline property, the rest is private; 89% inaccessible to the general public*	0	none
Clam Pass Park	3200	35 acres of preserved area, amenities	175	boardwalk with tram service, concession, picnic area, foot showers, rest rooms
North Gulf Shore Access	1350	parking is located at the end of Seagate Drive, pedestrian access from North Gulf Shore Boulevard	38	none
Park Shore Accesses (City)	13,000	3 City of Naples accesses are available amid North Gulf Shore condominiums	see below	none
City of Naples Accesses	30,000	34 accesses stretch from north of The Beach Club to 32nd Avenue South; Lowdermilk Park and accesses near Naples Pier offer full amenities; select others have showers and foot showers	1122 total	variable
Keywadin Island	40,000	water access only	0	none
Hideaway Beach Development	5280	private residences and condominiums, 75% inaccessible to the general public*	0	none
Tigertail Beach	3900	31 acres of preserved area, amenities	210	concession, picnic area, playground, rest rooms
Marco Island	13,000	condominiums, hotels, 80% inaccessible to the general public*	0	none
South Marco Beach Access	1200	1-acre walkway easement between condominiums	70	rest rooms

* Accessibility calculated by subtracting ¼ mile from the total linear footage for each contiguous publicly accessible beach.

Even more than for boaters, a beachgoer’s enjoyable day at the beach is only as attainable as the nearest available parking space. In the last three years Collier County has added 93 beach parking spaces to its inventory: 80 at Conner Park (which allow for access to Delnor-Wiggins State Recreation Area or Vanderbilt Beach) and 13 at North Gulf Shore Access. Total spaces at County beaches with the completion of the North Gulf Shore project will be 1179. Spaces at City of Naples and State of Florida beaches have remained static at 1122 and 350, respectively. Table 5 outlines the number of beach parking spaces per capita in season over the past three years and projected for the next ten. Even with the recent additions, available parking is not keeping pace with growth. This year Collier County’s population will exceed the 1:150 space-to-resident ratio recommended by the Parks and Recreation Advisory Board in 1999.

Year	Population	Number of parking spaces	Ratio	Parking space deficit
2000	350,744	2558	1:137	0
2001	367,605	2638	1:139	0
2002	384,276	2651	1:145	0
2003	401,536	2651	1:151	26
2004	419,603	2651	1:158	146
2005	437,138	2651	1:165	263
2006	451,949	2651	1:170	362
2007	465,180	2651	1:175	450
2008	478,812	2651	1:181	541
2009	492,856	2651	1:186	635
2010	506,495	2651	1:191	726
2011	519,695	2651	1:196	814
2012	533,250	2651	1:201	904

The 1:150 space-to-resident ratio was established as a goal by comparing the number of public parking spaces to the seasonal population of the county. To retain the validity of the standard the same formula has been used in the table above. However, a number of considerations improve the outlook where the County’s ability to provide sufficient parking for beach access is concerned. For example, the areas listed in Table 4 as partially inaccessible to the general public nonetheless do serve a portion of the population. Those people who live in the appropriate areas and/or purchase the required memberships are served by accesses and parking at such semiprivate beaches. The organizations that manage these beaches are able to provide a higher level of service to their constituents than the general public enjoys. Pelican Bay, for example, provides 174 parking spaces for 8600 units. That’s a 1:123 space-to-resident ratio assuming 2.5 residents per unit. Marco’s Residents Beaches offer a total of 390 spaces for 6654 dwelling units, or 1 space for every 42 residents. Nonetheless the managers of both areas attest that their facilities are inadequate during peak use times, and both have taken steps to improve their service. Pelican Bay is expanding its parking facilities, while Residents Beach restricts guest parking on weekends during season.

Additionally, thousands of residences in Collier County are west of Lely Barefoot Boulevard, Gulf Shore Drive, Gulf Shore Boulevard, Gordon Drive, and Collier Boulevard. The people who live in those residences do not need parking accommodation because they live within walking distance of the beach.

The recent introduction of the Collier Area Transit System may be relieving some of the burden on beach parking for inland dwellers. Current routes take riders as far west as 6th Street in downtown Naples, which would give a beachgoer a six-block walk to his destination. The County should pursue expanding CAT service to local beaches, as will be discussed in greater detail in the Recommendations section of this report.

Other Recreation

A final topic in assessing the County’s levels of service with regard to beaches and boating is the introduction of alternative recreational activities. Sugden Regional Park is home to the 60-acre Lake Avalon, which supports a swimming beach and opportunities to participate in non-motorized boating such as sailing, canoeing, kayaking, and paddle boating. Clam Pass Park and Barefoot Beach Preserve offer canoe launches. Future plans also call for a non-motorized vessel launch at the bridge at State Road 92. Upon completion of North Naples Regional Park residents and visitors can enjoy a first-class water park with slides, a lazy river, and children’s activity pools—a perfect alternative to the beach for cooling down on a hot day. The existing Golden Gate Aquatic Center and small water park at Vineyards Community Park provide more choices, as well. The County should continue to diversify the recreational activities it offers. Variety builds the participant base and alleviates the burden on traditional resources such as beaches.

PLANNED CAPITAL IMPROVEMENTS

Many of Collier County's Parks and Recreation facilities are relatively new, and few to date have required extensive renovations. As these facilities age and the burden of use—or overuse if new facilities are not constructed—accumulates, renovations to existing facilities will become an increasing demand on capital expenditures. Meanwhile the county's population will continue to grow and demand for new facilities will remain. Balancing the need to sustain or improve existing facilities and add new ones will be a mounting challenge in the future. The mix of renovation and construction as a destination for capital dollars is reflected already in the following boat ramp and beach access projects, all of which are incorporated in the five-year Capital Improvement Plan:

Bayview Park Renovation and Dredging

Renovations will include an additional dock and renovations of the existing dock and fish-cleaning tables. Funding through a Florida Recreation Development Assistance Program grant is secured for up to \$120,000. A fifty percent match is required; \$75,000 is approved for FY 03. The balance of the match will be made up from reserves or through in-kind services. Dredging will constitute a separate project, for which \$100,000 is approved for FY 03.

Gulf Shore Drive Beach Accesses Improvements

The six accesses along Gulf Shore Drive at Vanderbilt Beach will be refurbished over several years. Improvements at Bayview Drive are approved for \$125,000 of TDC funding for FY 03.

Collier Boulevard Boating Park Expansion and Overflow Parking

Expansion to the north will add an additional 47 trailer parking spaces. A second phase of expansion to the south may add an additional 28 trailer parking spaces. Lease of and improvements to a parcel of land across CR 951 may supply additional overflow parking spaces. This will be a multiyear project for which \$600,000 is approved for FY 03 and \$600,000 is planned for FY 04.

Lake Trafford Park Improvements

Improvements will be the installation of riprap around the water bank and repairs to the pier. Planned funding is \$75,000 in FY 04.

Land Purchase for Shuttle Parking

The Department will pursue purchasing land along the US 41 corridor to develop for parking in conjunction with a CAT beach shuttle service. Proposed funding is \$2,000,000 in FY 04.

Cocohatchee River Park Seawall and Dock Repair

Seawall and dock repair is proposed for FY 04 at a cost of \$100,000.

Caxambas Park Seawall Repair and Landscaping

Seawall repair and landscaping projects are proposed for FY 05 at \$60,000 each.

Goodland Boating Park Development

Park development will include two boat ramp lanes and 50 to 75 trailer parking spaces as well as a neighborhood park. This multiyear project is scheduled for master planning at \$100,000 in FY 06 and Phase I development at \$1,000,000 in FY 07.

RECOMMENDATIONS

Staff recommends the following general principles guide the County's decisions with regard to maintaining and expanding boat launch and beach access facilities:

- Standards set by the Florida Statewide Comprehensive Outdoor Recreation Planning Guide or comparable industry guidance tools should be adhered to whenever practicable.
- Estimates of carrying capacities and levels of service should always take into consideration peak use times and seasonal populations.
- All new boat ramp and beach access facilities should be developed with adequate parking as a primary goal.
- Improvement upon the current level of service for boat launch facilities should be a goal of the County.
- Maintenance of the 1:150 parking space-to-resident ratio for beach access should be a goal of the County.
- A more even distribution of impact on County beaches through an increased frequency of access points should be a goal of the County.
- Creation of a system for more countywide comprehensive planning with regard to boat launch and beach access facilities should be considered.
- The County should consider the purchase of available properties that would be suitable locations for boat ramps.
- The County should consider the purchase of available properties that would be suitable locations for beach access and beach parking.

More specifically, the following are areas where Collier County can maintain or improve its services to residents and visitors by expanding their access to open water and the beach:

Lake Access at Heritage Bay

In its review of the Heritage Bay Development of Regional Impact, the Parks and Recreation Department has requested that the developer, US Homes, provide one hundred acres and access to one of the lakes within the area to offset the added strain on existing park facilities that the development will create.

Access to Golden Gate Canals

Issues regarding recreational use of the Golden Gate canal system are currently under review by the County Attorney's office. Currently an opportunity exists to purchase a parcel of land at the terminus of 58th Street, which could be developed to provide canal access.

Bayview Park

The County should consider purchasing available residential lots along Danford Street to be used for overflow trailer parking. The Parks and Recreation Department requested additional parking from the Hamilton Harbor Development of Regional Impact, and in original plans fifteen spaces were provided. However, the most recent plans for the Hamilton Harbor marina do not provide the requested spaces.

Shell Island Road Boat Ramp

The Florida Department of Environmental Protection at Rookery Bay is interested in purchasing the boat ramp facility at the end of Shell Island Road from the Conservancy of Southwest Florida. DEP would then consider selling or leasing the ramp to Collier County in exchange in part for funding to pave Shell Island Road. Improvements to the facility would be necessary, and possession is preferred over lease holding.

Everglades National Park

The master plan for Everglades National Park includes a boat ramp. The facility has yet to be built because demand did not appear high enough and funds have not been available. An opportunity exists for the County to partner with the national parks system to see this facility to fruition.

Barefoot Beach Preserve

Not exceeding the carrying capacity of this park is a primary objective because of its status as a nature preserve. Some current uses raise concern. For example, excursion vessels frequently drop off visitors at the southern tip of the park. This practice is damaging to the fragile ecosystem at Wiggins Pass. A dock and pier are planned for the inland side of the island to accommodate waterborne visitors while protecting the beach and dunes. This area will also allow Preserve visitors a better look at the mangrove habitat, which presently is only accessible by canoe. Educational programs and signage will accompany the facility.

Another concern is visits to the park by excursion buses. The parking fee of \$4 per vehicle per day was established in part to encourage carpooling, but a \$4 entrance fee for a full busload of visitors is not financially comparable to the amount of impact such a group has on the park. An increased fee for vehicles transporting over eight passengers as is charged at State facilities should be considered.

Vanderbilt Beach Area

Conflicting sentiment surrounds the future of the Vanderbilt Beach area. Resident outcry prompted the current moratorium, but preliminary investigation reveals that the process of change that residents sought to hold in abeyance may be too far underway to be prevented. While a more equitable distribution of beachgoers along the entire Gulf front should be a primary goal of the County, Vanderbilt Beach is currently the most viable locus for improving beach access. The possibilities are as follows, addressed from north to south:

Officials at Delnor-Wiggins State Recreation Area advise that parking at that park does not accommodate the full carrying capacity of the facility. The State should install an additional 180 parking spaces, equal to the additional 500 beachgoers the facility can hold.

The Parks and Recreation Department developed Conner Park on Bluebill Avenue with future plans of securing a beach access point between Delnor-Wiggins State Recreation Area and the Vanderbilt Inn. Eighty parking spaces are available to serve an access that as yet is not forthcoming. To the north, the State so far has been unwilling to grant an access easement in exchange for improvements at Delnor-Wiggins. To the south, plans to renovate the Vanderbilt Inn are mired in the current moratorium. The owners wish to convert the hotel to condominiums, and the County was going to exchange a small setback variance for a public beach access. This deal may still go through once the moratorium is lifted.

A more equitable distribution of beachgoers along Vanderbilt Beach itself is called for to reduce the burden on Vanderbilt Beach Park. To this end, refurbishments will be made to the six walkway easements along Gulf Shore Drive. However, these renovations will not greatly improve the usefulness of the accesses unless closer parking or shuttle service accompanies them. The County should consider the purchase of available lots along this portion of Gulf Shore Drive to be used for parking. See also the transportation recommendation below.

A two-story, 400-space parking garage is planned for Vanderbilt Beach Park. This project is currently delayed by litigation in which Collier County is suing WCI developers over deed restrictions on the site. Resolution of the issue and completion of the project remains a recommendation of staff.

Land Development Code Provisions

Currently, staff conducts negotiations for allowances for public access on a case-by-case basis as coastal properties are developed or redeveloped. These deals are then approved by the Board along with the development or redevelopment plan for the site. A more formalized system to provide for these exchanges should be codified through the Land Development Code. The substance of the trade should be based on quantifiable characteristics, such as number of units developed or refurbished or acreage involved. The remuneration would likewise need to be pre-established, as a given number of parking spaces, rest rooms, feet of easement, or acres of land. The system would ensure that the amount of public benefit would be commensurate for each case of private gain.

Tigertail Beach

The tidal lagoon at this park is now almost completely enclosed. A boardwalk connecting the mainland to Sand Dollar Island may be necessary in the future to allow visitors true Gulf-front access. The Parks and Recreation Department has secured funding to study the feasibility of this endeavor.

Transportation Shuttle Service

Because the purchase of land west of US 41 is often cost prohibitive, the County should consider providing beach access through a shuttle service. The existing CAT system should be expanded to include more stops near beach accesses. The County should consider the purchase of appropriate available lots along the US 41 corridor to be used for parking in conjunction with shuttle service to Vanderbilt, North Gulf Shore, and Clam Pass Beaches. Bus loading and unloading lanes along Gulf Shore Drive would increase the amenity of the six walkway easements along Vanderbilt Beach.

FISCAL OPTIONS

Improving levels of service for beaches and boat ramps will be a costly affair. The 2002 Park Impact Fee Update on which Parks Impact Fees are currently based calculated beach parking acreage at \$875,000 per acre based on the value of one acre or larger commercial parcels west of US 41 in the vicinity of Vanderbilt Beach. Development of such a parcel into a beach parking facility consistent with County code would yield approximately 60 parking spaces per acre at \$1000 per space. The Impact Fee Update assigned a cost per acre of \$1,350,000 to beach and boating access land, based on the recent purchase of parcels at Barefoot Beach and Goodland. Development of the Goodland property with two boat ramp lanes, parking, and minor other recreation facilities is estimated to cost \$1,500,000.

Funding sources for these projects are limited. Current budgets suffice for maintenance and minor improvements to existing facilities, but acquisition and development projects of a magnitude that will keep pace with growth will require millions more. Over the next five years a significant portion of Parks Impact Fees are dedicated to development of regional and community parks. Boater Improvement Funds and boat registration fees should be used for capital improvements to launch facilities, but they too are earmarked for necessary expansions and renovations to existing ramps over the next several years. Grant revenues are a consistent but not munificent source of funds, accounting for about \$200,000 per year in capital improvement dollars.

The most appropriate available source of funds for purchase and development of additional boat ramp and beach access facilities is tourist development money. If the Board of County Commissioners agrees with the recommendations of this report, then the Tourist Development Council should consider increasing the Parks and Recreation line item within the TDC budget to address these issues. This use of TDC funds is clearly within the parameters set forth for their use and is consistent with the Growth Management Plan, as well.

Unfortunately, Conservation Collier funds will seldom be appropriate for the types of projects described here. Little undeveloped coastal land that would be suitable for beach access and boat ramps remains, and in most cases these uses would create a greater impact on the parcels than is the intention of the Conservation Collier program.

CONCLUSION

In summary, the levels of service that today's residents and visitors enjoy are currently adequate for beach parking but under the established standards for boat launches. Over the next ten years, continued growth will significantly lessen the levels provided unless new public beach parking and boat launching facilities are developed. As existing facilities age, competition for capital dollars between renovation projects and development projects will intensify, and current funding levels are already too low to allow for significant expansion of the beach access and boat launch network.

