

CHARLOTTE

TRANSPORTATION PLAN



Charlotte County-Punta Gorda
Metropolitan Planning Organization

Long Range Transportation Plan

Executive Summary

October 2015





Charlotte County-Punta Gorda MPO Board

Charlotte County

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Commissioner Stephen R. Deutsch (Vice-Chair)
Commissioner Ken Doherty

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2040 Transportation Plan

Charlotte County-Punta Gorda MPO

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CHAPTER 1

INTRODUCTION

CHAPTER 1: Introduction

This document provides the summary of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO's) 2040 Long Range Transportation Plan (LRTP). The Plan was completed in 2014-2015, and is anticipated to be adopted in October 2015.

Background

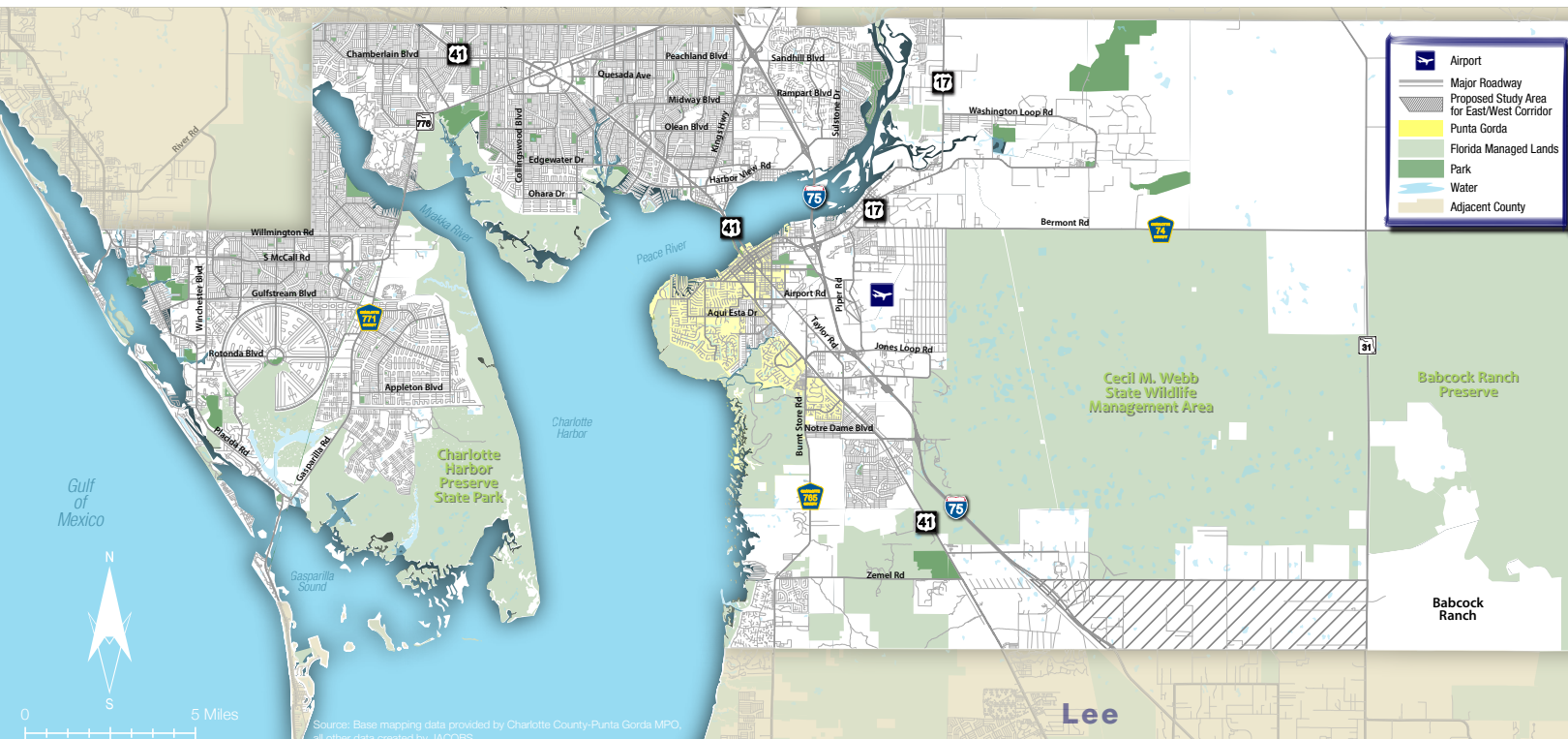
The key aspect of the Charlotte County-Punta Gorda MPO's mission is to ensure future mobility for residents and visitors in Charlotte County and Punta Gorda, as well as a portion of southwest DeSoto County within the MPO's planning area boundary. To do so, the MPO guides the transportation planning process, including development of the LRTP. The LRTP is updated every five years to define a long-term strategy for the transportation system. This current update of the Plan addresses cost feasible highway, freight, transit, bicycle, and pedestrian projects through the year 2040. The improvements identified in this Plan will provide future mobility needs and will enhance safety and security within the planning area boundary. The map in Figure 1 shows the planning area and key features within the community.

2040 Plan Highlights

The LRTP sets forth a vision to address the transportation system needs through cost feasible improvements in Charlotte County over the next 25 years. The multimodal plan documented in this report outline highways; public transportation (transit); and bicycle, pedestrian, and multi-use trail facilities. The purpose of this plan is to address federal and state requirements by identifying projects that are cost feasible for each mode of travel.



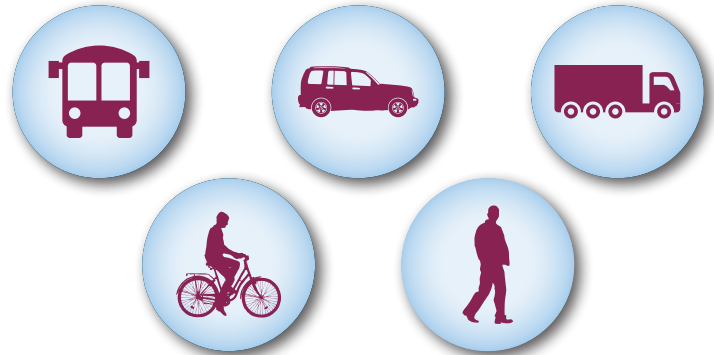
Figure 1: Charlotte County-Punta Gorda MPO Planning Area





This 2040 LRTP represents a significant effort to address the long-term transportation needs of Charlotte County, Punta Gorda, and the southwest corner of DeSoto County. Key highlights of this plan include:

- Focusing on other modes besides the personal automobile; this includes a significant investment in bicycle and pedestrian facilities in conjunction with road widening projects, multi-use trails facilities, and implementation of a fixed route and flexible route public transportation service
- Improving safety and protecting community investment without widening roads
 - Focusing on congestion management strategies along portions of US 41 and SR 776 so that congestion and safety are addressed through alternative measures other than widening the road
 - Focusing on community character in the City of Punta Gorda by redesigning the two main corridors to be multimodal focused instead of automobile focused
- Addressing preservation of the transportation system through increased funding for road maintenance, beyond what is required by the Moving Ahead for Progress in the 21st Century Act (MAP-21) federal guidelines
- Continuing to build on regional connections by widening the final segment of Burnt Store Road connecting to Lee County, widening Kings Highway north of I-75 connecting to DeSoto County, and completing the widening of I-75 through central Charlotte County; the portion of US 41 connecting to Sarasota County is currently being widened





CHAPTER 2

PLAN DEVELOPMENT

CHAPTER 2: Plan Development

The LRTP was developed using a step-by-step process, as shown in Figure 2, beginning with defining the assumptions for the plan. The assumptions guide what is needed for transportation and mobility for the MPO’s planning area through the year 2040. This includes identifying the goals and objectives of the plan and estimating the population and employment anticipated by 2040. Based on the population and employment forecasts, the improvements to the transportation system needed to provide suitable mobility for residents and visitors throughout the county were identified. However, due to the limited funding available, select projects were then prioritized as cost feasible, or having the highest impact to mobility within the constraints of the funding available.

Throughout the update, several workshops were conducted to include the public and other transportation stakeholders in development of the plan. Further information on public involvement activities are summarized within this report. The study team also worked with the LRTP Subcommittee made up of select Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) members to further ensure the plan development process reflected the needs and desires of the community and for technical guidance regarding coordination with Charlotte County and City of Punta Gorda plans. The LRTP Subcommittee meetings were held September 16, 2014, December 18, 2014, March 25, 2015, and June 22, 2015.

Figure 2: Plan Development Process



CHAPTER 3

VISION, GOALS, AND OBJECTIVES

CHAPTER 3: Vision, Goals and Objectives

The process to develop the Plan began with defining the goals and objectives to answer how the county expects to grow and travel. The goals and objectives from the previous LRTP were refined to address the changing needs of the community and to comply with the federal requirements, including MAP-21, and the Florida Transportation Plan.

Moving Ahead for Progress in the 21st Century

To comply with MAP-21, the goals and objectives set forth in the 2040 LRTP must address the following eight metropolitan planning factors:

1. Support the economic vitality of the United States, the States, Metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

Florida Transportation Plan

The 2040 LRTP is required by state statute to be consistent with the goals and objectives of the Florida Transportation Plan. The goals of the 2060 Florida Transportation Plan released in 2010, include:

1. Invest in transportation systems to support a prosperous, globally competitive economy
2. Make transportation decisions to support and enhance livable communities
3. Make transportation decisions to promote responsible environmental stewardship
4. Provide a safe and secure transportation system for all users
5. Maintain and operate Florida's transportation system proactively
6. Improve mobility and connectivity for people and freight



Charlotte County-Punta Gorda MPO 2040 LRTP Goals and Objectives

The goals and objectives for the 2040 LRTP were adopted by the MPO Board on February 12, 2015 at the start of the plan development process.

VISION

The Charlotte County-Punta Gorda MPO will provide a transportation system that is affordable and efficient, supports multi-modal choices that are safe and secure for all users, and enhances the quality of life for the county's residents.

GOAL 1

Ensure efficient travel for all modes of transportation

- 1.1 Preserve the quality and integrity of the existing transportation system
- 1.2 Promote use of Intelligent Transportation Systems (ITS) technologies to increase efficiency
- 1.3 Promote the reduction of vehicle miles traveled (VMT)
- 1.4 Maintain a minimum adopted level of service (LOS) D for arterials and collector roads
- 1.5 Manage and maintain access to major roads and facilities
- 1.6 Make transportation investments that improve travel time reliability for the transportation system

GOAL 2

Expand transportation choices for everyone

- 2.1 Provide interconnected Complete Street network that accommodates all users, including bicyclists and pedestrians
- 2.2 Implement the recommendations outlined in local Comprehensive Plans supporting a local and regionally connected bicycle, pedestrian, and greenway trail system
- 2.3 Enhance connectivity to essential services for elderly populations, persons with disabilities, and the transportation disadvantaged
- 2.4 Enhance the transit system to meet the community's needs
- 2.5 Ensure that transit facilities are compliant with the American with Disabilities Act (ADA) and build transit stops that include seating, shelter, signage, trees/ landscaping, sidewalks, and bicycle storage, as feasible
- 2.6 Repurpose or preserve railroad corridors for multimodal uses other than automobile travel

GOAL 3

Preserve natural spaces while promoting a healthy community

- 3.1 Coordinate transportation and land use planning
- 3.2 Implement transportation investments that support disadvantaged communities
- 3.3 Promote transportation investments that protect the existing natural resources, such as parks, preserves, and waterways
- 3.4 Promote alternative means of transportation, such as fixed route transit and bicycle and pedestrian pathways, to improve air quality and reduce dependence on fossil fuels
- 3.5 Limit new transportation projects to crossing the least environmentally sensitive lands
- 3.6 Consider aesthetic design elements in transportation improvements

GOAL 4

Promote vibrant centers and the local economy

- 4.1 Consider all existing and potential federal, state, private, and local revenue sources to develop a financially feasible multi-modal transportation plan
- 4.2 Prioritize transportation projects that serve existing and future economic and activity centers that are proven to provide the greatest return on investment
- 4.3 Encourage access to and from the Charlotte County Airport by other modes of transportation
- 4.4 Support the adopted levels of service standards of local and state governments
- 4.5 Ensure that local/regional freight corridors are maintained to accommodate heavy vehicles and ample capacity for efficient freight movement
- 4.6 Limit heavy freight vehicles to freight corridors

GOAL 5

Enhance safety and security for everyone

- 5.1 Invest in transportation improvements that reduce the rate, frequency, and severity of crashes
- 5.2 Ensure system meets adopted safety and security standards
- 5.3 Maintain sufficient capacities and mitigate hazard impacts on key evacuation routes in preparation of hurricanes and other storm events
- 5.4 Utilize the MPO's Congestion Management Plan to improve safety through reliability and predictability on the transportation system
- 5.5 Encourage state and local governments to retrofit existing roads with bicycle and pedestrian facilities during the repairing and repaving process
- 5.6 Encourage state and local governments to include bicycle and pedestrian safety elements in their road design and construction
- 5.7 Consider aesthetic design elements in transportation improvements



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CHAPTER 4

POPULATION AND EMPLOYMENT FORECASTS

CHAPTER 4: Population and Employment Forecasts

Forecasting population and employment, or socioeconomic data, for the year 2040 includes not only predicting the number of people living and working in Charlotte County, but also where they will live and work. Development of the socioeconomic data guiding the 2040 LRTP involved the following steps:

1. Developing countywide control (or grand) totals for population, employment, school enrollment, and hotels/motel; this is based on projections calculated by the University of Florida's Bureau of Economic and Business Research (BEBR)
2. Allocating approved development to the appropriate areas using the County's database and geographic information systems (GIS) software
3. Calculating vacant developable land in the Charlotte County-Punta Gorda MPO's planning area
4. Allocating growth to the appropriate zones or areas around the county using GIS

Table 1 summarizes the control totals used to forecast future population and employment within the designated planning area. The current and future land uses, population, and employment, in addition to planned development, represent the basis for this forecast. The allocation of growth to different areas was based on modeling efforts, public involvement, and consultation with Charlotte County and City of Punta Gorda staff. The socioeconomic data forecast results are illustrated in Figures 3 through 8.

CHARLOTTE COUNTY HIGHLIGHTS

156,600 Residents in 2010

50,600 New residents by 2040
(an increase of 32%)

207,200 Residents in 2040

64,800 Jobs in 2010

19,600 New Jobs in 2040
(an increase of 30%)

84,400 Jobs in 2040

96,800 Homes in 2010

28,800 New Homes in 2040
(an increase of 30%)

125,700 Homes in 2040

Table 1: Population and Employment for Charlotte County

Year	Total Population	Dwelling Units	Total Employment	Industrial	Commercial	Service
2010	156,600	96,841	64,797	7,594	17,598	39,605
2040	207,214	125,683	84,387	10,110	20,814	53,463
Growth	50,614	28,842	19,590	2,516	3,216	13,858
% Growth	32%	30%	30%	33%	18%	35%

Figure 3: Charlotte County 2010 Population

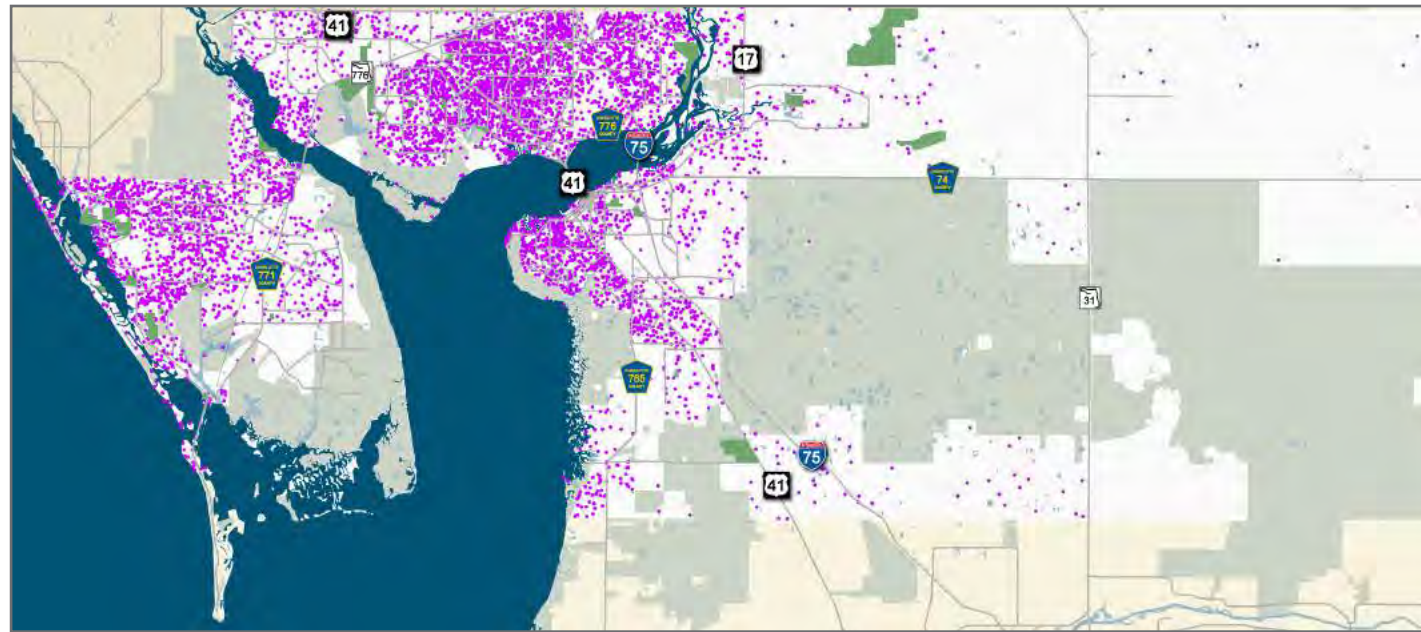


Figure 4: Charlotte County 2040 Population

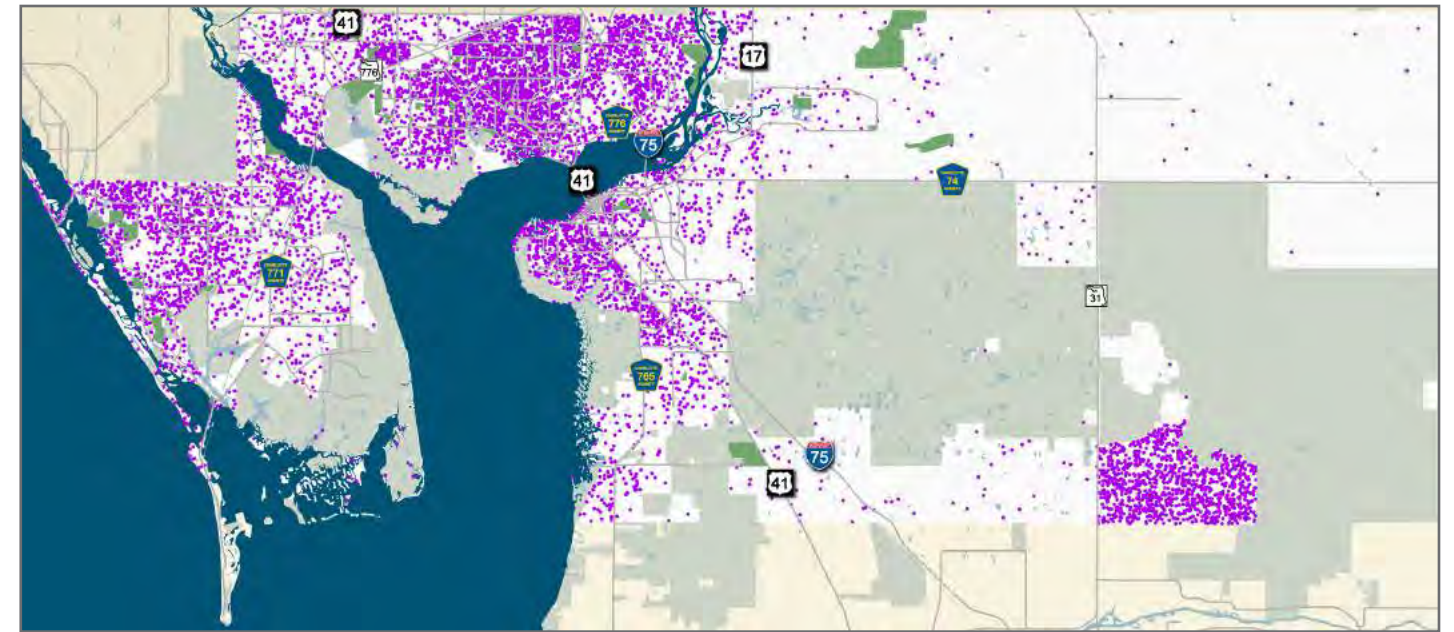
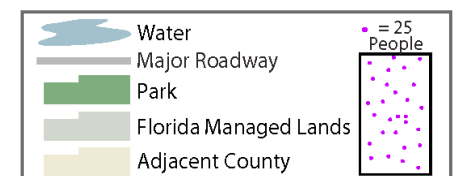
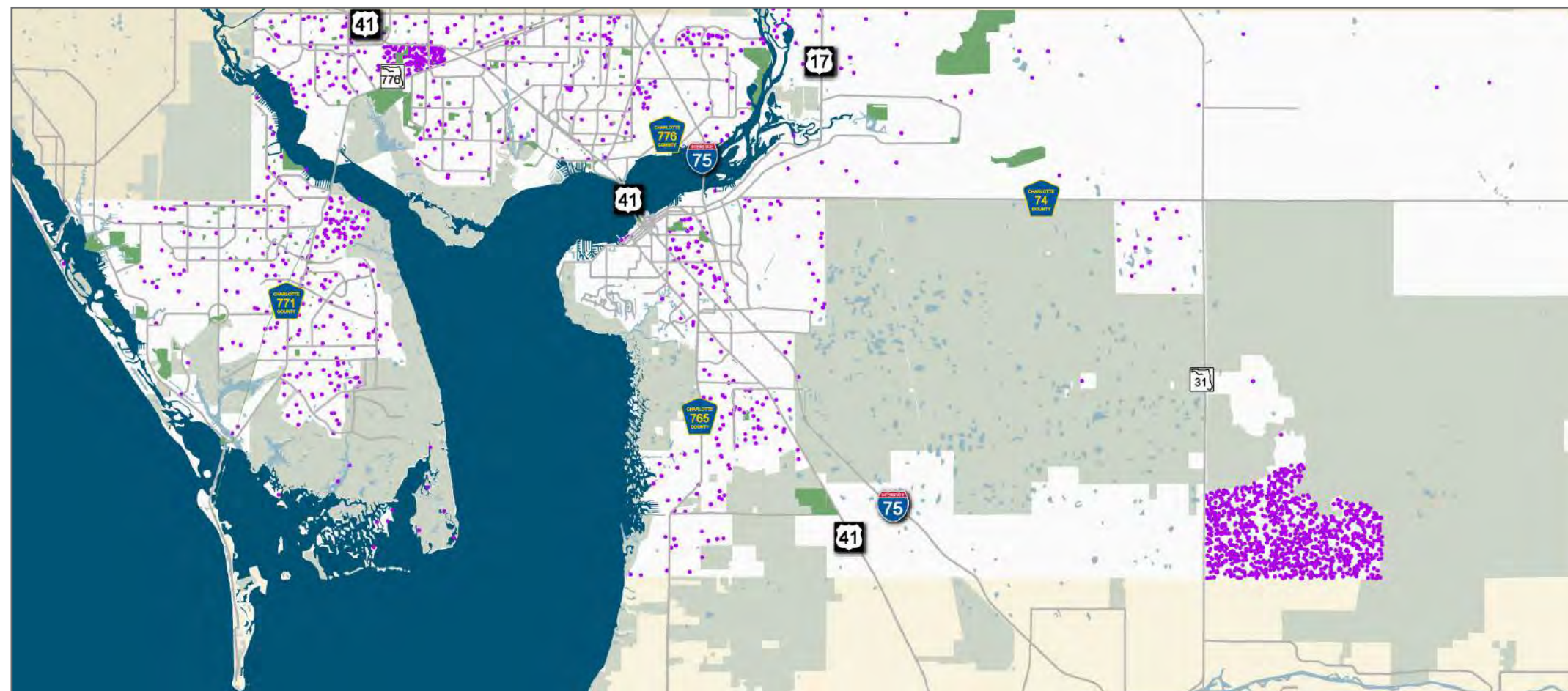


Figure 5: Charlotte County Change in Population 2010-2040



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Figure 6: Charlotte County 2010 Employment

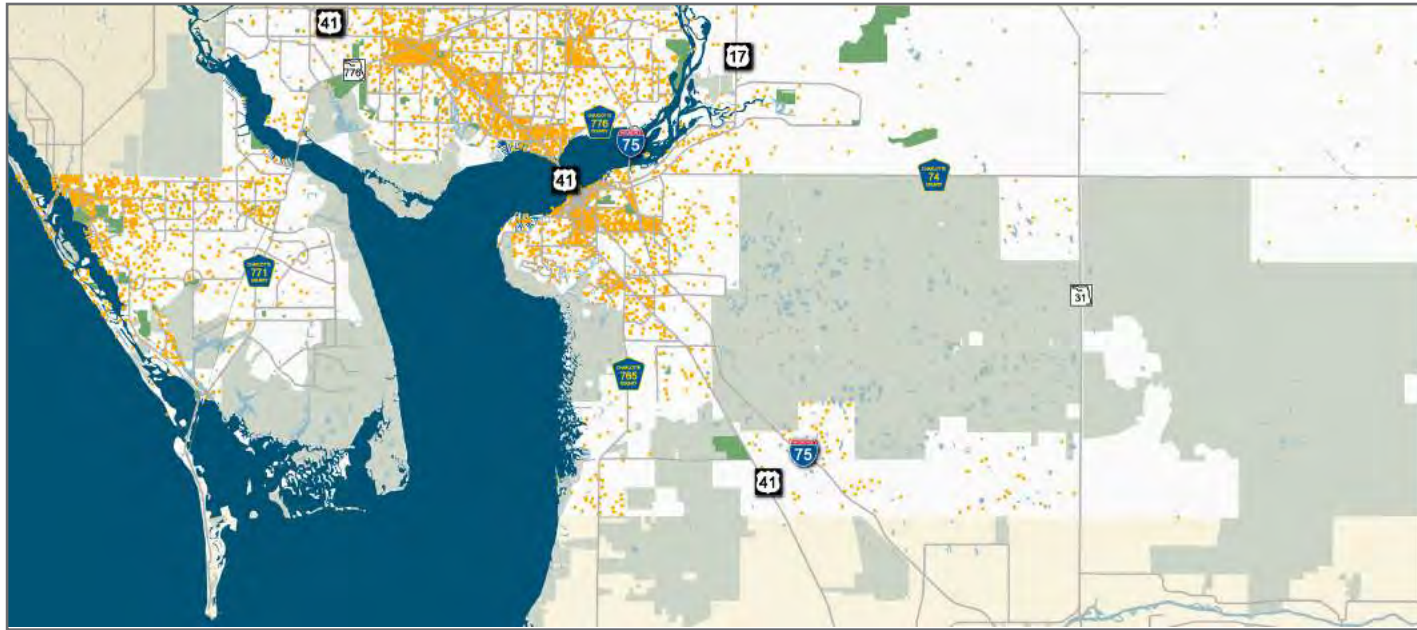


Figure 7: Charlotte County 2040 Employment

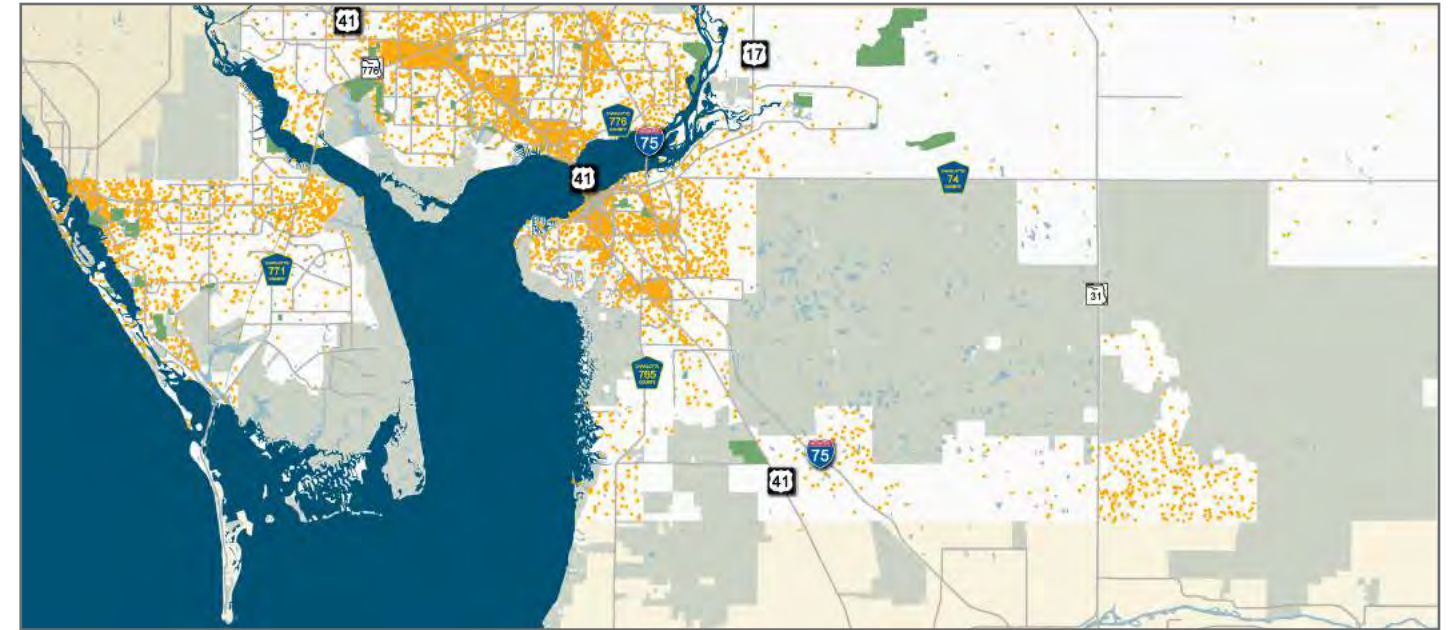
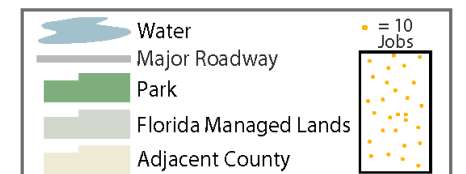
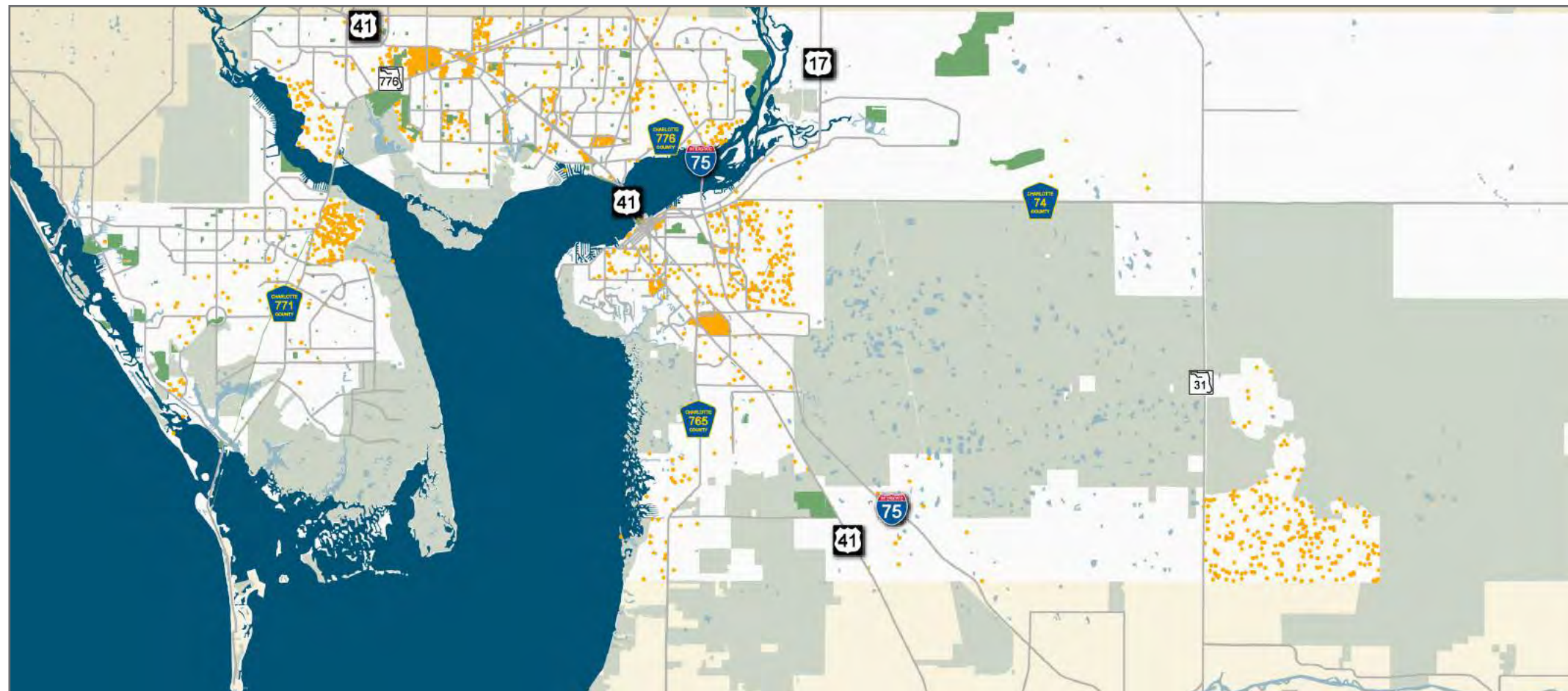


Figure 8: Charlotte County Change in Employment 2010-2040



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CHAPTER 5

DEFINING THE 2040 NEEDS PLAN

CHAPTER 5: Defining the 2040 Needs Plan

The Needs Assessment identified projects to support the ultimate vision of mobility to meet the demand for the Charlotte County-Punta Gorda MPO planning area for the year 2040, without regard for cost and available funding.

An extensive process was conducted to identify projects that are needed in the future. This included a comprehensive review of the projects identified in the 2035 LRTP; working with Charlotte County-Punta Gorda MPO, Charlotte County, DeSoto County, and City of Punta Gorda staff; working with stakeholders, including the MPO Board; and working with the public.

Appendix A includes the Needs Plan project lists.

Identifying Deficiencies

Prior to developing the list of projects needed to ensure mobility in the future, the problem areas must be identified to understand where deficiencies are likely to occur. To do this, the existing transportation system and the projects that are committed to be completed over the next five years are compared to the demand forecasted by the expected residents and workers to predict how they will travel in the future. The result of this process is the list of corridors anticipated to be over capacity, or deficient, by 2040. Projects are then identified to increase capacity where it is needed to improve mobility. This technical process is defined in more detail in the full LRTP document.

Figure 9 shows the committed road improvements from 2015-2019. Figure 10 shows the level of service for the major roads in 2040 with no additional improvements made.



Identifying Congestion Management Strategies

In an effort to improve how traffic operates and the safety of those using the transportation system, strategies for improving the function of roads or reducing travel demand were identified. The process included identifying the intersections and corridors with the highest number of crashes throughout the county and identifying the roads with failing level of service. Figure 11 shows the high crash locations with level of service. It is recommended that the corridors and intersections with the highest crashes be further studied to identify specific strategies to improve safety and traffic operations.

The following corridors had the highest number of crashes between 2011 and 2013:

1. US 41
2. SR 776

The following top 10 intersections had the highest number of crashes between 2011 and 2013:

1. US 41 and Cochran Boulevard
2. US 41 and Midway Boulevard
3. US 41 and Olean Boulevard
4. US 41 and Conway Boulevard
5. US 41 and W Olympia Avenue
6. US 41 and Toledo Blade Boulevard
7. US 41 and Harbor Boulevard
8. US 41 and Easy Street
9. US 41 and Port Charlotte Boulevard
10. US 41 and Murdock Circle

Figure 9: Existing + Committed Road Network



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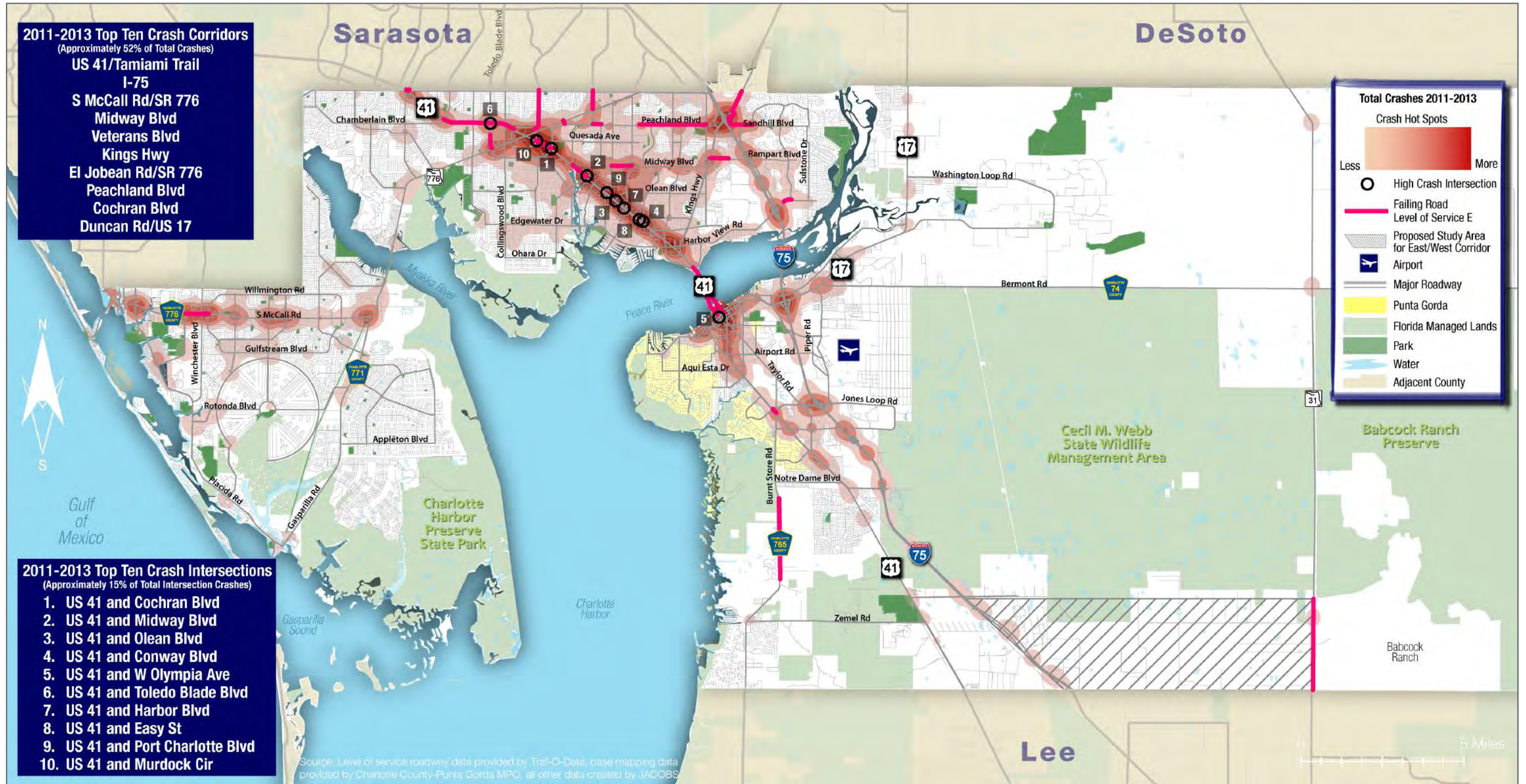
Figure 10: Level of Service in 2040 with Existing + Committed Road Network



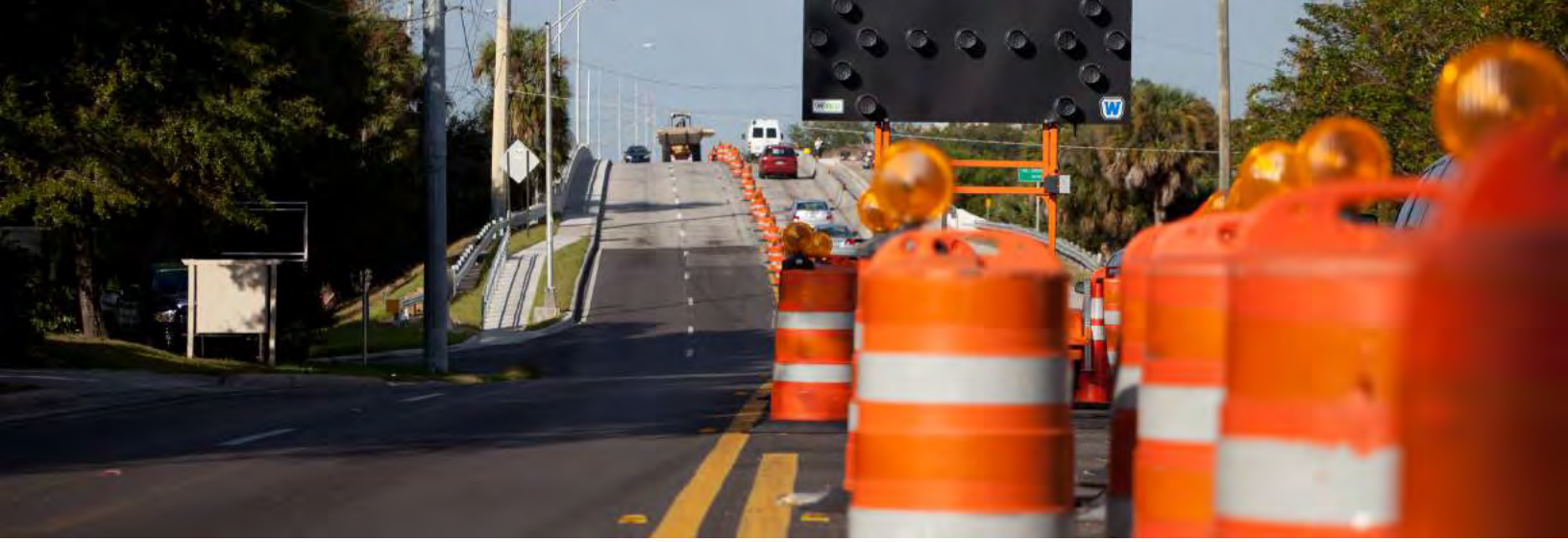
Source: Level of Service data provided by Traff-O-Data, base mapping data provided by Charlotte County-Punta Gorda MPO, all other data created by JACOBS

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Figure 11: 2011-2013 High Crash Locations



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Road/Highway Projects

**Note: Needs Plan projects are presented in present day costs (PDC).*

The Needs Plan consists of \$1.8 billion (PDC) in roadway expansion and mobility improvements. Approximately \$508.3 million (PDC) of the roadway projects are included in the Cost Feasible Plan, leaving \$1.58 billion (PDC) unfunded. **Figure 12** shows the Needs Plan road projects. The corresponding numbers for the projects are provided in the road project list in **Appendix A**. Highlights of the proposed Needs Plan highway improvements are as follows:

- Widen I-75 to six lanes in central Charlotte County
- New interchange at Oil Well Road or Cook Brown Road
- Widen US 41 bridge over Peace River to six lanes
- Extend Burnt Store Road from Taylor Road to Florida Street
- Widen SR 776 to six lanes from Crestview Drive in West County to Murdock Circle in Mid County
- Widen Airport Road to four lanes from US 41 to Piper Road





Transit Projects

**Note: Needs Plan projects are presented in PDC.*

Charlotte County currently operates a dial-a-ride transit service, but does not operate fixed or flexible transit routes. The Needs Plan includes four fixed transit routes with hourly service, four flexible service zones, and continued dial-a-ride service. Projects were identified in the Transit Development Plan (TDP) completed in 2014. Figure 13 shows the Needs Plan transit projects. The total cost (in present day costs) of the Needs Plan transit service projects is projected to be \$36.6 million (PDC), and the following projects were included:

- Route A: North Port – Punta Gorda Connector
- Route B: Englewood Beach Hopper
- Route C: Lake Suzy – Punta Gorda Connector
- Route D: North Port – Fort Myers Connector
- Flex Zone 1 – Englewood
- Flex Zone 2 – Port Charlotte West
- Flex Zone 3 – Port Charlotte East
- Flex Zone 4 – Punta Gorda



Bicycle, Pedestrian, and Multi-Use Trail Facility Projects

The Needs Plan bicycle, pedestrian, and multi-use trail facility projects were identified for roads that do not have existing facilities, or have gaps or missing links in the facilities currently provided. Figure 14 shows the Needs Plan bicycle, pedestrian, and multi-use trail projects.

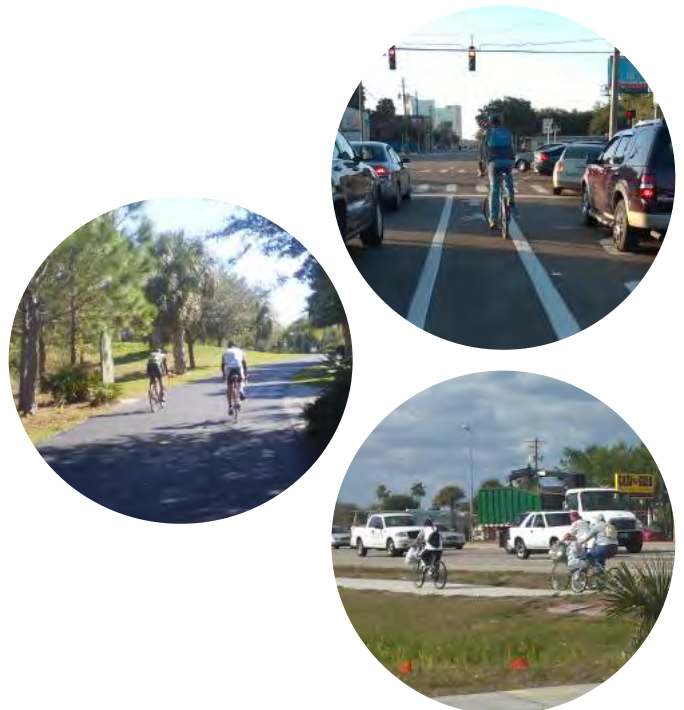


Figure 12: Needs Plan Road Projects



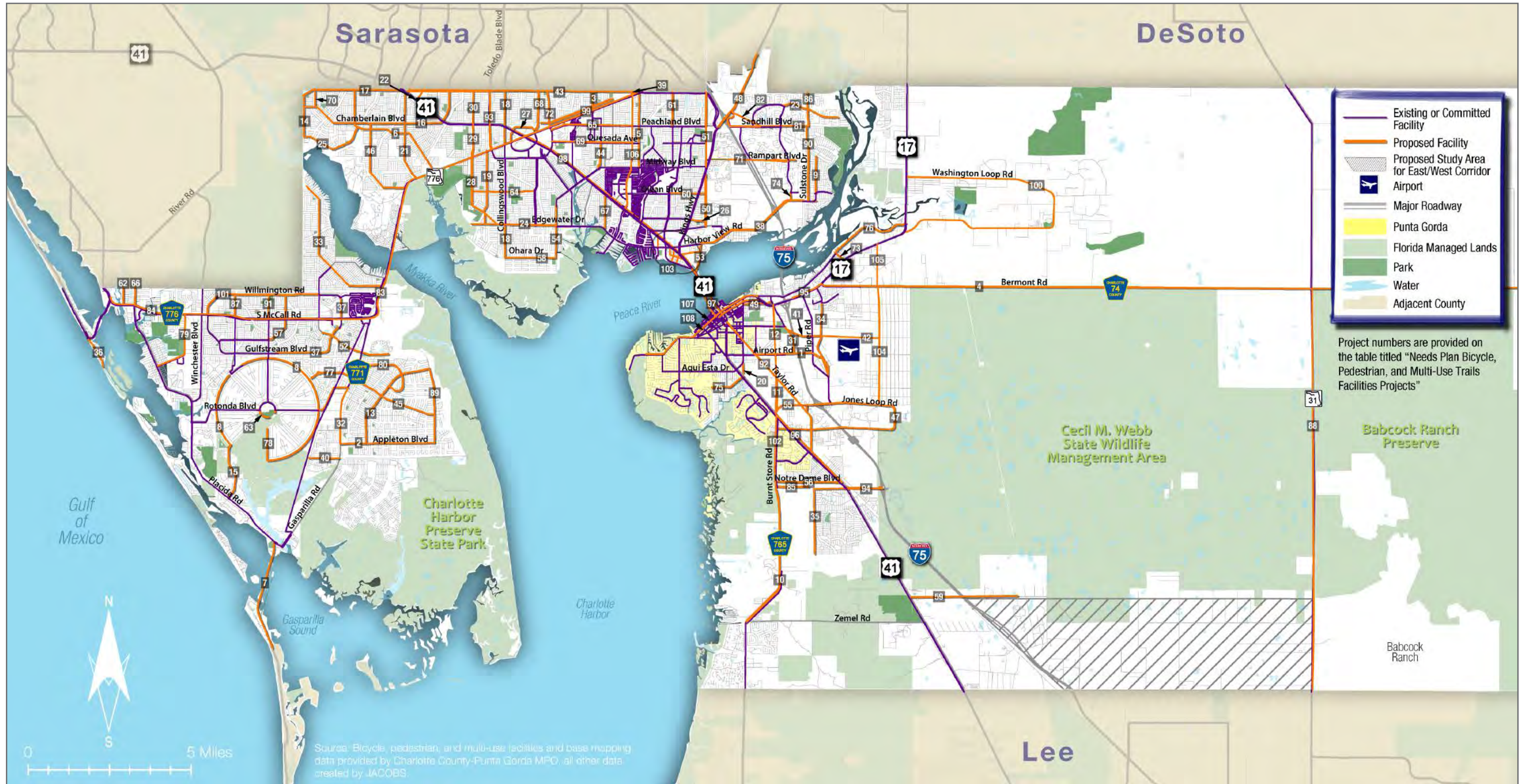
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Figure 13: Needs Plan Transit Projects



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Figure 14: Needs Plan Bicycle, Pedestrian, and Multi-Use Trail Facilities



Source: Bicycle, pedestrian, and multi-use facilities and base mapping data provided by Charlotte County-Punta Gorda MPO; all other data created by JACOBS.

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CHAPTER 6

DEFINING THE 2040 COST FEASIBLE PLAN

CHAPTER 6: Defining the 2040 Cost Feasible Plan

**Note: Cost Feasible projects are presented in year of expenditure (YOE).*

The Cost Feasible Plan reflects approximately \$889.7 million (YOE) of implementable projects. Improvements between 2015 and 2019 are considered committed projects, and are funded in the work program.

Prior to identifying the Cost Feasible Plan, the amount of available funding must be estimated over the next 25 years to pay for the improvements. Nearly 45% of revenues that are anticipated to fund the projects included in this plan are from local sources, while 55% are expected from federal and state sources. Nearly 84% of available revenues will be spent on highway expansion projects, and nearly 6%

will be spent on maintaining what is in place already. Transit accounts for approximately 5% of the Cost Feasible Plan, and non-motorized modes and congestion management each account for approximately 3%. Table 2 shows the Cost Feasible Plan summary.

If funding or revenues become available that were not initially anticipated, projects that were not included in the Cost Feasible Plan may be implemented.

Appendix B includes the Cost Feasible Plan project lists. Appendix C includes the list of revenue sources.

Table 2: Cost Feasible Plan Summary (2019-2040)

Mode or Program	Total Cost (YOE)	Percent
Roads/Highways	\$746.3 M	83.9%
Road/Highway Maintenance	\$50.6 M	5.7%
Bicycle, Pedestrian, Multi-Use Trails ¹	\$22.4 M	2.5%
Congestion Management	\$25.7 M	2.9%
Transit (Capital)	\$7.3 M	0.8%
Transit (Operations)	\$37.5 M	4.2%
Total	\$889.7 M	100%
Revenue Source		
Total Revenues (YOE)	Percent	
Federal and State Revenues ^{2,3}	\$439.8 M	47.2%
SIS/FIHS	\$76.5 M	8.2%
Local Revenues	\$415.3 M	44.6%
Total	\$931.6 M	100%
Composition of Local Revenues		
Total Revenues (YOE)	Percent	
Impact Fees	\$20.5 M	4.9%
Infrastructure Surtax	\$90.9 M	21.9%
Gas Tax ³	\$256.8 M	61.8%
Local Transit	\$47.1 M	11.3%
Total	\$415.3 M	100%

¹ Arterial road projects include bike/pedestrian facilities; costs associated with road projects are not included in this total

² Does not include \$414.63 million for State Highway System O&M

³ Includes 15% set aside for resurfacing/maintenance projects (\$12.05 mil from state fuel taxes; \$38.53 mil from local fuel taxes

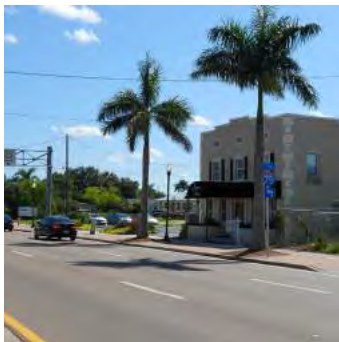


Road/Highway Projects

The Cost Feasible Plan includes \$746.3 million (YOE) in highway expansion projects. Highlights of the proposed Cost Feasible highway projects include:

- Widen Burnt Store Road to four lanes between Zemel Road and Scham Road
- Widen I-75 to six lanes in central Charlotte County
- Widen SR 776 to six lanes from Wilmington Boulevard to Murdock Circle
- Widen and realign Flamingo Boulevard to four lanes
- Widen Harbor View Road to four lanes from Melbourne Street to I-75 to improve the connection from I-75 to Port Charlotte and Punta Gorda
- Widen Kings Highway to four lanes north of I-75 to DeSoto County
- Redesign Marion/Olympia Avenues in Punta Gorda to be a Complete Street with two travel lanes, bicycle lanes, and wider sidewalks

Figure 15 shows the Cost Feasible road projects for 2019-2030, Figure 16 shows the Cost Feasible road projects for 2031-2040, and Figure 17 shows the Cost Feasible road projects for 2019-2040. Figure 18 shows the Developer funded Cost Feasible road projects.





Transit Projects

The Cost Feasible Plan includes \$7.3 million (YOE) for transit capital (including vehicles and station amenities) and \$37.5 million (YOE) for operations and maintenance. This includes continued operations of the dial-a-ride service already in place, and provides for implementing a fixed route transit service throughout the county. Projects were identified in the TDP completed in 2014 with headways of 120 minutes. **Figure 19** shows the Cost Feasible transit projects.



Bicycle, Pedestrian, and Multi-Use Trail Facility Projects

The Cost Feasible Plan includes \$22.4 million (YOE) for bicycle, pedestrian, and multi-use trail facility projects. This total cost includes only projects identified separately from road projects, as those improvements are included in the total cost for road/highway projects. Projects included in the Cost Feasible Plan will be prioritized on an annual basis. **Figure 20** shows the Cost Feasible bicycle, pedestrian, and multi-use trail facility projects.

ITS/CMP Projects

The Cost Feasible Plan includes \$25.7 million (YOE) for implementing congestion management strategies on the top two corridors and top 10 intersections with the highest number of crashes. Specific projects for each corridor or intersection will be prioritized and selected through the Congestion Management Process (CMP) to be identified for funding in the Transportation Improvement Program. Also included in congestion management is the Charlotte County Advanced Traffic Management System (ATMS) Intelligent Transportation Systems (ITS) Implementation, a countywide effort to prepare an ITS Master Plan and design and implement improvements to the traffic signal system throughout the county. **Figure 21** shows the two corridors and 10 intersections prioritized for congestion management strategies.



Figure 15: Cost Feasible Plan Road Projects (2019-2030)



Source: Base mapping data provided by Charlotte County-Punta Gorda MPO, all other data created by JACOBS.

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Figure 16: Cost Feasible Plan Road Projects (2031-2040)



Source: Base mapping data provided by Charlotte County-Punta Gorda MPO, all other data created by JACOBS.

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Figure 17: Cost Feasible Plan Road Projects (2019-2040)



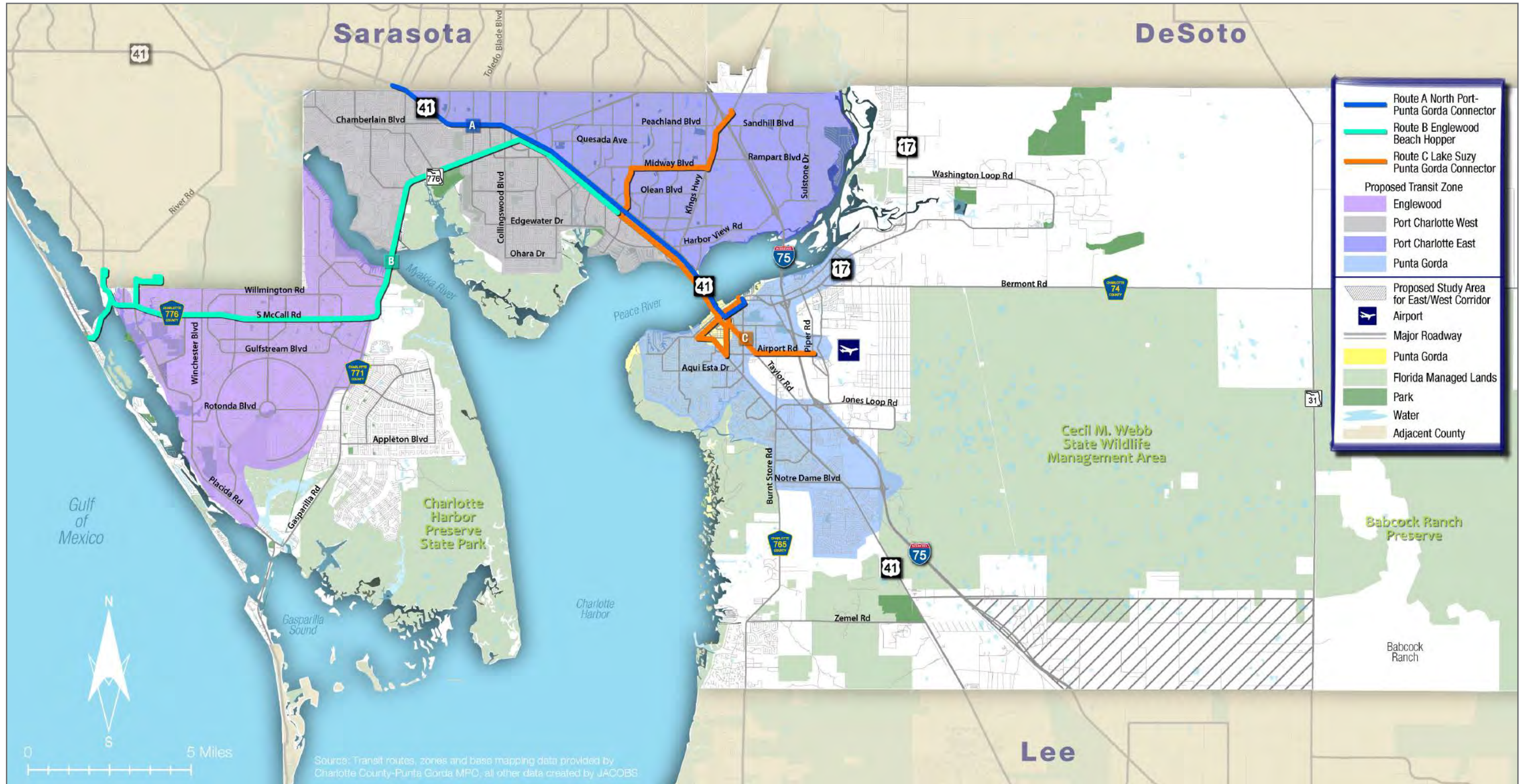
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Figure 18: Cost Feasible Plan Developer Funded Road Projects



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Figure 19: Cost Feasible Plan Transit Projects



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Figure 20: Cost Feasible Plan Bicycle, Pedestrian, and Multi-Use Trail Facilities



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Figure 21: Cost Feasible Plan Congestion Management Projects



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CHAPTER 7

PUBLIC INVOLVEMENT

CHAPTER 7: Public Involvement

The Charlotte County-Punta Gorda MPO 2040 LRTP included a public involvement effort with the primary purpose to have a meaningful dialogue with the public regarding the Plan update and the needs and desires of the community. The public and stakeholders were involved throughout the process at a total of 24 meetings.

The public was involved during the Needs Plan development to discuss population and employment forecasts and needed transportation improvements for all modes. During the Cost Feasible Plan development, the public was asked to weigh in on the projects identified in the Needs Plan to assist in prioritizing the projects.

The full description of the public involvement efforts will be included in the LRTP document. **Appendix C** includes the summaries of the Consensus Building Workshops with the stakeholders, and the public workshops. The public was welcome at all workshops throughout the Plan update process.

The following public involvement activities were conducted:

Stakeholder Interviews

- November 3-21, 2014

Community Workshops

- March 4, 2015
- March 5, 2015
- March 17, 2015
- May 19, 2015 (combined with Environmental Justice Workshop)
- May 20, 2015 (combined with Environmental Justice Workshop)
- May 21, 2015 (combined with Environmental Justice Workshop)

Consensus Building Workshops

- February 25, 2015
- May 12, 2015

MPO Board Meetings

- December 15, 2014
- February 12, 2015
- May 4, 2015
- August 24, 2015

Technical Advisory Committee Meetings

- December 10, 2014
- January 14, 2015
- April 8, 2015
- July 30, 2015
- September 16, 2015

Citizens Advisory Committee Meetings

- December 10, 2014
- January 14, 2015
- April 8, 2015
- July 30, 2015
- September 16, 2015

Bicycle/Pedestrian Advisory Committee

- March 19, 2015
- June 18, 2015
- September 17, 2015

Peace River Engineering Society

- June 9, 2015



Appendix A: Needs Plan Projects

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Needs Plan: Road Projects

Map Key	Facility	From	To	Improvement	
				From (# of lanes)	To (# of lanes)
Adopted Needs					
1	Airport Road	US 41	Piper Road	2	4
2	Bermont Road (CR 74)	US 17	Strasse Boulevard	2	4
3	Bermont Road (CR 74)	Strasse Boulevard	SR 31	2	4
4	Burnt Store Road	Zemel Road	Scham Road	2	4
5	Burnt Store Road	Jones Loop Road	Taylor Road	2	4
6	Burnt Store Road Extension	Taylor Road	US 17	0	4
7	Dahlgren Avenue Extension	US 41	Hillsborough Boulevard	0	2
8	Edgewater Drive	Jowett Street	Midway Boulevard	2	4
9	Flamingo Boulevard	Edgewater Drive	SR 776	2	4
10	Flamingo Boulevard Extension	SR 776	US 41	2	4
11	Gasparilla Road (CR 771)	Appleton Boulevard	Rotonda Boulevard East	2	4
12	Harbor Boulevard Extension	Veterans Boulevard	Hillsborough Boulevard	0	2
13	Henry Street (New Road)	Golf Course Boulevard	Loop Connector	0	2
14	Hillsborough Boulevard	South Cranberry Boulevard	Toledo Blade Boulevard	2	4
15	I-75	North Jones Loop Road	US 17	4	6
16	I-75	near Oil Well Road (access to Babcock Ranch)		New Interchange	
17	I-75	@ Yorkshire Street		New Interchange	
18	Kings Highway	North of Sandhill Boulevard	County Line	2	4
19	Loveland Boulevard	Westchester Boulevard	Kings Highway	2	4
20	Loveland Boulevard	Kings Highway	Veterans Boulevard	2	4
21	North Jones Loop Road	Burnt Store Road	Piper Road	4	6
22	Peachland Boulevard	Harbor Boulevard	Cochran Boulevard	2	4
23	Prineville Street	Paulson Drive	Sarasota County Line	2	4
24	Quesada Avenue	Harbor Boulevard	Cochran Boulevard	2	4
25	Rampart Boulevard	West of I-75	Rio De Janeiro Avenue	2	4
26	San Casa Drive	Placida Road	SR 776	2	4
27	Sandhill Boulevard Bypass (New Road)	Kings Highway	Sandhill Boulevard	0	2
28	S McCall Road/El Jobean Road (SR 776)	Wilmington Boulevard	Murdock Circle	4	6
29	S McCall Road (SR 776)	Crestview Drive	CR 775	4	6
30	S McCall Road (SR 776)	CR 775	San Casa Drive	4	6
31	S McCall Road (SR 776)	San Casa Drive	Oriole Boulevard	4	6
32	S McCall Road (SR 776)	Oriole Boulevard	Winchester Boulevard	4	6
33	S McCall Road (SR 776)	Winchester Boulevard	Wilmington Boulevard	4	6
34	SR 31	Lee County Line	North of Cook Brown Road	2	4
35	SR 31	North of Cook Brown Road	CR 74	2	4

Needs Plan: Road Projects

Map Key	Facility	From	To	Improvement	
				From (# of lanes)	To (# of lanes)
36	Taylor Road	US 41	Jones Loop Road	2	4
37	Taylor Road	Jones Loop Road	Airport Road	2	4
38	Taylor Road	Airport Road	US 41	2	4
39	Toledo Blade Boulevard (CR 39)	SR 776	Whitney Avenue	2	6
40	Toledo Blade Boulevard (CR 39)	Whitney Avenue	US 41	2	6
41	Toledo Blade Boulevard (CR 39)	US 41	Hillsborough Boulevard	4	6
42	Tucker's Grade Boulevard	US 41	I-75	4	6
43	US 17	Copley Avenue	CR 74	4	6
44	US 41	Notre Dame Boulevard	Burnt Store Road	4	6
45	US 41 (Replace Bridge)	@ Peace River Bridge		4	6
46	Veterans Boulevard	Cochran Boulevard	Murdock Circle East	4	6
47	Veterans Boulevard	Murdock Circle East	Hillsborough Boulevard	4	6
Additional Projects					
48	Burnt Store Road	Scham Road	US 41	4	6
49	Grove Boulevard	North Jones Loop Road	CR 74	2	4
50	Grove Boulevard Extension	CR 74	US 17	0	4
51	Harbor View Road	East of I-75	Rio De Janeiro Avenue	2	4
52	I-75	@ Cook Brown Road		New Interchange	
53	Marion Avenue	Bal Harbor Boulevard	Marlympia Way	3	2
54	Olympia Avenue	US 41	Marlympia Way	3	2
55	Sandhill Boulevard	Kings Highway	Deep Creek Boulevard	2	4

Needs Plan: Bicycle, Pedestrian, and Multi-Use Facilities Projects

Map Key	Facility
Adopted Needs	
BP 1	Airport Rd
BP 2	Appleton Blvd
BP 3	Atwater St
BP 4	Bermont Rd (CR 74)
BP 5	Birchcrest Blvd
BP 6	Biscayne Dr
BP 7	Boca Grande Causeway
BP 8	Boundary Blvd
BP 9	Broadpoint Dr
BP 10	Burnt Store Rd (segment 1)
BP 11	Burnt Store Rd (segment 2)
BP 12	Burnt Store Rd Ext.
BP 13	Calumet Blvd
BP 14	Campbell St
BP 15	Cape Haze Dr
BP 16	Chamberlain Blvd
BP 17	Chancellor Blvd
BP 18	Collingswood Blvd
BP 19	Como St
BP 20	Cooper St
BP 21	Cornelius Blvd
BP 22	Dahlgren Ave Ext.
BP 23	Deep Creek Blvd
BP 24	Edgewater Dr
BP 25	Eisenhower Dr
BP 26	Elmira Blvd
BP 27	Enterprise Dr/Paulson Dr
BP 28	Flamingo Blvd (segment 1)
BP 29	Flamingo Blvd Ext.
BP 30	Flamingo Blvd (segment 2)
BP 31	Florida St
BP 32	Gasparilla Rd (CR 771)
BP 33	Gillot Blvd
BP 34	Golf Course Blvd
BP 35	Green Gulf Blvd
BP 36	Gulf Blvd
BP 37	Gulfstream Blvd
BP 38	Harborview Rd
BP 39	Harbor Blvd Ext.
BP 40	Harness Rd
BP 41	Henry St
BP 42	Henry St (New Road)
BP 43	Hillsborough Blvd
BP 44	Hinton St
BP 45	Ingram Blvd
BP 46	Jacobs St
BP 47	Jones Loop Rd
BP 48	Kings Highway
BP 49	Lavilla Rd
BP 50	Loveland Blvd (segment 1)
BP 51	Loveland Blvd (segment 2)
BP 52	Marathon Blvd
BP 53	Melbourne St

Map Key	Facility
BP 54	Midway Blvd
BP 55	North Jones Loop Rd
BP 56	Notre Dame Blvd
BP 57	Oceanspray Blvd
BP 58	Ohara Blvd
BP 59	Oil Well Rd
BP 60	Olean Blvd
BP 61	Orlando Blvd
BP 62	Oxford Dr
BP 63	Parade Circle
BP 64	Pear St/Wintergarden Ave
BP 65	Peachland Blvd
BP 66	Pine St
BP 67	Port Charlotte Blvd
BP 68	Prineville St
BP 69	Quesada Avenue
BP 70	Ramblewood St
BP 71	Rampart Blvd
BP 72	Ravenswood Blvd
BP 73	Regent Rd
BP 74	Rio De Janerio Ave
BP 75	Rio Villa Dr
BP 76	Riverside Dr
BP 77	Rotonda Blvd East
BP 78	Rotonda Blvd South
BP 79	San Casa Dr
BP 80	San Domingo Blvd
BP 81	Sandhill Blvd
BP 82	Sandhill Blvd Bypass (New Road)
BP 83	S McCall Rd/El Jobean Rd (SR 776)
BP 84	S McCall Rd (SR 776)
BP 85	Scham Rd
BP 86	Seasons Dr
BP 87	Spinnaker Blvd
BP 88	SR 31
BP 89	St Paul Dr
BP 90	Sulstone Dr/Highlands Rd
BP 91	Sunnybrook Blvd
BP 92	Taylor Rd
BP 93	Toledo Blade Blvd
BP 94	Tucker's Grade
BP 95	US 17
BP 96	US 41 (segment 1)
BP 97	US 41 (Replace Bridge)
BP 98	US 41 (segment 2)
BP 99	Veterans Boulevard
BP 100	Washington Loop Rd
BP 101	Wilmington Rd
Additional Projects	
BP 102	Olympia Avenue
BP 103	Marion Avenue
BP 104	Harbor Blvd
BP 105	Charlotte Harbor CRA

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Appendix B: Cost Feasible Plan Projects

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Cost Feasible Plan Road Projects

Costs presented in millions

Facility	From	To	# of Existing Lanes	Project Length (Miles)	Jurisdiction	Area Type	Project Description	Revenue Source	Cost (PDC)	2019-2020 (YOE)				2021-2025 (YOE)				2026-2030 (YOE)				2031-2040 (YOE)					
										PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST		
Burnt Store Road	North of Zemel Road	Scham Road	2U	4.17	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$41.77								\$53.05										
Airport Road	US 41	Piper Road	2U	2.62	County	Urban	Roadway - Widening (2L to 4L)	County, Local	\$12.30															\$2.05	\$6.15		
Burnt Store Road	North Jones Loop	Taylor Road	2U	0.998	County	Urban	Roadway - Widening (2L to 4L)	TRIP, County	\$13.34															\$0.78	\$2.34		
Burnt Store Road Ext.	Taylor Road	Florida Street	00	2.116	County	Urban	Roadway - New Construction (4L)	County	\$6.28															\$2.45			
Toledo Blade (CR 39)	US 41 (W)	Hillsborough Boulevard	4D	0.995	County	Urban	Roadway - Widening (4L to 6L)	County, Developer	\$15.54	\$0.64								\$2.27	\$3.95	\$16.47							
Toledo Blade (CR 39)	SR 776	Whitney Avenue	2U	0.521	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$6.26	\$0.30								\$1.08		\$7.83							
Toledo Blade (CR 39)	SR 776	Whitney Avenue	4U	0.521	County	Urban	Roadway - Widening (4L to 6L)	County, Developer	\$6.58										\$1.38	\$8.62							
Toledo Blade (CR 39)	Whitney Avenue	US 41 (W)	4D	0.249	County	Urban	Roadway - Widening (4L to 6L)	County, Developer	\$3.89	\$0.16								\$0.57	\$0.99	\$4.12							
CR 771	Appleton Boulevard	Rotonda Boulevard East	2U	1.75	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$3.51														\$1.37	\$4.10			
Edgewater Drive	Jowett Street	Collingswood Blvd	2U	0.239	County	Urban	Roadway - Widening (2L to 4L)	County	\$4.91														\$0.20	\$0.60	\$3.87	\$4.92	
Edgewater Drive	Collingswood Blvd	Pellam Blvd	2U	0.929	County	Urban	Roadway - Widening (2L to 4L)	County	\$2.16														\$0.73	\$2.18	\$0.63		
Edgewater Drive	Pellam Boulevard	Midway Blvd	2U	0.614	County	Urban	Roadway - Widening (2L to 4L)	County	\$1.42														\$0.48	\$1.44	\$0.41		
Flamingo Boulevard (Realignment)	Edgewater Drive	Como Street	0	0.557	County	Urban	Roadway - New Construction (4L)	County	\$10.21										\$3.24								\$15.79
Flamingo Boulevard	Como Street	Wintergarden Avenue	2U	0.832	County	Urban	Roadway - Widening (2L to 4L)	County	\$8.33																		\$15.92
Flamingo Boulevard	Wintergarden Avenue	SR 776	2U	1.041	County	Urban	Roadway - Widening (2L to 4L)	County	\$14.06																	\$7.73	\$19.92
Flamingo Boulevard	SR 776	US 41	2U	0.98	County	Urban	Roadway - Widening (2L to 4L)	County	\$1.96														\$0.77	\$2.30			
Harbor View Road	Melbourne Street	Date Street	2U	1.12	County	Urban	Roadway - Widening (2L to 4L)	County, Developer, OA	\$14.77			\$4.17					\$14.25										
Harbor View Road	Date Street	Purdy Drive	2U	0.666	County	Urban	Roadway - Widening (2L to 4L)	County, Developer, OA	\$8.78			\$2.48					\$8.47										
Harbor View Road	Purdy Drive	I-75	2U	0.8209	County	Urban	Roadway - Widening (2L to 4L)	County, Developer, OA	\$10.82			\$3.06													\$12.33		
Hillsborough Boulevard	South Cranberry Boulevard	Toledo Blade Boulevard	2U	2.45	County	Urban	Roadway - Widening (2L to 4L)	County	\$4.91														\$1.92	\$5.75			
I-75	North Jones Loop	US 17	4D	3.3	State	Urban	Interstate - Widening (4L to 6L)	SIS	\$56.00					\$0.17	\$71.12												
North Jones Loop Road	Burnt Store Road	Piper Road	4D	1.8	County	Urban	Roadway - Widening (4L to 6L)	County	\$5.83					\$3.63				\$4.76									
Kings Highway	North of Sandhill Boulevard	Desoto County Line	2U	0.5	County	Urban	Roadway - Widening (2L to 4L)	County	\$5.01				\$5.71														
West Marion Avenue	Hibiscus Drive	Bal Harbor Boulevard	4D	0.926	County	Urban	Road Diet (4L to 2L)	Local	\$0.51					\$0.10	\$0.29										\$2.37		
West Marion Avenue	Bal Harbor Boulevard	West Henry Street	4U	0.425	County	Urban	Road Diet (4L to 2L)	Local	\$0.24					\$0.04	\$0.14										\$1.09		
East Marion Avenue	US 41	Marlympia Way	30	1.422	County	Urban	Road Diet (3L to 2L)	Local	\$0.79					\$0.15	\$0.44										\$3.64		
East Olympia Avenue	US 41	Marlympia Way	30	1.32	County	Urban	Road Diet (3L to 2L)	Local	\$2.70					\$0.14	\$0.41										\$3.38		
Peachland Boulevard	Cochran Boulevard	Harbor Boulevard	2U	2.47	County	Urban	Roadway - Widening (2L to 4L)	County	\$4.95														\$1.93	\$5.79			
Rampart Boulevard	West of I-75	Rio De Janeiro Avenue	2U	1.75	County	Urban	Roadway - Widening (2L to 4L)	County	\$3.51														\$1.37	\$4.10			

2040 Transportation Plan

Charlotte County-Punta Gorda MPO

Cost Feasible Plan Road Projects (cont.)

Costs presented in millions

Facility	From	To	# of Existing Lanes	Project Length (Miles)	Jurisdiction	Area Type	Project Description	Revenue Source	Cost (PDC)	2019-2020 (YOE)				2021-2025 (YOE)				2026-2030 (YOE)				2031-2040 (YOE)													
										PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST										
San Casa Drive	Placida Road	SR 776	2U	2.08	County	Urban	Roadway - Widening (2L to 4L)	County	\$4.17													\$1.63	\$4.88												
Sandhill Boulevard	Kings Highway	Deep Creek Boulevard	2U	1.25	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$2.20									\$0.76					\$2.58												
SR 776	Crestview Drive	CR 775	4D	0.836	State	Urban	Roadway - Widening (4L to 6L)	OA	\$0.46													\$0.72	\$2.16												
SR 776	CR 775	San Casa Drive	4D	1.557	State	Urban	Roadway - Widening (4L to 6L)	OA	\$0.86													\$1.34	\$4.02												
SR 776	San Casa Drive	Oriole Boulevard	4D	0.194	State	Urban	Roadway - Widening (4L to 6L)	OA	\$0.11													\$0.17	\$0.50												
SR 776	Oriole Boulevard	Winchester Boulevard	4D	0.303	State	Urban	Roadway - Widening (4L to 6L)	OA	\$0.17													\$0.26	\$0.78												
SR 776	Winchester Boulevard	Wilmington Boulevard	4D	0.184	State	Urban	Roadway - Widening (4L to 6L)	OA	\$0.10													\$0.16	\$0.48												
SR 776	Wilmington Boulevard	Gulfstream Boulevard	4D	4.07	State	Urban	Roadway - Widening (4L to 6L)	OA	\$2.40													\$3.74													
SR 776	Gulfstream Boulevard	Myakka River Bridge	4D	2.48	State	Urban	Roadway - Widening (4L to 6L)	OA	\$35.08													\$2.28	\$6.85		\$55.84										
SR 776	Bridge over Myakka River		4D	0.25	State	Urban	Bridge - Widening (4L to 6L)	OA	\$18.71									\$1.08					\$3.65		\$29.78										
SR 776	Myakka River Bridge	Biscayne Drive	4D	2.97	State	Urban	Roadway - Widening (4L to 6L)	OA	\$39.33									\$2.26					\$7.67		\$62.60										
SR 776	Biscayne Drive	Murdock Circle	4D	2.5	State	Urban	Roadway - Widening (4L to 6L)	OA	\$33.11					\$1.68	\$5.04							\$41.38													
Taylor Road	US 41 (Southern Terminus)	Jones Loop Road	2U	1.54	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$0.77													\$1.20													
Taylor Road	Jones Loop Road	Airport Road	2U	2.03	County	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$31.48					\$1.24					\$4.21					\$15.07	\$38.84										
Taylor Road	Airport Road	US 41 (Northern Terminus)	2U	1.3	Punta Gorda	Urban	Roadway - Widening (2L to 4L)	County, Developer	\$0.65													\$1.02													
Tucker's Grade	US 41	I-75	4D	1.066	County	Urban	Roadway - Widening (4L to 6L)	County	\$2.35													\$0.92	\$2.75												
US 17	Copley Avenue	Regent Road	4D	0.309	State	Urban	Roadway - Widening (4L to 6L)	TRIP, OA	\$4.37					\$0.22					\$0.75		\$5.46														
US 17	Regent Road	Golf Course Boulevard	4D	0.48	State	Urban	Roadway - Widening (4L to 6L)	TRIP, OA	\$6.79					\$0.34					\$1.17		\$8.49														
US 17	Golf Course Boulevard	CR 74	4D	0.193	State	Urban	Roadway - Widening (4L to 6L)	TRIP, OA	\$2.73					\$0.14					\$0.47		\$3.41														
US 41	Notre Dame Boulevard	Taylor Road	4D	1.305	State	Urban	Roadway - Widening (4L to 6L)	OA	\$18.46					\$0.94					\$3.18		\$23.08														
US 41	Taylor Road	Burnt Store Road	4D	1.59	State	Urban	Roadway - Widening (4L to 6L)	OA	\$18.46					\$0.94					\$3.18						\$29.38										
Veterans Boulevard	Murdock Circle East	Cochran Boulevard	4D	0.489	County	Urban	Roadway - Widening (4L to 6L)	County	\$0.29													\$0.45													
Veterans Boulevard	Cochran Boulevard	Atwater Street	4D	1.377	County	Urban	Roadway - Widening (4L to 6L)	County	\$0.81													\$1.27													
Veterans Boulevard	Atwater Street	Yorkshire Street	4D	0.658	County	Urban	Roadway - Widening (4L to 6L)	County	\$0.39													\$0.61													
Veterans Boulevard	Yorkshire Street	Hillsborough Boulevard	4D	0.967	County	Urban	Roadway - Widening (4L to 6L)	County	\$0.57													\$0.89													
Project Phases									Revenue Sources																										
PD&E: Project Development and Environment					ROW: Right-of-way Acquisition					OA: Obligation Authority					Total				\$496.17	\$16.53				\$162.95				\$176.98				\$402.48			
PE: Project Engineering and Design					CST: Project Construction					SIS: Strategic Intermodal System																									
										TRIP: Transportation Regional Incentive Program																									

Notes Costs presented in millions in Present Day Costs (PDC) and Year of Expenditure (YOE)

Cost Feasible Plan Developer Funded Road Projects

Costs presented in millions

Facility	From	To	# of Existing Lanes	Project Length (Miles)	Jurisdiction	Area Type	Project Type	Cost (PDC)			
								PD&E	PE	ROW	CST
CR 74	US 17	Strasse Boulevard	2U	2.673	County	Urban	Roadway - Widening (2L to 4L)	\$1.34	\$4.02	\$13.34	\$26.78
CR 74	Strasse Boulevard	SR 31	2U	12.17	County	Rural	Roadway - Widening (2L to 4L)	\$5.11	\$15.32	\$26.73	\$102.15
SR 31	Lee County Line	North of Cook Brown Road	2U	2.1	County	Rural	Roadway - Widening (2L to 4L)	\$0.88	\$2.64	\$4.04	\$17.63
SR 31	North of Cook Brown Road	CR 74	2U	9.97	County	Rural	Roadway - Widening (2L to 4L)	\$4.18	\$12.55	\$19.16	\$83.69
I-75	at Cook Brown Road or Oil Well Road				State	Urban	Interchange	\$3.78	\$11.33	\$9.80	\$75.55
Dahlgren Avenue Ext.	US 41	Hillsborough Boulevard	0	0.3	County	Urban	Roadway - New Construction (2L)	\$0.16	\$0.48	\$2.66	\$3.18
							Total	\$446.50			

Project Phases

PD&E: Project Development and Environment

PE: Project Engineering and Design

ROW: Right-of-way Acquisition

CST: Project Construction

Note

Costs presented in millions in Present Day Costs (PDC)

Unfunded Needs Roads Projects

Costs presented in millions

Facility	From	To	# of Existing Lanes	Project Length (Miles)	Jurisdiction	Area Type	Project Description	Revenue Source	Costs, in millions (PDC)				Cost, in millions (YOE)
									PD&E	PE	ROW	CST	Unfunded Needs
Airport Road	US 41	Piper Road	2U	2.62	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$7.06	\$26.25	\$76.11
Burnt Store Road	North Jones Loop	Taylor Road	2U	0.998	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$1.34	\$10.00	\$25.84
Burnt Store Road Extension	Taylor Road	Florida Street	00	2.116	County	Urban	Roadway - New Construction (6L)	Multiple	Funded	\$4.71	\$34.19	\$31.40	\$160.12
Burnt Store Road Extension*	Taylor Road	Florida Street	4D	2.116	County	Urban	Roadway - Widening (4L to 6L)	Multiple	\$1.17	\$3.50	\$10.06	\$23.35	\$85.23
Burnt Store Road	Scham Road	US 41	4D	2.44	County	Urban	Roadway - Widening (4L to 6L)	Multiple	\$1.35	\$4.04	\$5.80	\$26.93	\$84.70
Burnt Store Road	North Jones Loop	Taylor Road	4D	1.74	County	Urban	Roadway - Widening (4L to 6L)	Multiple	\$0.96	\$2.88	\$4.13	\$19.20	\$60.40
Burnt Store Road	Zemel Road	Scham Road	4D	4.5	County	Urban	Roadway - Widening (4L to 6L)	Multiple	\$2.48	\$7.45	\$10.69	\$49.66	\$156.20
CR 771	Appleton Boulevard	Rotonda Boulevard East	2U	1.75	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$0	\$17.53	\$39.79
Edgewater Drive	Collingswood Boulevard	Pellam Boulevard	2U	0.929	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	Funded	\$9.31	\$21.12
Edgewater Drive	Pellam Boulevard	Midway Boulevard	2U	0.614	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	Funded	\$6.15	\$13.96
Flamingo Boulevard	SR 776	US 41	2U	0.98	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$3.42	\$9.82	\$30.29
Grove Boulevard	North Jones Loop	CR 74	2U	3.592	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$1.80	\$5.40	\$12.52	\$35.98	\$124.34
Grove Boulevard Extension	CR 74	US 17	0	1.293	County	Urban	Roadway - New Construction	Multiple	\$1.96	\$2.88	\$20.89	\$19.19	\$99.62
Harbor Boulevard Extension	Veterans Boulevard	Hillsborough Boulevard	0	0.1	County	Urban	Roadway - New Construction (2L)	Multiple	\$0.05	\$0.16	\$0.89	\$1.06	\$4.88
Harbor View Road	East of I-75	Rio De Janeiro Avenue	2U	0.474	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$0.24	\$0.71	\$1.50	\$4.75	\$16.06
Henry Street	Golf Course Boulevard	Grove Boulevard	0	2.452	City of Punta Gorda	Urban	Roadway - New Construction (2L)	Multiple	\$1.30	\$3.90	\$10.88	\$25.98	\$35.11
Hillsborough Boulevard	South Cranberry Boulevard	Toledo Blade Boulevard	2U	2.45	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$8.54	\$24.54	\$75.72
I-75	at Yorkshire Street		N/A	N/A	State	Urban	Interchange	Multiple	\$3.78	\$11.33	\$9.80	\$75.55	\$222.47
Loveland Boulevard	Westchester Boulevard	Kings Highway	2U	1.46	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$0.73	\$2.19	\$5.09	\$14.63	\$50.54
Loveland Boulevard	Kings Highway	Veterans Boulevard	2U	2.3	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$1.15	\$3.46	\$8.02	\$23.04	\$79.62
North Jones Loop	Burnt Store Road	Piper Road	4D	1.8	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	Funded	Funded	\$19.86	\$45.09
Peachland Boulevard	Harbor Boulevard	Cochran Boulevard	2U	2.47	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$8.61	\$24.74	\$76.34
Prineville Street	Paulson Drive	Sarasota County Line	2U	1.25	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$0.63	\$1.88	\$4.36	\$12.52	\$43.24

* PD&E Study funded for new 4-lane road; widening to 6 lanes is considered a separate project

Unfunded Needs Roads Projects (cont.)

Costs presented in millions

Facility	From	To	# of Existing Lanes	Project Length (Miles)	Jurisdiction	Area Type	Project Description	Revenue Source	Costs, in millions (PDC)				Cost, in millions (YOE)
									PD&E	PE	ROW	CST	Unfunded Needs
Rampart Boulevard	West of I-75	Rio De Janeiro Avenue	2U	1.75	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$3.05	\$17.53	\$46.94
Quesada Avenue	Cochran Boulevard	Harbor Boulevard	2U	2.42	County	Urban	Roadway - Widening (2L to 4L)	Multiple	\$1.21	\$3.64	\$8.43	\$24.24	\$83.78
San Casa Drive	Placida Road	SR 776	2U	2.08	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$7.25	\$20.84	\$64.28
Sandhill Boulevard	Kings Highway	Deep Creek Boulevard	2U	1.25	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	Funded	\$0	\$11.02	\$25.01
SR 776	Crestview Drive	CR 775	4D	0.836	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$1.38	\$2.38	\$9.23	\$29.09
SR 776	CR 775	San Casa Drive	4D	1.557	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$2.58	\$2.47	\$17.18	\$49.56
SR 776	San Casa Drive	Oriole Boulevard	4D	0.194	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$0.32	\$0.31	\$2.14	\$6.18
SR 776	Oriole Boulevard	Winchester Boulevard	4D	0.303	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$0.50	\$0.48	\$3.34	\$9.65
SR 776	Winchester Boulevard	Wilmington Boulevard	4D	0.184	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$0.30	\$0	\$2.03	\$5.17
SR 776	Wilmington Boulevard	Gulfstream Boulevard	4D	4.07	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$7.20	\$0	\$47.98	\$122.25
Taylor Road	US 41 (southern terminus)	Jones Loop Road	2U	1.54	County	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	\$2.31	\$5.37	\$15.43	\$51.88
Taylor Road	Airport Road	US 41 (northern terminus)	2U	1.3	Punta Gorda	Urban	Roadway - Widening (2L to 4L)	Multiple	Funded	\$1.95	\$4.53	\$13.02	\$43.80
Tucker's Grade	US 41	I-75	4D	1.066	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	Funded	\$0	\$11.76	\$26.71
US 41	Peace River Bridge (Capacity Expansion)		4D	1.47	State	Urban	Roadway - Widening (4L to 6L)	Multiple	\$0.81	\$2.43	\$0	\$16.22	\$42.84
Veterans Boulevard	Murdock Circle East	Cochran Boulevard	4D	0.489	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$0.86	\$0.93	\$5.76	\$16.87
Veterans Boulevard	Cochran Boulevard	Atwater Street	4D	1.377	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$2.43	\$2.62	\$16.23	\$47.50
Veterans Boulevard	Atwater Street	Yorkshire Street	4D	0.658	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$1.16	\$0	\$7.76	\$19.76
Veterans Boulevard	Yorkshire Street	Hillsborough Boulevard	4D	0.967	County	Urban	Roadway - Widening (4L to 6L)	Multiple	Funded	\$1.71	\$0	\$11.40	\$29.05
								Total	\$1,073.02				\$2,347.11

Project Phases

PD&E: Project Development and Environment

PE: Project Engineering and Design

ROW: Right-of-way Acquisition

CST: Project Construction

Note

Costs presented in millions in Present Day Costs (PDC) and Year of Expenditure (YOE)

Cost Feasible Plan Transit Projects - Cost Feasible and Unfunded Transit Operations and Maintenance

Route	Route Description	Jurisdiction	Mode	Service Type	Headways	Hours of Operation	Cost per Revenue Hour	Total Annual Revenue Hours	Funded?	Revenue Source	Annual Project Cost, in millions (PDC)	Cost, in millions (YOE)				Cost, in millions (YOE)
												2019-2020	2021-2025	2026-2030	2031-2040	Total Unfunded Need
Route A	North Port - Punta Gorda Connector	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Route B	Englewood Beach Hopper	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	5100	Y	Multiple Sources	\$0.31				\$2.43	
Route C	Lake Suzy - Punta Gorda Connector	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Flex Zone 1	Englewood	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Flex Zone 2	Port Charlotte West	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Flex Zone 3	Port Charlotte East	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Flex Zone 4	Punta Gorda	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	3060	Y	Multiple Sources	\$0.19				\$1.46	
Dial-A-Ride Weekday	Existing Dial-A-Ride Service	County	Bus	Existing Bus Route		6am to 6pm	\$58	30276	Y	Multiple Sources	\$1.74	\$2.02	\$10.59	\$11.96		
Dial-A-Ride Weekend	Existing Dial-A-Ride Service	County	Bus	Existing Bus Route		9am to 6pm (weekends)	\$58	3936	Y	Multiple Sources	\$0.23				\$1.75	
											Total	\$2.02	\$10.59	\$11.96	\$12.92	
Unfunded Needs																
Route A	North Port - Punta Gorda Connector	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
Route B	Englewood Beach Hopper	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	10200	N	Multiple Sources	\$0.63	Not Funded	Not Funded	Not Funded	Not Funded	\$4.86
Route C	Lake Suzy - Punta Gorda Connector	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
Route D	North Port - Fort Myers Express	County	Bus	New Bus Route	120 Minutes	6am to 6pm	\$62	2186	N	Multiple Sources	\$0.14	Not Funded	Not Funded	Not Funded	Not Funded	\$1.05
Flex Zone 1	Englewood	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
Flex Zone 2	Port Charlotte West	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
Flex Zone 3	Port Charlotte East	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
Flex Zone 4	Punta Gorda	County	Bus	New Bus Route	60 Minutes	6am to 6pm	\$62	6120	N	Multiple Sources	\$0.38	Not Funded	Not Funded	Not Funded	Not Funded	\$2.91
											Total					\$23.38

Project Phases

PD&E: Project Development and Environment

ROW: Right-of-way Acquisition

PE: Project Engineering and Design

CST: Project Construction

Note

Costs presented in Year of Expenditure (YOE)

Cost Feasible Plan Transit Projects - Cost Feasible and Unfunded Transit Fleet

Vehicle Type	Unit Cost	Number of Units	Total Project Cost, in millions (PDC)	Revenue Source	Cost, in millions (YOE)				Cost, in millions (YOE)
					2019-2020	2021-2025	2026-2030	2031-2040	Unfunded Needs
Small Cutaway Bus w/Wheelchair Lift	\$60,000	1	\$0.06	Section 5307	\$0.07				
31' and 34' Medium Duty 26,500 - 34,000 GVW	\$180,000	2	\$0.36	Section 5307	\$0.42				
31' and 34' Medium Duty 26,500 - 34,000 GVW	\$180,000	4	\$0.72	Section 5307		\$0.87			
Small Cutaway Bus w/Wheelchair Lift	\$60,000	6	\$0.36	Section 5307		\$0.44			
Small Cutaway Bus w/Wheelchair Lift	\$60,000	7	\$0.42	Section 5307			\$0.58		
Small Cutaway Bus w/Wheelchair Lift	\$60,000	3	\$0.18	Section 5307			\$0.25		
Small Cutaway Bus w/Wheelchair Lift	\$60,000	5	\$0.3	Section 5307			\$0.41		
31' and 34' Medium Duty 26,500 - 34,000 GVW	\$180,000	6	\$1.08	Section 5307				\$1.67	
Small Cutaway Bus w/Wheelchair Lift	\$60,000	3	\$0.18	Section 5307				\$0.28	
Small Cutaway Bus w/Wheelchair Lift	\$60,000	3	\$0.18	Section 5307				\$0.28	
Small Cutaway Bus w/Wheelchair Lift	\$60,000	6	\$0.36	Section 5307				\$0.56	
Small Cutaway Bus w/Wheelchair Lift	\$60,000	5	\$0.3	Section 5307				\$0.46	
31' and 34' Medium Duty 26,500 - 34,000 GVW	\$180,000	8	\$1.44	Section 5307					\$2.64
Total					\$0.49	\$1.31	\$1.23	\$3.25	\$2.64

Cost Feasible Plan Transit Projects - Cost Feasible and Unfunded Transit Infrastructure Projects

Costs presented in millions

Facility	Project Type	Project Description	Unit Cost	Number of Units	Total Project Cost, in millions (PDC)	Revenue Source	2019-2020 (YOE)				2021-2025 (YOE)				2026-2030 (YOE)				2031-2040 (YOE)				Cost (YOE)
							PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	Unfunded Needs
Bus Shelters & Amenities	Station/Facility	Local Bus Stops - Shelters & Amenities	\$300,000	10	\$0.30	Section 5307																	\$0.97
Murdock Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
Parkside Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
I-75 & Kings Highway Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
Englewood Library Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
West Englewood Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
New Medical Area (Punta Gorda) Park & Ride	Station/Facility	Park & Ride - At Grade		1	\$4.22	Multiple																	\$11.17
Total																			\$0.97	\$67.02			

Project Phases

PD&E: Project Development and Environment

ROW: Right-of-way Acquisition

PE: Project Engineering and Design

CST: Project Construction

Note Costs presented in Year of Expenditure (YOE)

Cost Feasible Plan Congestion Management Projects

Costs presented in millions

Project	Project Type	Facilities	Cost, in millions (YOE)			
			2019-2020	2021-2025	2026-2030	2031-2040
Charlotte County Advanced Traffic Management System ITS	Charlotte County Advanced Traffic Management System (ATMS) ITS implementation	Countywide	Committed	\$3.18		
Congestion Management Projects	Corridor Improvements	US 41 SR 776				
	Intersection Improvements	1. US 41 and Cochran Boulevard 2. US 41 and Midway Boulevard 3. US 41 and Olean Boulevard 4. US 41 and Conway Boulevard 5. US 41 and W Olympia Avenue 6. US 41 and Toledo Blade Boulevard 7. US 41 and Harbor Boulevard 8. US 41 and Easy Street 9. US 41 and Port Charlotte Boulevard 10. US 41 and Murdock Circle		\$5.08	\$6.00	\$11.46
Total				\$8.26	\$6.00	\$11.46

Notes

Costs presented in millions in Year of Expenditure (YOE)

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Appendix C: Revenue Projection Sources

State and Federal Funds

- FDOT District 1, Revenue Estimates for Charlotte County
- FDOT, SIS Plan, 2015-2019
- FDOT, SIS Plan, 2020-2024
- FDOT, SIS Cost Feasible Plan, 2024-2040

Fuel Tax Revenues

- FDOT, Annual Growth in fuel consumption, Revenue Estimating Conference (Fall 2014)
- FL Office of Economic and Demographic Research, 2014 Local Government Financial Information Handbook

Impact Fees

- Historical data provided by Charlotte County and Punta Gorda staff, 2004 to 2014
- Charlotte County, 2013 Charlotte County Transportation Impact Fee Study
- Charlotte County, Charlotte County FY2014 Adopted budget estimates

Transit

- Charlotte County, FY 2014 Adopted Operating and Capital Budget (FY2014-2018)
- National Transit Database, Transit Agency Profile for Charlotte County Transit Department (2001-2013)
- Charlotte County Staff, Historical operations, maintenance, and capital costs (2005-2014)

Infrastructure Sales Tax

- FL Department of Revenue, Historical Sales tax collections in Charlotte County, (1995-2013)
- FL Office of Economic and Demographic Research, 2014 Local Government Financial Information Handbook
- Charlotte County, Capital Improvement Program Estimates (2014)

Table C-1 shows the total revenues projected through 2040.

2040 Transportation Plan

Charlotte County-Punta Gorda MPO

Table C-1: Summary of Total Revenue Projections by Fiscal Year

Funding Categories	2021-2025	2026-2030	2031-2040	2021-2040
Federal and State – Capacity	\$110.4	\$36.4	\$175.9	\$322.7
State – O&M Preservation, Congestion Management, Safety	\$92.1	\$100.9	\$221.7	\$414.6
Metro/Regional	\$1.6	\$1.6	\$3.2	\$6.5
State – Fuel Tax to Local Local Transportation Programs	\$15.2	\$16.4	\$36.7	\$68.3
State – Fuel Tax to Local resurfacing and maintenance of the system	\$2.7	\$2.9	\$6.5	\$12.1
Transit (Federal and State)	\$23.9	\$25.8	\$57.0	\$106.8
Transit (Local and Other)	\$6.8	\$7.8	\$19.4	\$34.0
Local Transportation Programs	\$70.2	\$77.6	\$181.9	\$329.7
Local Administration of Local Transportation Programs	\$8.6	\$9.3	\$20.7	\$38.5
Total	\$331.5	\$278.6	\$723.0	\$1,333.1

Appendix D: Public Involvement Summaries

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Consensus Building Workshop Summary

Charlotte County-Punta Gorda MPO 2040 Long Range Transportation Plan Update Consensus Building Workshop Summary, Round One

Date: Wednesday, February 25, 2015

Time: 1:00-4:00PM

Location: Mid County Regional Library; 2050 Forrest Nelson Boulevard, Port Charlotte)

Attendees:

- | | |
|-------------------------|------------------|
| Mitchell Austin | Angela Hemstreet |
| Carrie Blackwell Hussey | Nancy Johnson |
| John Bockin | Mike Mansfield |
| Tess Conja | Julie Mathis |
| Vikki Carpenter | Grover Mudd |
| Glama Carter | Jerry Presseller |
| Stephen Carter | Trey Richards |
| Richard Duckworth | Suzanne Roberts |
| Keaton Elliott | Joseph Sabatino |
| Debrah Forrester | Wayne Sallade |
| Sharon Fumei | Dan Topp |
| Mark Gering | Matt Trepal |
| Gary Grossman | Venkat Vattikuti |
| Deborah Guilbault | John Wright |

Staff:

- Ned Baier (Jacobs)
- Laks Gurrum (CC-PG MPO)
- Gary Harrell (CC-PG MPO)
- Bob Herrington (CC-PG MPO)
- Gene Klara (CC-PG MPO)
- Brandie Miklus (Jacobs)
- Jennifer Straw (Jacobs)

Format of the meeting and agenda

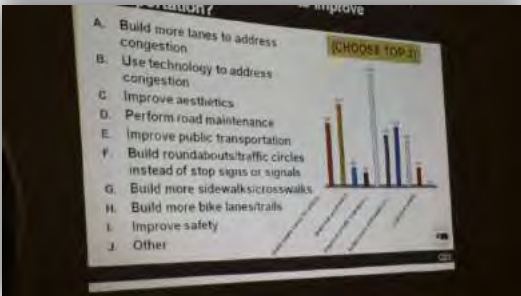
The meeting was held in the early afternoon on February 25, 2015. Participants were invited by MPO staff to attend. The room was set up in a U-shape to participants to communicate with the project team as well as other attendees. The project team encouraged attendees to speak up as needed, and make the conversation and activity interactive.

The meeting consisted of a presentation by the consultant team and MPO staff and a voting exercise for the attendees.

Agenda:

- ✦ Welcome and Introductions
- ✦ Background and History of LRTP Update
- ✦ Facilitated Activity: Trade-offs
- ✦ Facilitated Activity: Defining Our Needs
- ✦ Next Steps and Closing

The following outlines the presentation topics and voting activity, including results.



Consensus Building Workshop Summary

Meeting summary

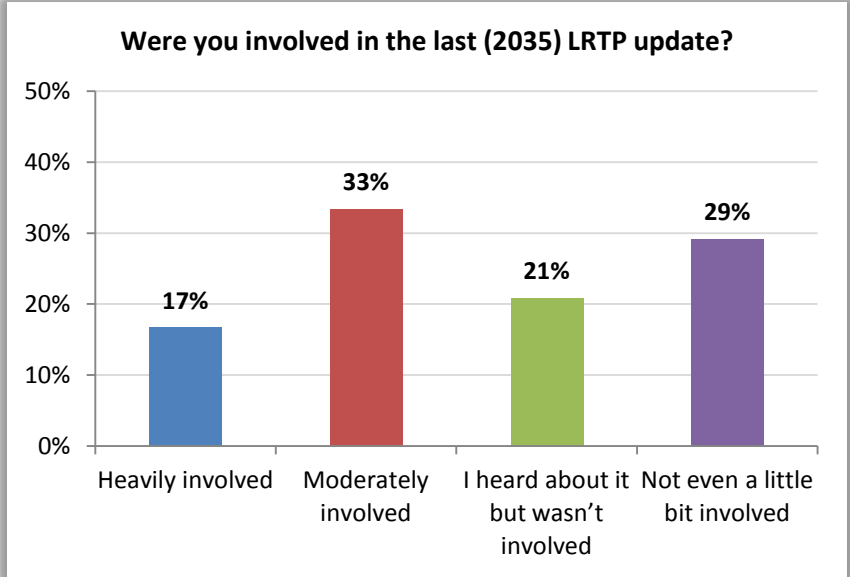
Attendees went around the table and introduced themselves and stated who they represent. The project team structured the meeting around the presentation, with the voting activity being the primary focus of the meeting.

Each attendee was given a voting remote (pictured to right). The keypad on the remote had 10 buttons, corresponding to the multiple choice answers. For each question, participants were asked to select their answers using the remote. Questions could have a single response or multiple responses.



Prior to beginning the presentation, one question was asked of the participants:

- 1. **Were you involved in the last (2035) LRTP update?**
 - A. Heavily involved
 - B. Moderately involved
 - C. I heard about it but wasn't involved
 - D. Not even a little bit involved



The presentation began with a background on the LRTP update process, including why the update is needed, update schedule, goals of the plan, and population and employment projections for 2040. Next the project team described the Cost Feasible Plan, how it is determined, and why it is needed. Following the background information, the attendees were asked a series of questions. Responses to the questions were used in forming the Needs Plan and the Cost Feasible Plan. Below presents the responses of the questions.

Note: A total of 27 voting remotes were distributed. However, not all attendees responded to all questions. The total number of responses for each question is provided.

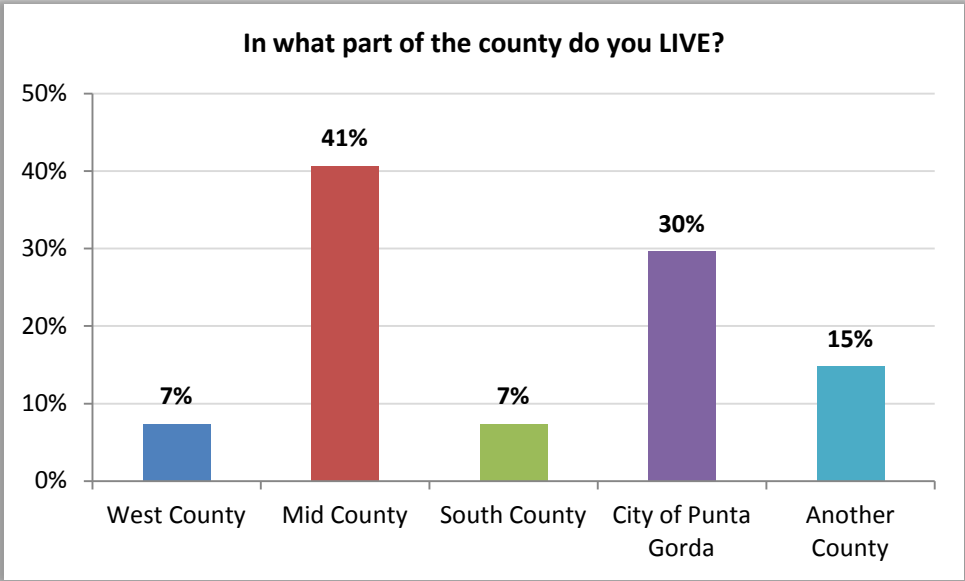
Consensus Building Workshop Summary

Part 1: General Questions

Staff asked the following questions about the participants to better understand the participants' backgrounds.

2. In what part of the county do you LIVE?

- A. West County
- B. Mid County
- C. South County
- D. City of Punta Gorda
- E. Another County

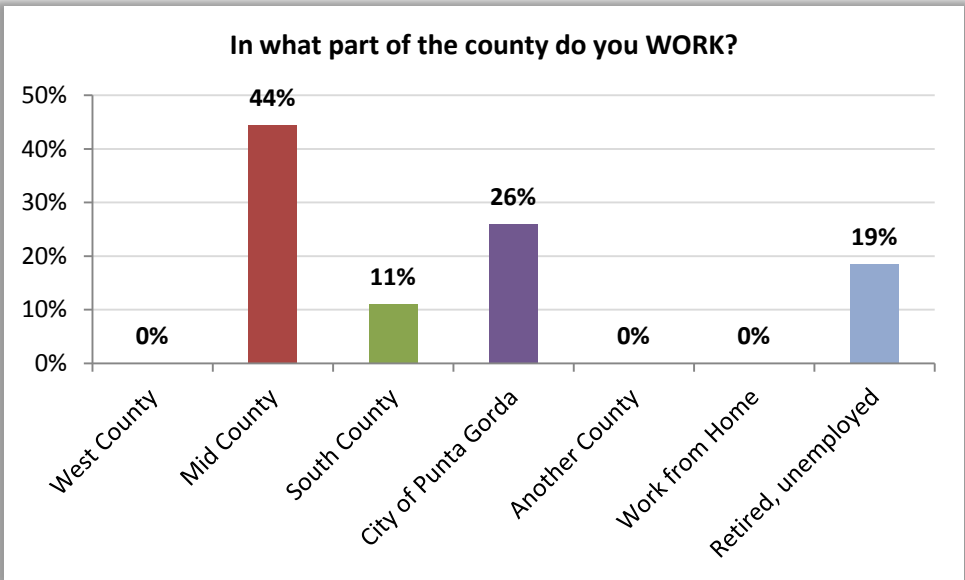


Most respondents live in Mid County or in the City of Punta Gorda. Approximately 15% (or 4 people) live in another county.

Total responses: 27

3. In what part of the county do you WORK?

- A. West County
- B. Mid County
- C. South County
- D. City of Punta Gorda
- E. Another County
- F. Work from Home
- G. Retired, unemployed



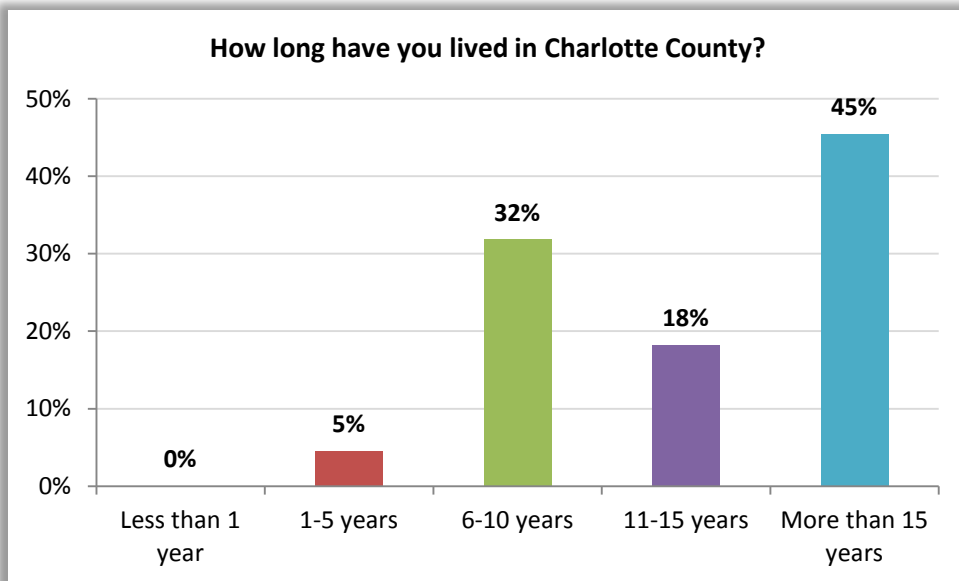
Most respondents work in Mid County, the City of Punta Gorda, or are retired or unemployed.

Total responses: 27

Consensus Building Workshop Summary

4. How long have you lived in Charlotte County?

- A. Less than 1 year
- B. 1-5 years
- C. 6-10 years
- D. 11-15 years
- E. More than 15 years

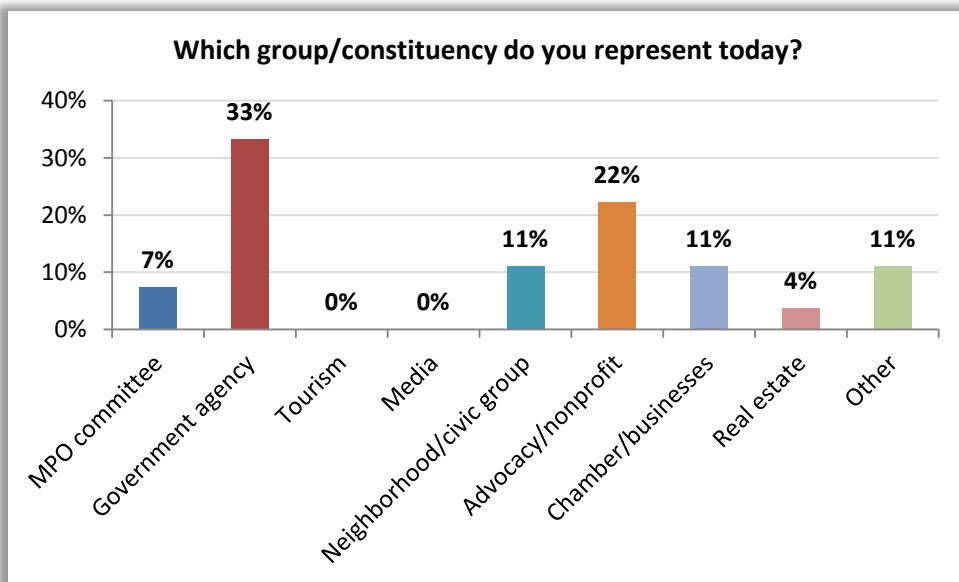


Nearly all respondents that live in Charlotte County have lived in the county more than 5 years, with nearly half (10 people) having lived in the county more than 15 years.

Total responses: 22

5. Which group/constituency do you represent today?

- A. MPO committee
- B. Government agency
- C. Tourism
- D. Media
- E. Neighborhood/civic group
- F. Advocacy/nonprofit
- G. Chamber/businesses
- H. Real estate
- I. Other



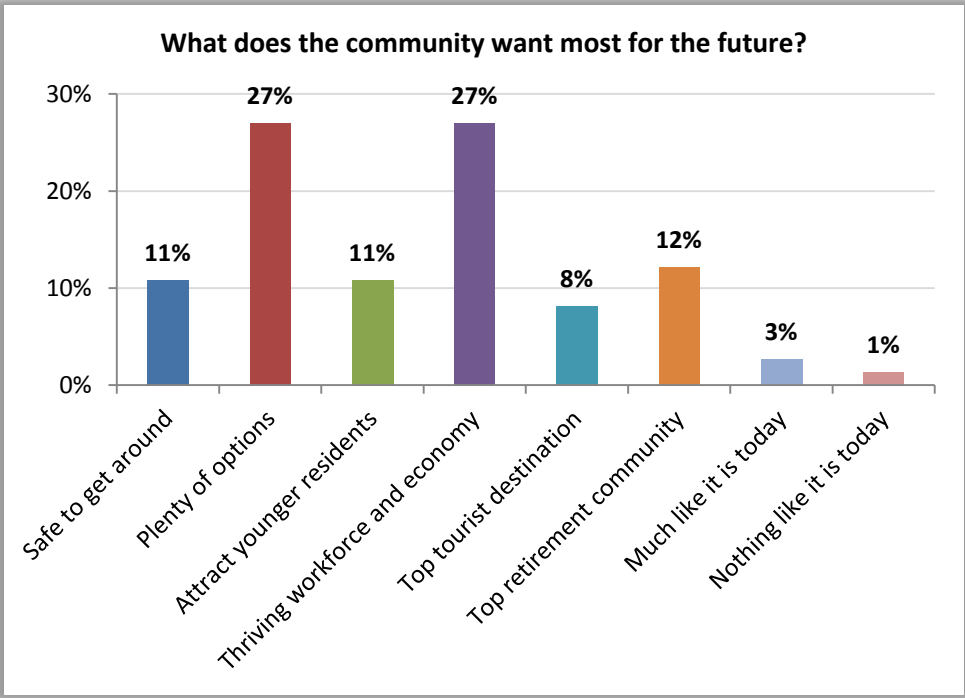
Most respondents represent a government agency or advocacy group.

Total responses: 27

Consensus Building Workshop Summary

6. What does the community want most for the future? (CHOOSE TOP 3)

- A. Safe to get around (fewer crashes, maintained roads, lighted streets)
- B. Plenty of options to get around (car, bike, walk, bus)
- C. Attract younger residents
- D. Thriving workforce and economy
- E. Top tourist destination
- F. Top retirement community
- G. Much like it is today
- H. Nothing like it is today

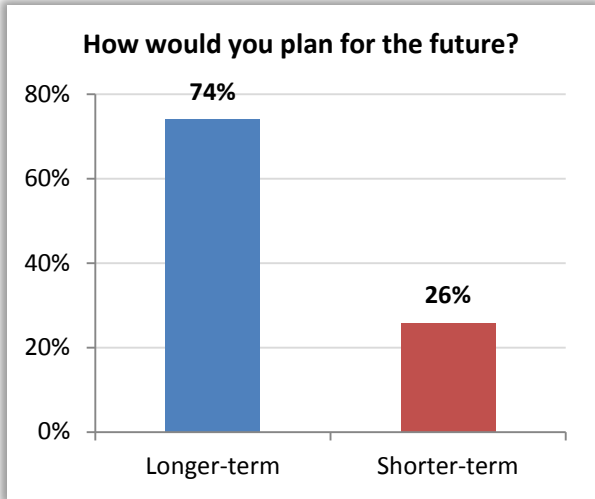


Most respondents believe the community wants plenty of options to get around and a thriving workforce and economy. Attendees noted that the two often go together.

Total responses: 74

7. How would you plan for the future?

- A. **Longer-term:** 5 to 25 years into the future (plan with an end goal in mind)
- B. **Shorter-term:** 1 to 5 years into the future (fix the problems now and worry about the far-out future next)



Most respondents would prefer to plan for the longer-term. However, it was noted that both are needed.

Total responses: 27

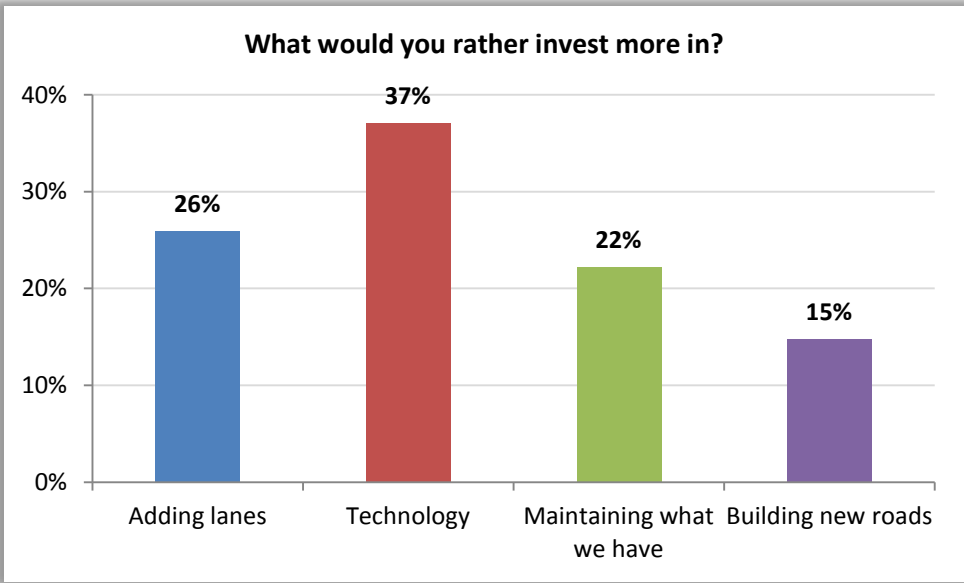
Consensus Building Workshop Summary

Part 2: How would you invest?

Road Improvements

8. What would you rather invest more in?

- A. Adding lanes on major roads
- B. Technology to make traffic flow better (signal timing, traffic management system, etc.)
- C. Maintaining what we already have in place (fixing potholes, restriping, resurfacing, etc.)
- D. Building new roads to improve mobility

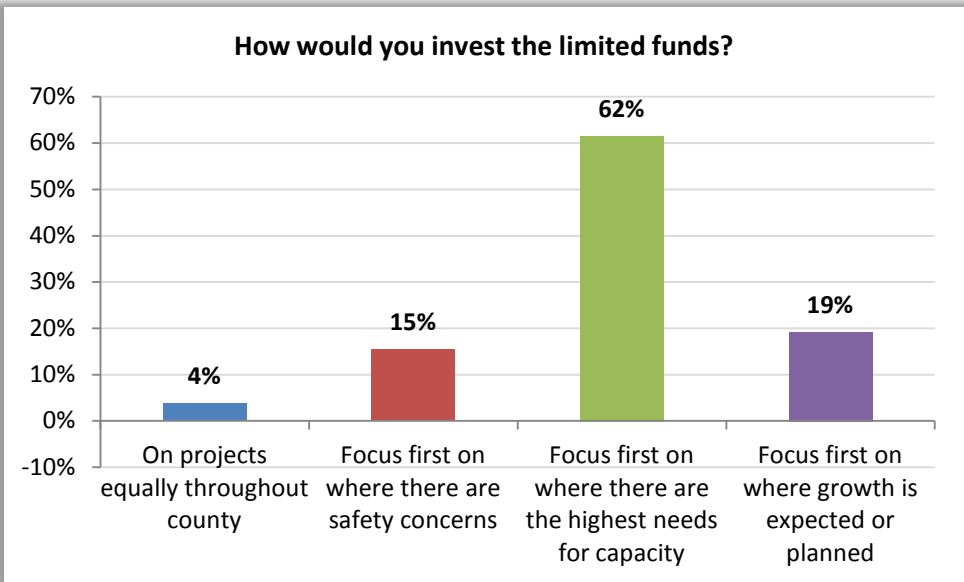


Many respondents believe using technology to address congestion would be the best approach, but understand that adding lanes is also needed on some roads.

Total responses: 27

9. How would you invest the limited funds?

- A. On projects **equally throughout the county** (geographically)
- B. Focus first on where there are **safety concerns**
- C. Focus first on where there are the **highest needs for capacity**
- D. Focus first on where **growth is expected or planned**



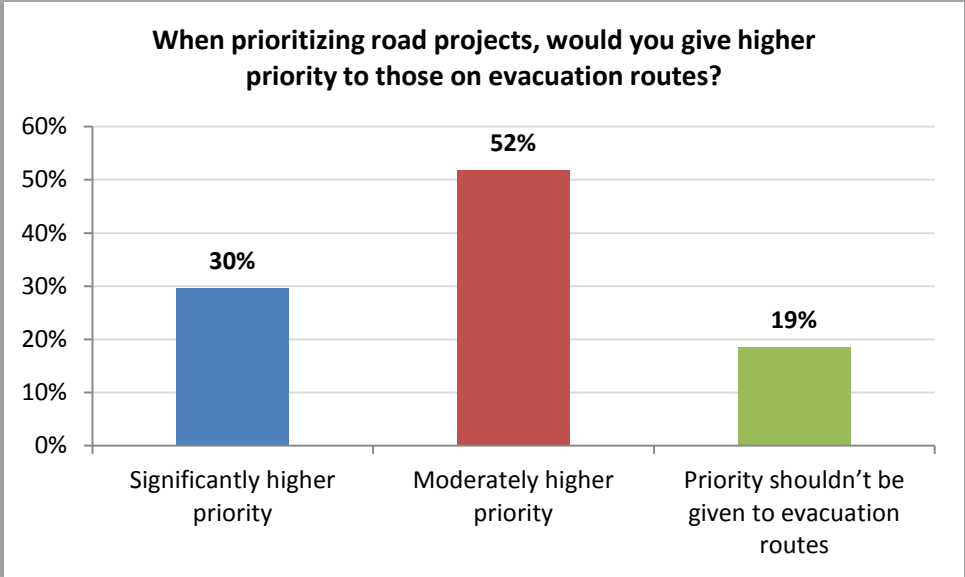
Well over half of the respondents believe limited funds should be focused first where there are the highest capacity needs before addressing where growth is expected.

Total responses: 26

Consensus Building Workshop Summary

10. When prioritizing road projects, would you give higher priority to those on evacuation routes?

- A. Significantly higher priority
- B. Moderately higher priority
- C. Priority shouldn't be given to evacuation routes

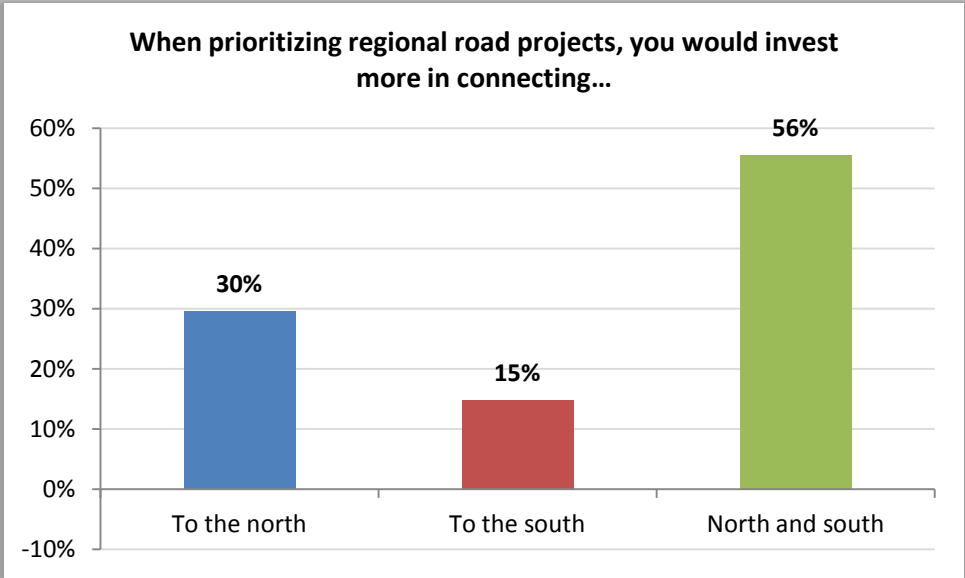


More than 80% of respondents believe evacuation routes should be given significantly or moderately higher priority.

Total responses: 27

11. When prioritizing regional road projects, you would invest more in connecting...

- A. To the north (North Port, Venice, Sarasota)
- B. To the south (Ft. Myers, Naples)
- C. Equally to both north and south



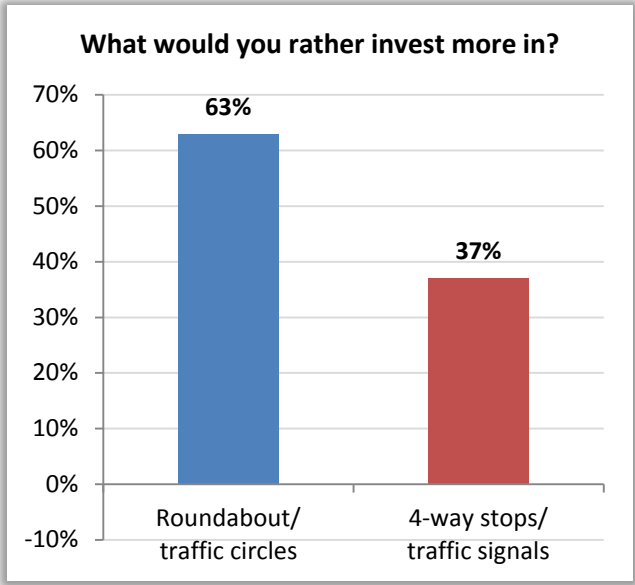
While several respondents believe connecting to the north is important, more than half believe connecting to both the north and south is important.

Total responses: 27

Consensus Building Workshop Summary

12. What would you rather invest more in?

- A. Building roundabouts or traffic circles where appropriate
- B. Installing 4-way stops or traffic signals

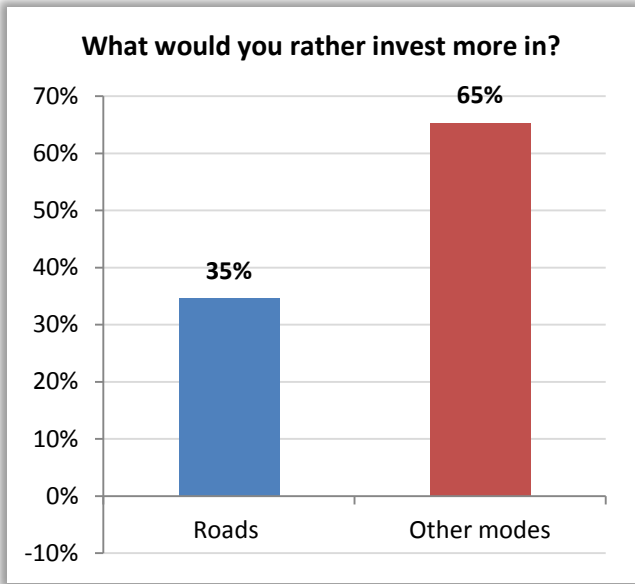


Roundabouts had support from more than half of the respondents.

Total responses: 27

13. What would you rather invest more in?

- A. Roads
- B. Other modes of transportation (biking, walking, transit)



Most respondents believe investments should be made more in other modes than widening or building roads.

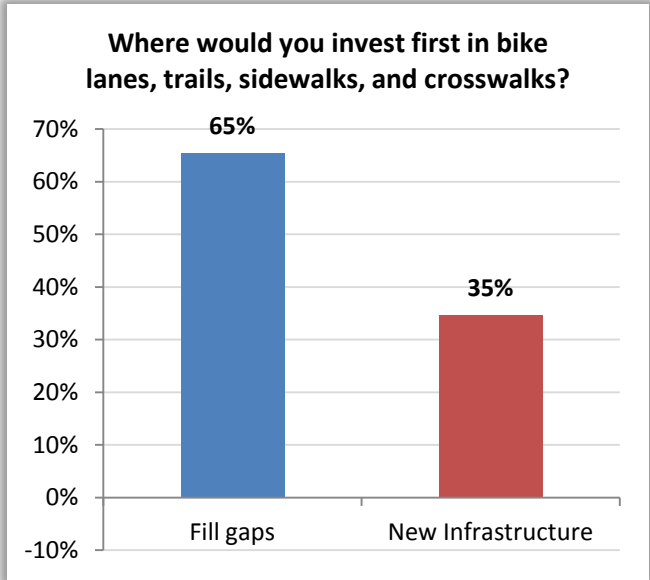
Total responses: 26

Consensus Building Workshop Summary

Bicycle and Pedestrian Improvements

14. Where would you invest first in bike lanes, trails, sidewalks, and crosswalks?

- A. In areas with **established bicycle and pedestrian use** (to fill any gaps)
- B. In areas that **currently don't have any facilities** to encourage use in the future (all new infrastructure)

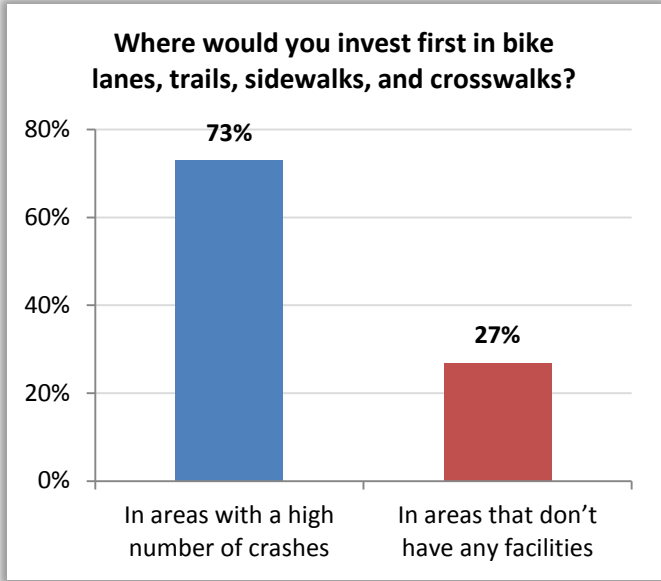


Most respondents believe filling gaps in sidewalks, trails, bike lanes, and crosswalks is more important than building new infrastructure in areas that currently don't have walking and biking facilities.

Total responses: 26

15. Where would you invest first in bike lanes, trails, sidewalks, and crosswalks?

- A. In areas with a **high number of crashes involving cyclists and walkers** to make it safer
- B. In areas that **don't have any bike lanes, trails, sidewalks, or crosswalks** to make it more bike/pedestrian friendly



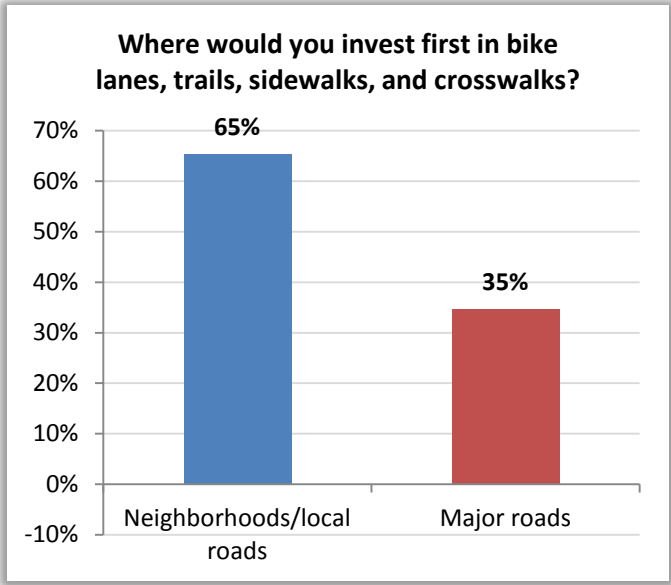
Respondents are less concerned with areas that don't have facilities than in making the existing infrastructure safer.

Total responses: 26

Consensus Building Workshop Summary

16. Where would you invest first in bike lanes, trails, sidewalks, and crosswalks?

- A. In **neighborhoods** or on **local roads** (to connect to schools, parks, etc.)
- B. On **major roads** (to connect to stores, doctor offices, etc.)

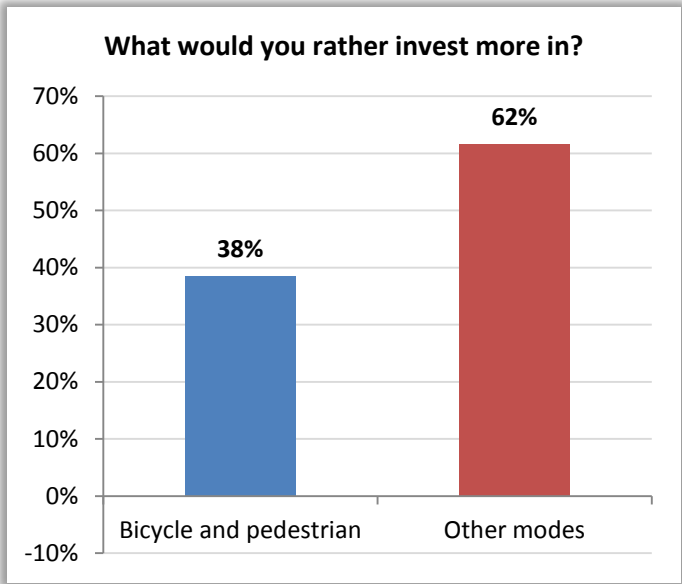


Approximately one-third of respondents would rather invest in bike and pedestrian infrastructure on local roads within neighborhoods than on major roads.

Total responses: 26

17. What would you rather invest more in?

- A. **Bicycle and pedestrian infrastructure**
- B. **Other modes** of transportation (roads, transit)



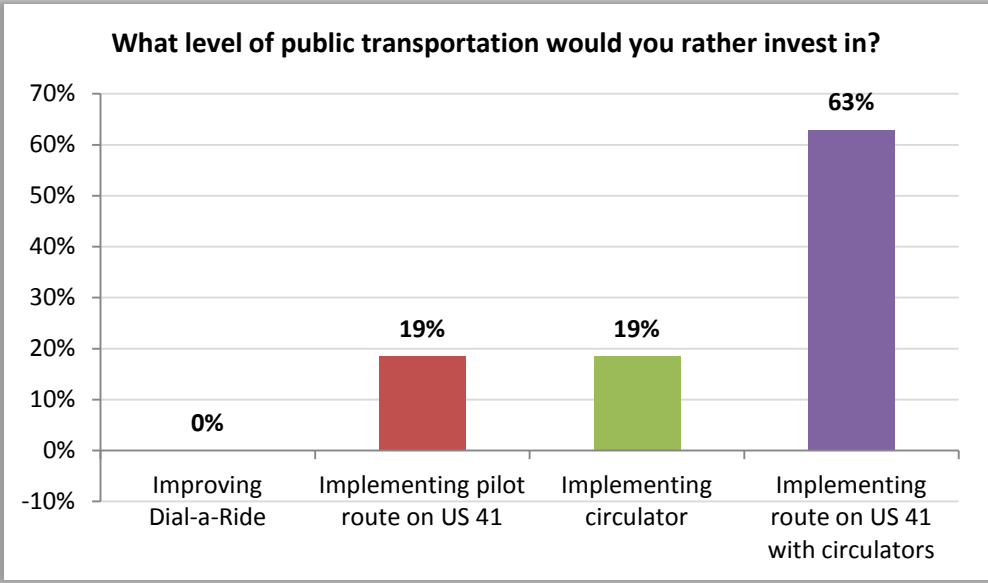
Most respondents would rather invest in other modes more than bicycle and pedestrian infrastructure.

Total responses: 26

Consensus Building Workshop Summary

Public Transportation/Transit Improvements

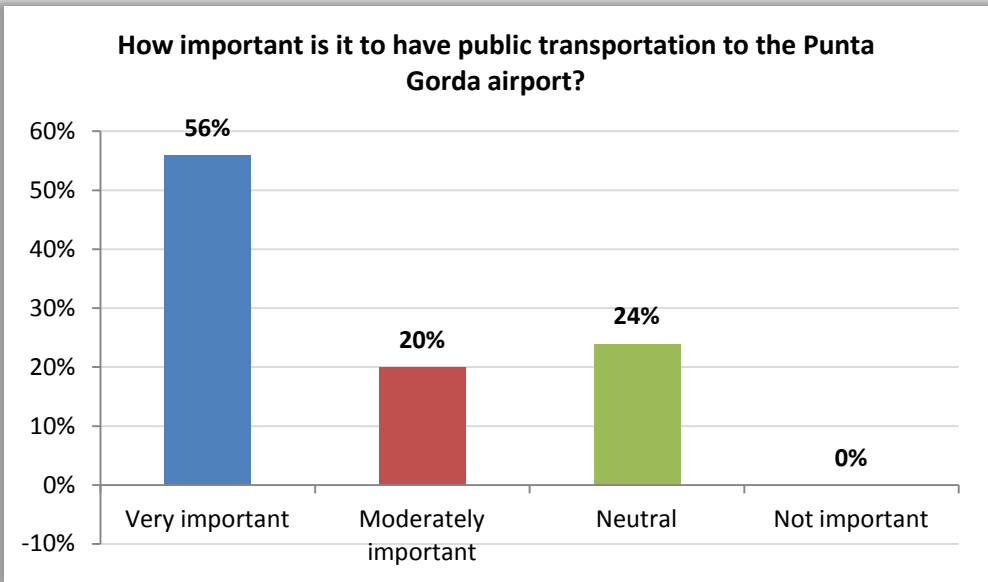
18. What level of public transportation would you rather invest in?
- A. Improving current county transit service (Dial-a-Ride)
 - B. Implementing a pilot limited fixed route along US 41 (Parkside to North Port)
 - C. Implementing a small community circulator bus
 - D. Implementing a fixed route along US 41 with community circulators (full implementation as recommended in the TDP)



Most respondents believe the level of investment in public transportation in the county should reflect the results of the Transit Development Plan completed in 2014. This includes a fixed route along US 41 with circulators in communities around the county.

Total responses: 27

19. How important is it to have public transportation to the Punta Gorda airport?
- A. Very important
 - B. Moderately important
 - C. Neutral
 - D. Not important



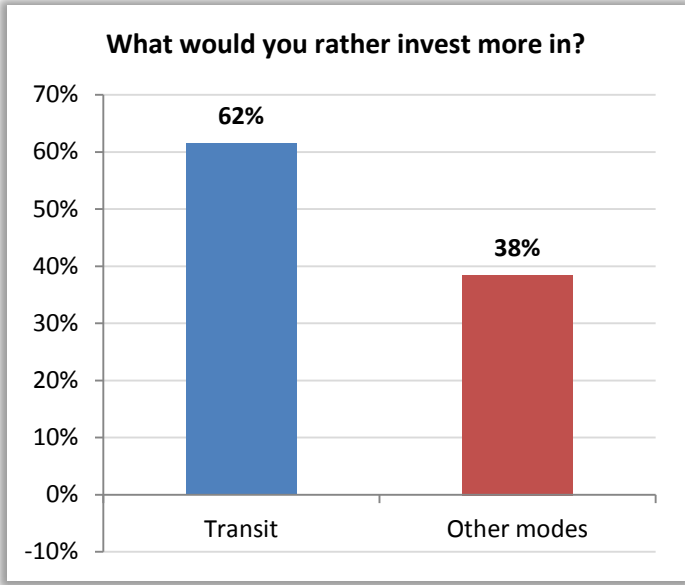
Most respondents believe having public transportation to the Punta Gorda airport available is very or moderately important.

Total responses: 25

Consensus Building Workshop Summary

20. What would you rather invest more in?

- A. Transit
- B. Other modes of transportation (roads, biking, walking)



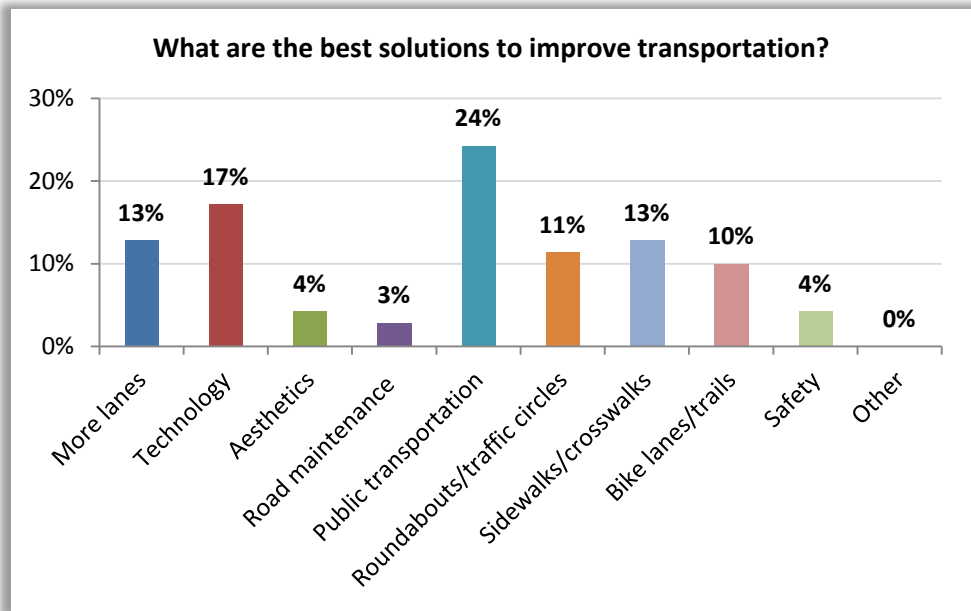
Most respondents would rather invest more in transit than other modes.

Total responses: 26

Part 2: What are our needs?

21. What are the best solutions to improve transportation? (CHOOSE TOP 3)

- A. Build more lanes to address congestion
- B. Use technology to address congestion
- C. Improve aesthetics
- D. Perform road maintenance
- E. Improve public transportation
- F. Build roundabouts/traffic circles instead of stop signs or signals
- G. Build more sidewalks/crosswalks
- H. Build more bike lanes/trails
- I. Improve safety
- J. Other



Respondents believe the best solutions to improve transportation include implementing public transportation, using technology to address congestion, adding lanes where needed, and improving or adding sidewalks and crosswalks around the county.

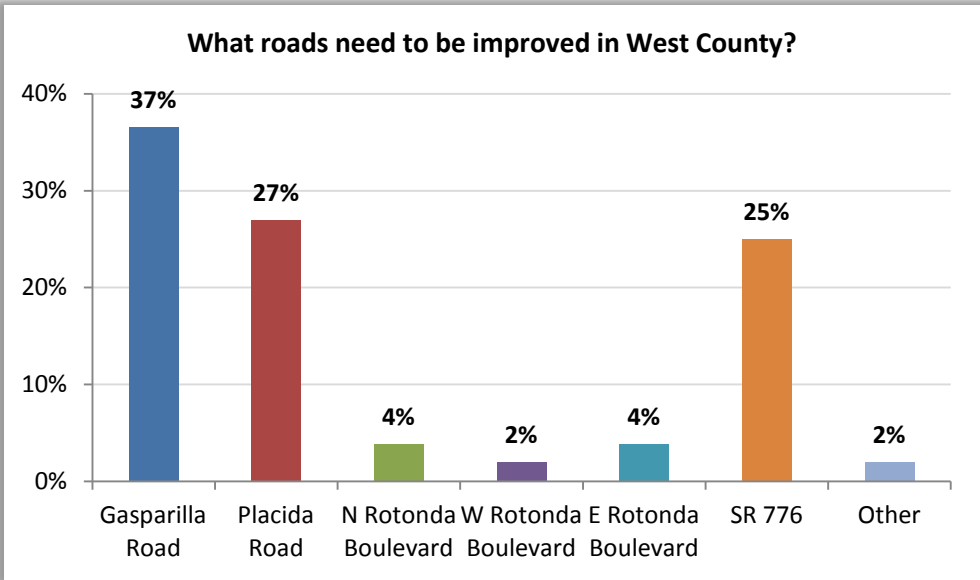
Total responses: 70

Consensus Building Workshop Summary

Road Improvements

22. What roads need to be improved in West County? (CHOOSE TOP 3)

- A. Gasparilla Road
- B. Placida Road
- C. North Rotonda Boulevard
- D. West Rotonda Boulevard
- E. East Rotonda Boulevard
- F. SR 776
- G. Other

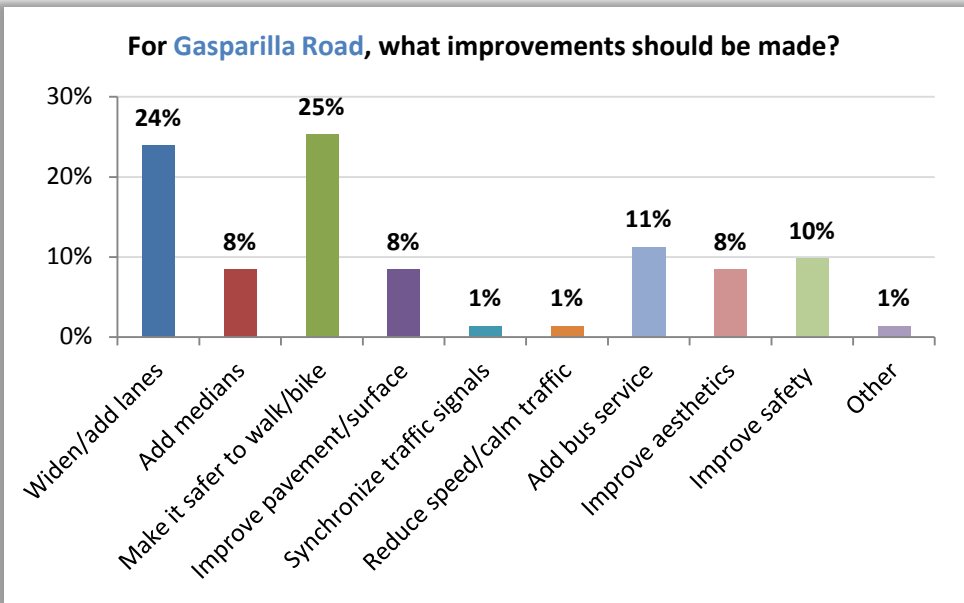


In West County, respondents believe the three roads needing improvements the most include **Gasparilla Road** (it was noted that the northern portion of Gasparilla Road will be widened in the near future), **Placida Road**, and **S McCall Road/SR 776**.

Total responses: 52

23. For Gasparilla Road, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



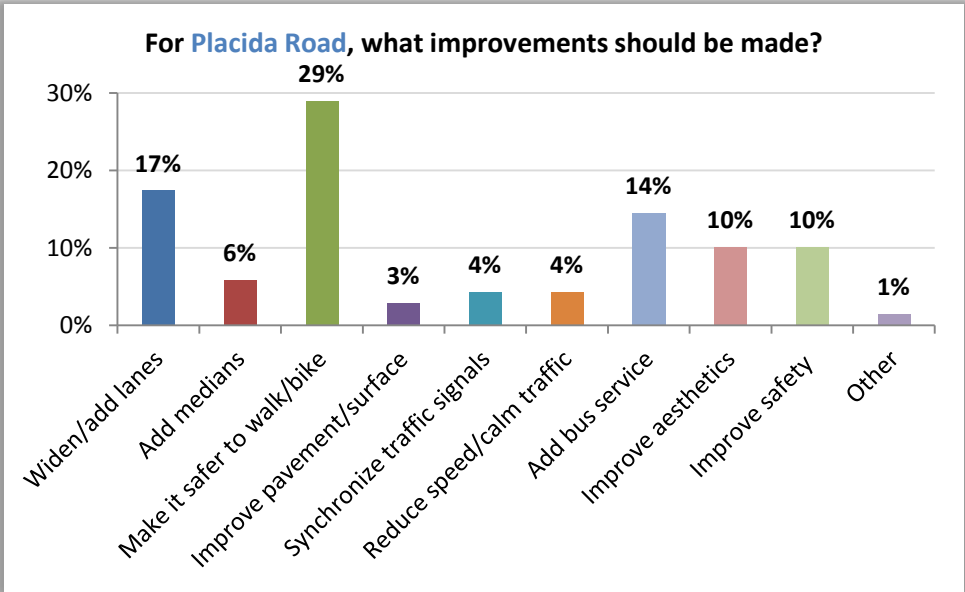
When asked about Gasparilla Road, respondents believe making it safer to walk and bike and adding lanes are the most needed improvements.

Total responses: 71

Consensus Building Workshop Summary

24. For Placida Road what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other

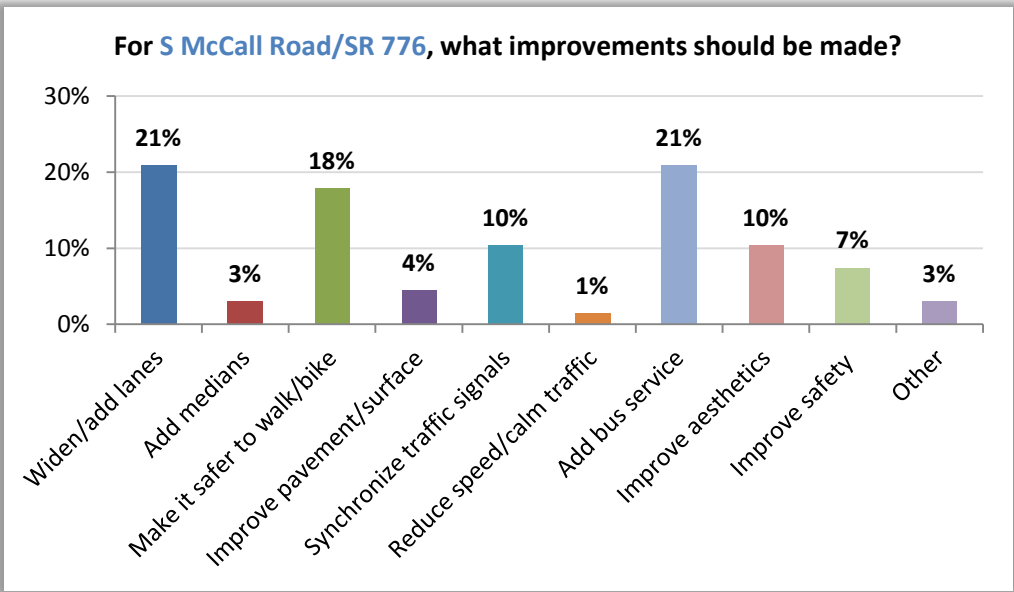


When asked about Placida Road, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 69

25. For S McCall Road/SR 776, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



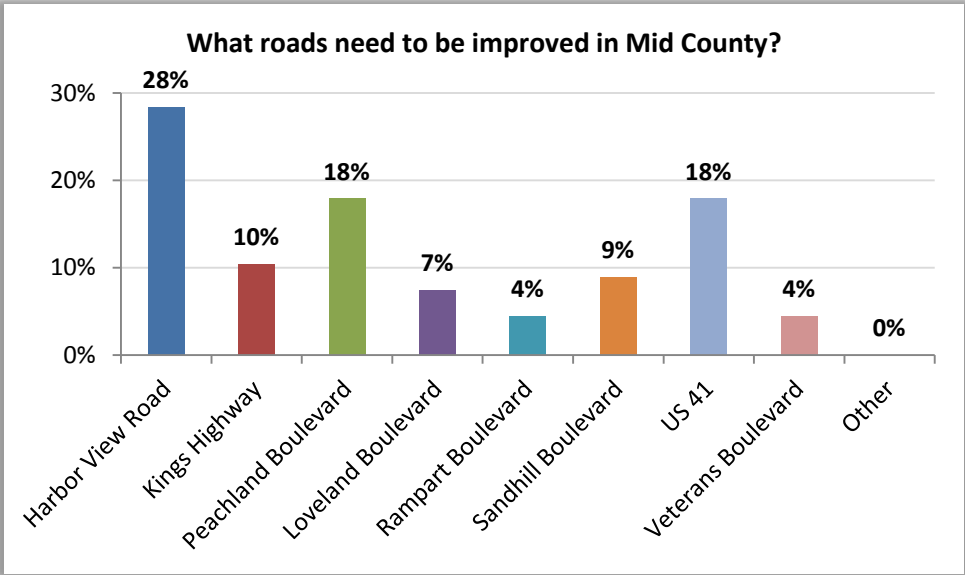
When asked about S McCall Road/SR 776, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 67

Consensus Building Workshop Summary

26. What roads need to be improved in Mid County? (CHOOSE TOP 3)

- A. Harbor View Road
- B. Kings Highway
- C. Peachland Boulevard
- D. Loveland Boulevard
- E. Rampart Boulevard
- F. Sandhill Boulevard
- G. US 41
- H. Veterans Boulevard (SR 776)
- I. Other

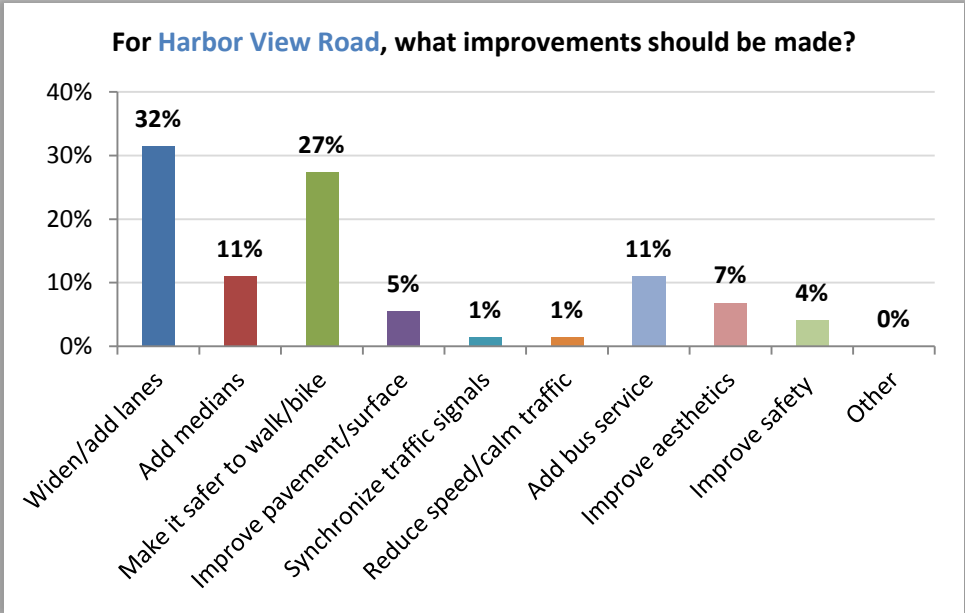


In Mid County, respondents believe the three roads needing improvements the most include **Harbor View Road** (it was noted that Harbor View Road is planned for a study to identify improvements in the near future), **Peachland Boulevard**, and **US 41**.

Total responses: 67

27. For Harbor View Road, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



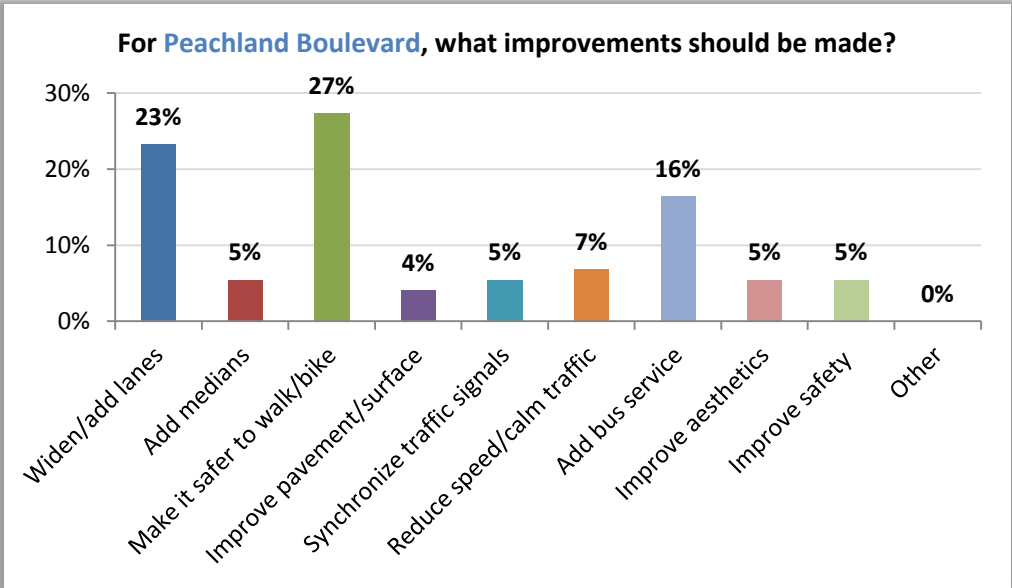
When asked about Harbor View Road, respondents believe making it safer to walk and bike and adding lanes are the most needed improvements.

Total responses: 73

Consensus Building Workshop Summary

28. For Peachland Boulevard what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other

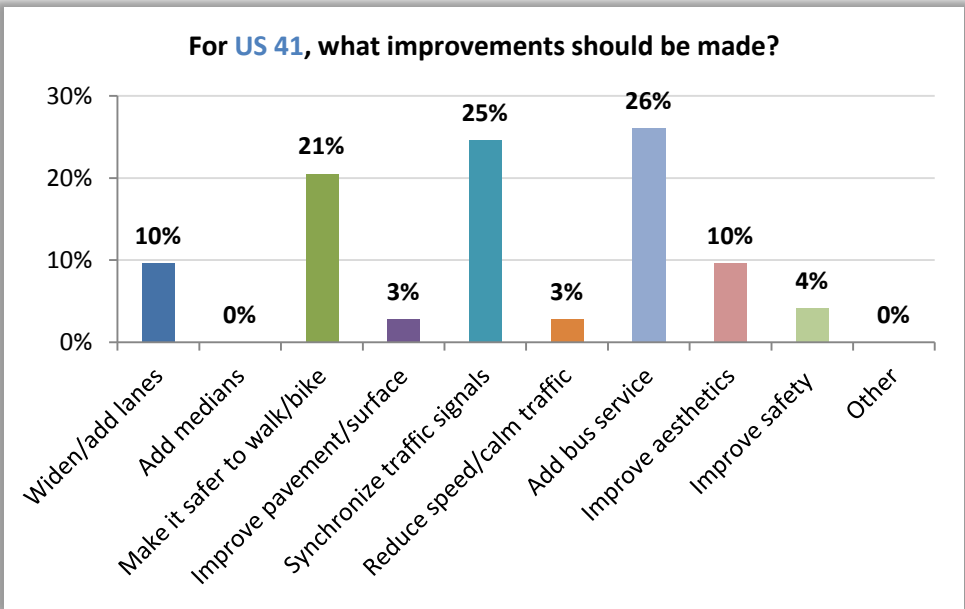


When asked about Peachland Boulevard, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 73

29. For US 41, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



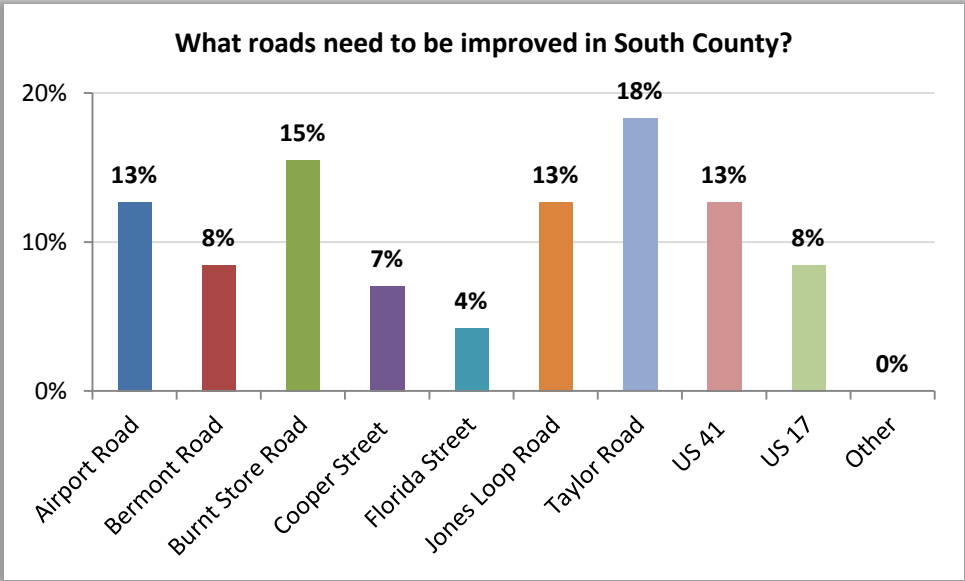
When asked about US 41, respondents believe adding bus service, synchronizing the traffic signals, making it safer to walk and bike are the most needed improvements.

Total responses: 73

Consensus Building Workshop Summary

30. What roads need to be improved in South County? (CHOOSE TOP 3)

- A. Airport Road
- B. Bermont Road
- C. Burnt Store Road
- D. Cooper Street
- E. Florida Street
- F. Jones Loop Road
- G. Taylor Road
- H. US 41
- I. US 17
- J. Other

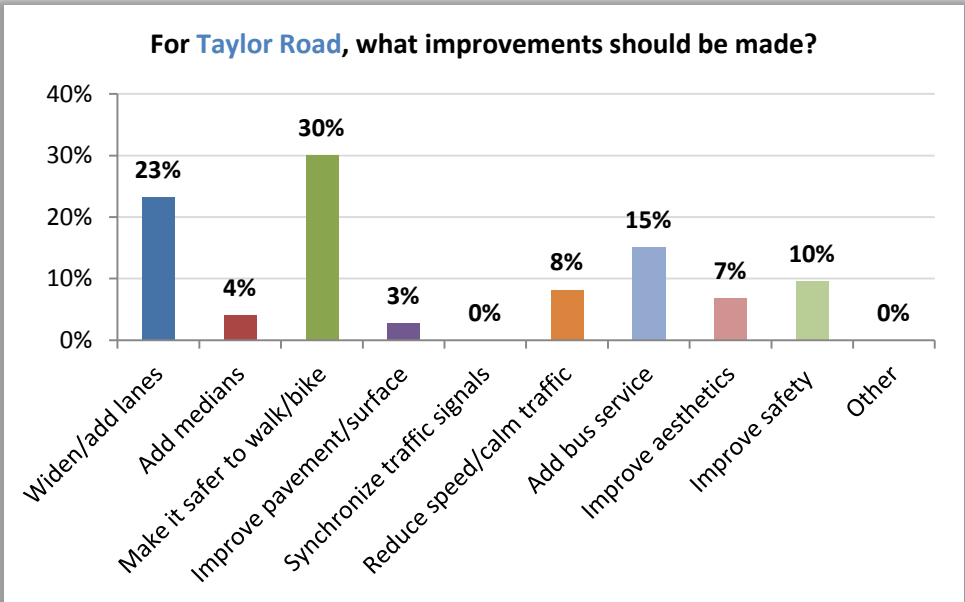


In South County, respondents believe many roads need improvements. After three roads tied for the third place, an additional vote was taken and four roads were identified: **Taylor Road, Burnt Store Road, Airport Road, and Jones Loop Road.**

Total responses: 71

31. For Taylor Road, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



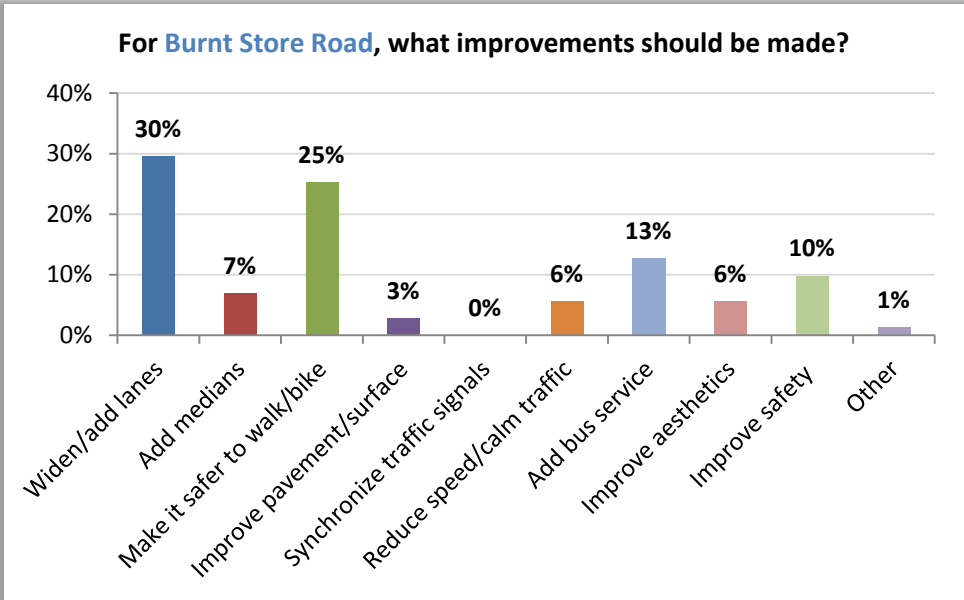
When asked about Taylor Road, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 73

Consensus Building Workshop Summary

32. For Burnt Store Road what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other

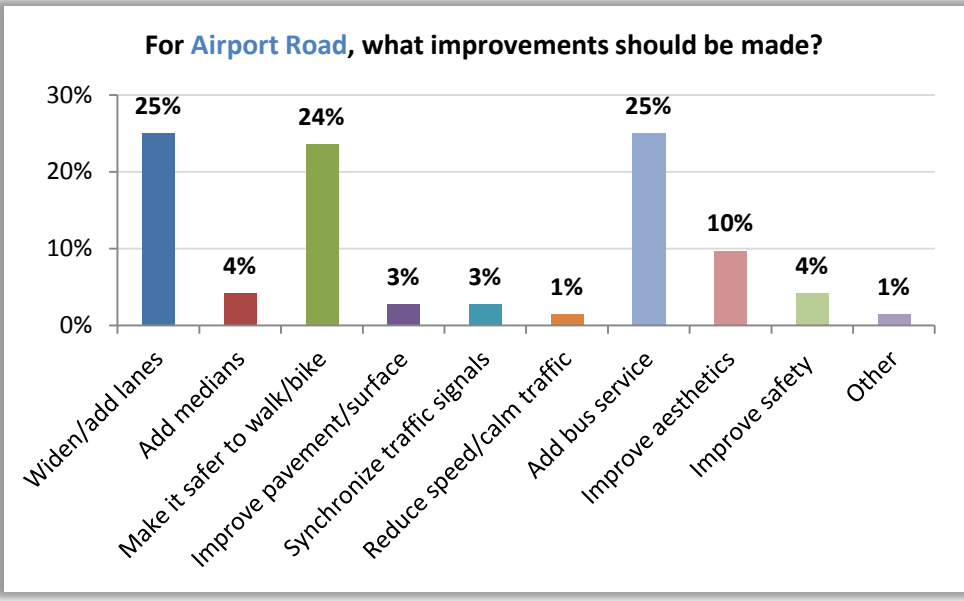


When asked about Burnt Store Road, respondents believe making it safer to walk and bike and adding lanes are the most needed improvements.

Total responses: 71

33. For Airport Road, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



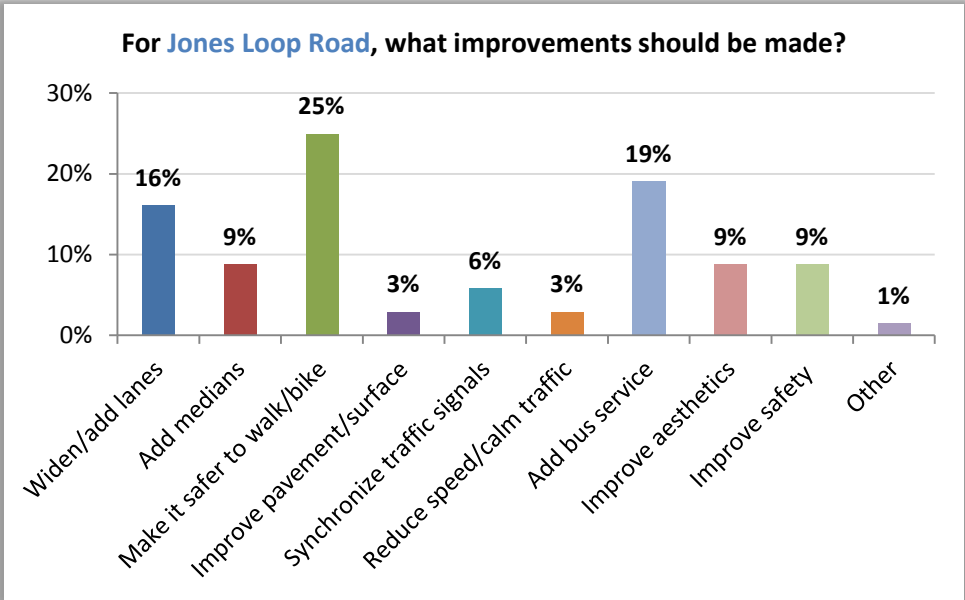
When asked about Airport Road, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 72

Consensus Building Workshop Summary

34. For Jones Loop Road, what improvements should be made? (CHOOSE TOP 3)

- A. Widen/add lanes
- B. Add medians
- C. Make it safer to walk/bike
- D. Improve pavement/surface
- E. Synchronize traffic signals
- F. Reduce speed/calm traffic
- G. Add bus service
- H. Improve aesthetics
- I. Improve safety
- J. Other



When asked about Jones Loop Road, respondents believe making it safer to walk and bike, adding lanes, and adding bus service are the most needed improvements.

Total responses: 68

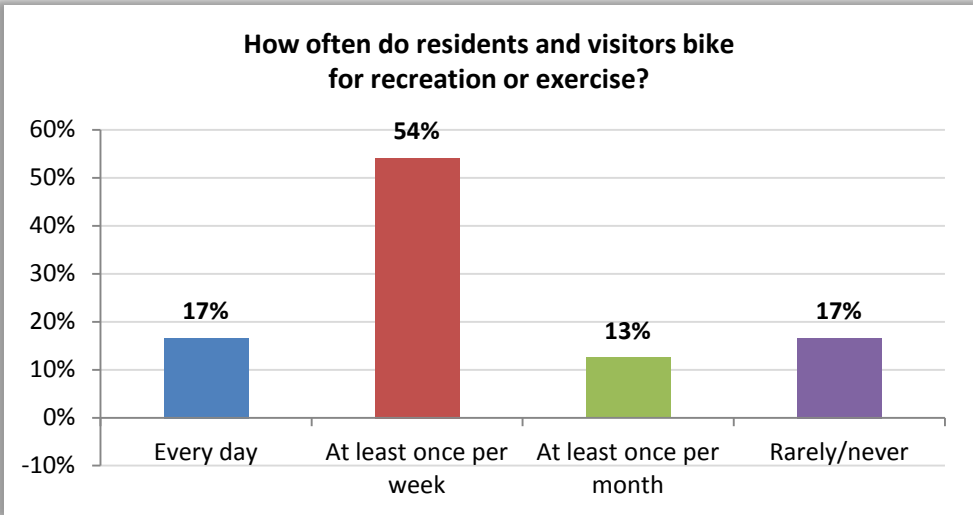
35. What roads are we missing?

- Flamingo Road
- New north-south connection

Bicycle and Pedestrian Improvements

36. How often do residents and visitors bike for recreation or exercise?

- A. Every day
- B. At least one per week
- C. At least once per month
- D. Rarely/never



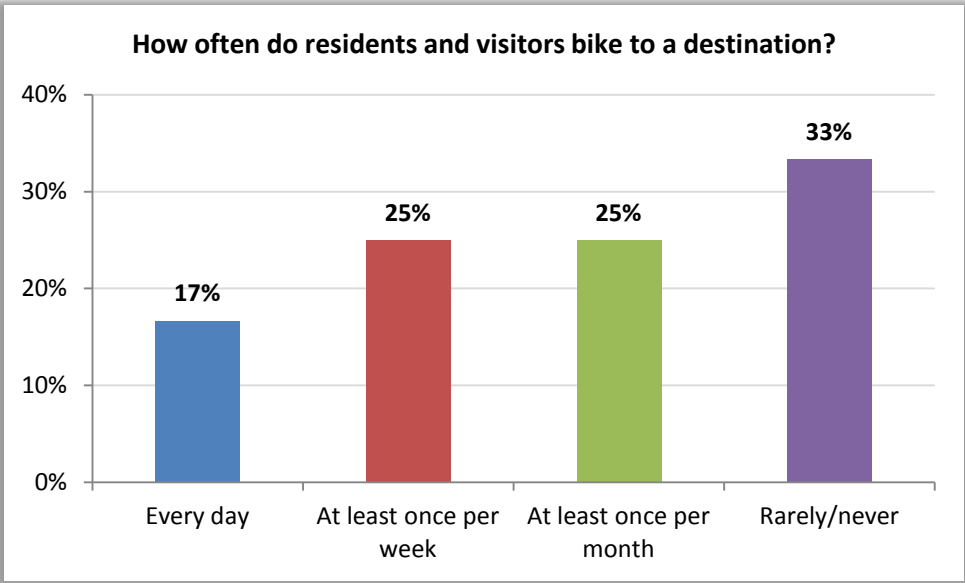
More than half of respondents believe that residents and visitors bike for recreation or exercise at least once per week.

Total responses: 24

Consensus Building Workshop Summary

37. How often do residents and visitors bike to a destination? (e.g, work, school, shopping)

- A. Every day
- B. At least one per week
- C. At least once per month
- D. Rarely/never

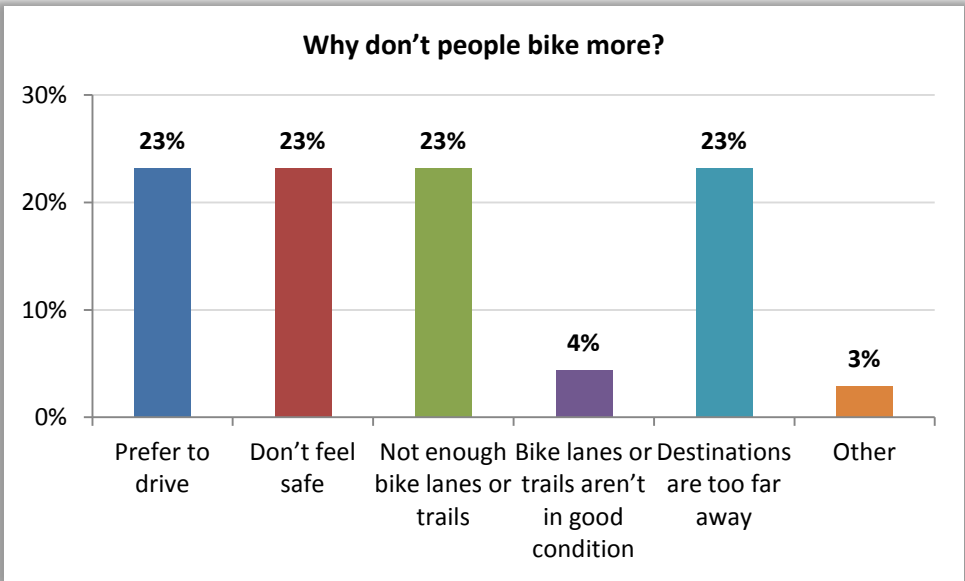


Approximately one-third of respondents believe that residents and visitors bike to a destination (such as work, school, or shopping) rarely. Nearly half believe residents and visitors bike to a destination at least once per month or once per week.

Total responses: 24

38. Why don't people bike more? (CHOOSE TOP 3)

- A. They prefer to drive
- B. They don't feel safe when riding their bicycles
- C. There aren't enough bike lanes or trails
- D. The bike lanes or trails aren't in good enough condition
- E. Their destinations are too far away
- F. Other



Respondents believe people don't bike more for several reasons: they prefer to drive, they don't feel safe, there aren't enough facilities, or their destinations are too far away.

Total responses: 69

Consensus Building Workshop Summary

39. How often do residents and visitors walk for recreation or exercise?

- A. Every day
- B. At least one per week
- C. At least once per month
- D. Rarely/never

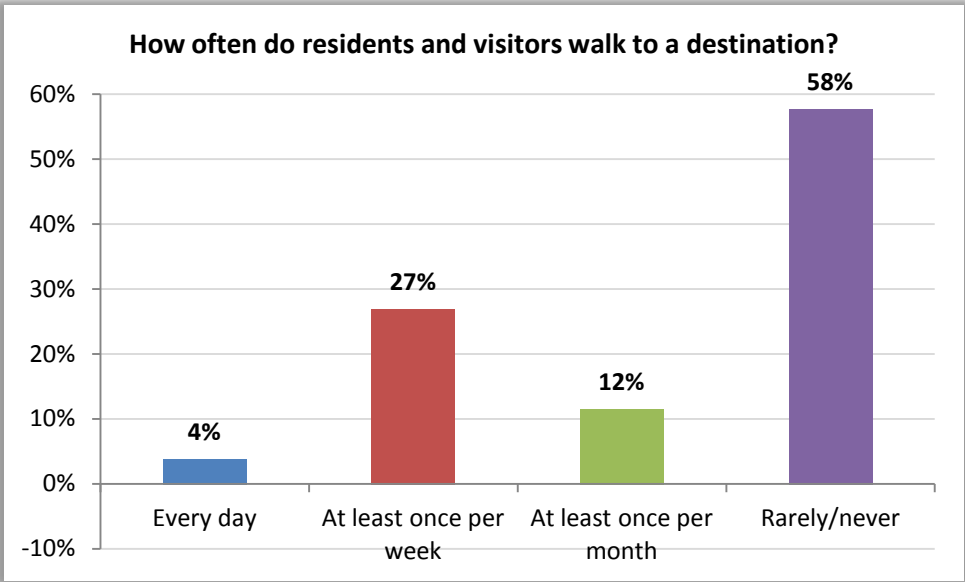


Nearly 90% of respondents believe that residents and visitors walk for recreation or exercise everyday or at least once per week.

Total responses: 25

40. How often do residents and visitors walk to a destination? (e.g, work, school, shopping)

- A. Every day
- B. At least one per week
- C. At least once per month
- D. Rarely/never



In contrast, more than half of respondents believe residents rarely or never walk to a destination.

Total responses: 26

Consensus Building Workshop Summary

41. Why don't people walk more? (CHOOSE TOP 3)

- A. They prefer to drive
- B. They don't feel safe when walking
- C. There aren't enough sidewalks or trails
- D. The sidewalks or trails aren't in good enough condition
- E. Their destinations are too far away
- F. Other



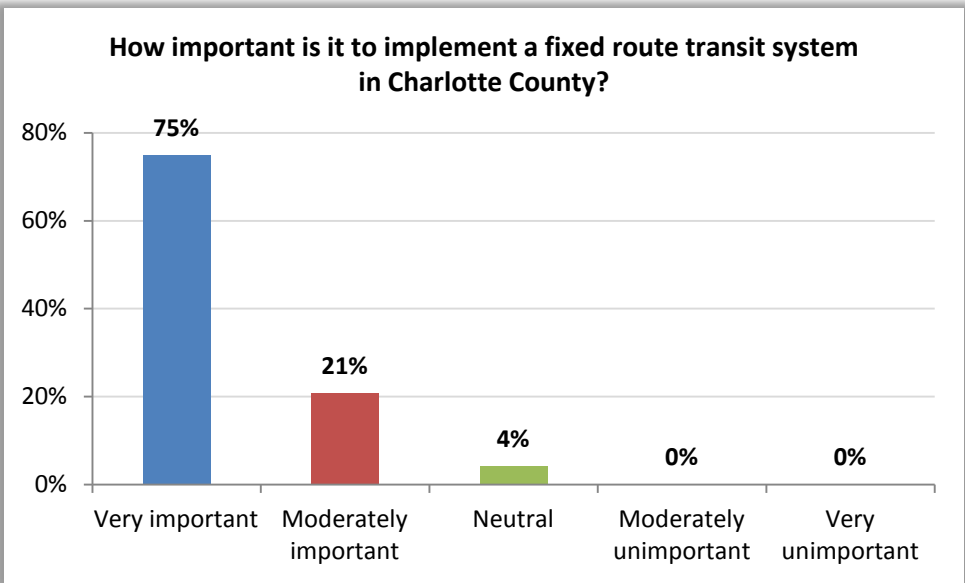
Respondents believe people don't walk more for several reasons: they prefer to drive, they don't feel safe, there aren't enough facilities, or their destinations are too far away.

Total responses: 76

Public Transportation/Transit Improvements

42. How important is it to implement a fixed route transit system in Charlotte County?

- A. Very important
- B. Moderately important
- C. Neutral
- D. Moderately unimportant
- E. Very unimportant



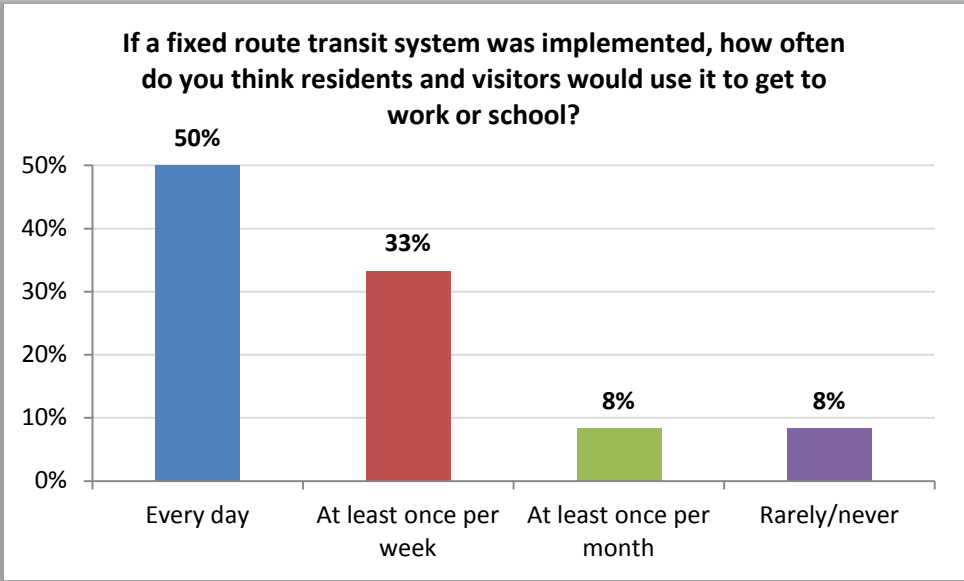
Nearly all respondents believe it is very or moderately important for Charlotte County to implement fixed route bus service.

Total responses: 24

Consensus Building Workshop Summary

43. If a fixed route transit system was implemented, how often do you think residents and visitors would use it to get to work or school?

- A. Every day
- B. At least once per week
- C. At least once per month
- D. Rarely/never

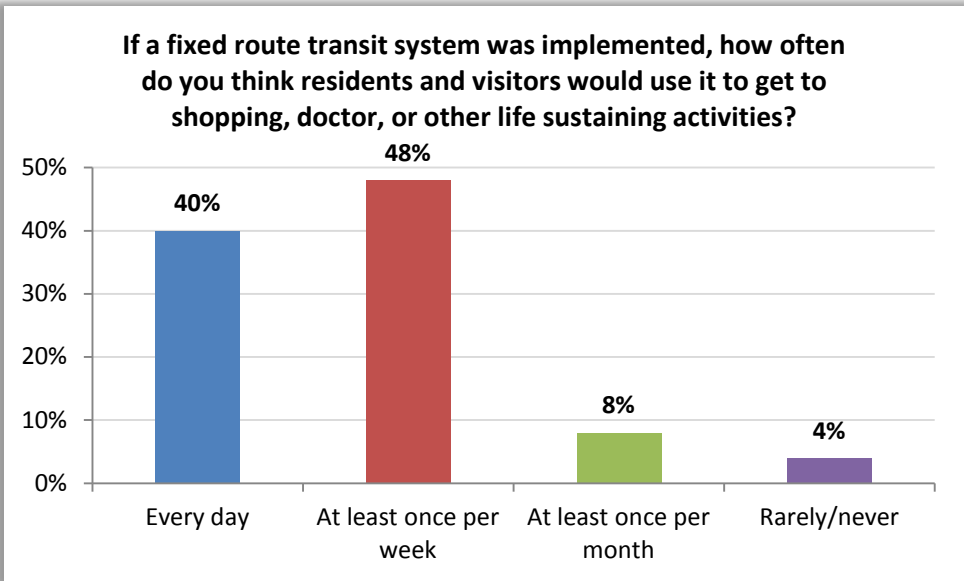


More than 80% of respondents believe residents and visitors would use transit everyday or at least once per week to get to work or school.

Total responses: 24

44. If a fixed route transit system was implemented, how often do you think residents and visitors would use it to get to shopping, doctor, or other life sustaining activities?

- A. Every day
- B. At least once per week
- C. At least once per month
- D. Rarely/never



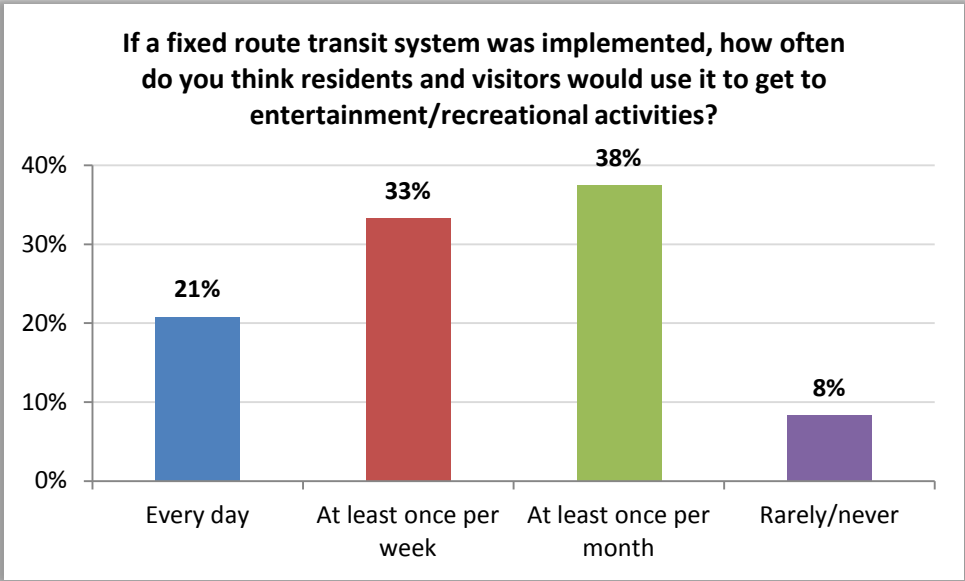
More than 80% of respondents believe residents and visitors would use transit everyday or at least once per week to get to shopping or the doctor, or other life sustaining activities.

Total responses: 25

Consensus Building Workshop Summary

45. If a fixed route transit system was implemented, how often do you think residents and visitors would use it to get to entertainment/recreational activities?

- A. Every day
- B. At least once per week
- C. At least once per month
- D. Rarely/never

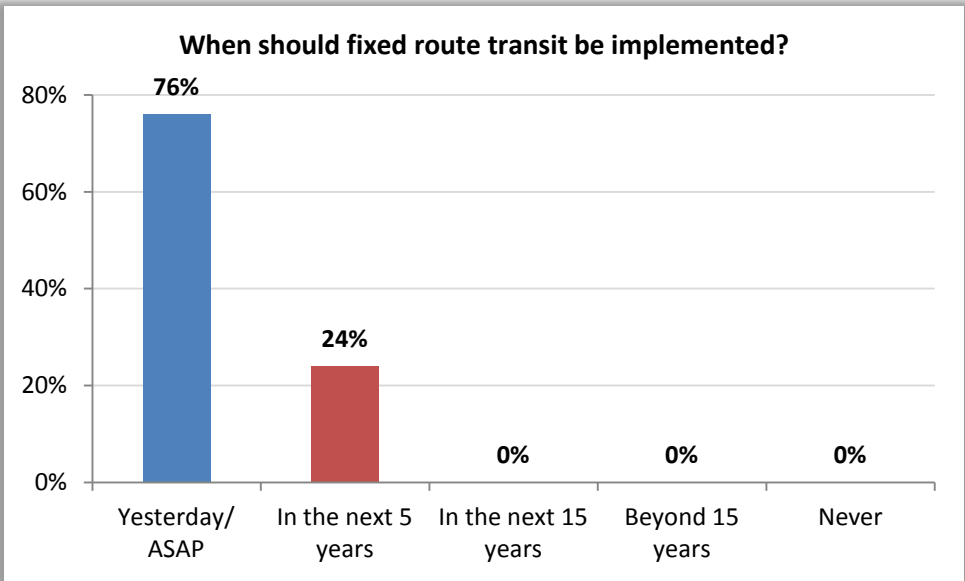


More than 80% of respondents believe residents and visitors would use transit to get to entertainment or recreational activities, however did not agree on how often.

Total responses: 24

46. When should fixed route transit be implemented?

- A. Yesterday/ASAP
- B. In the next 5 years
- C. In the next 15 years
- D. Beyond 15 years
- E. Never



All respondents believe fixed route public transit is needed in Charlotte County now or in the next five years.

Total responses: 25

Consensus Building Workshop Summary

47. What would make fixed route transit successful in Charlotte County?

- Community buy-in
- Business buy-in
- Communicate benefits
- Funding (subsidies)
- Use smaller vehicles
- Make sure the service is clean, on-time, and provides direct connections
- Market to both tourists and residents

Community Workshop Summary

Charlotte County-Punta Gorda MPO 2040 Long Range Transportation Plan Update Community Workshop Summary, Round One

West County

Date: Wednesday, March 4, 2015
Time: 3:00-6:00PM
Location: Englewood Charlotte Public Library; 3450 North Access Road, Englewood
Attendees: 16

Mid County

Date: Thursday, March 5, 2015
Time: 4:00-7:00PM
Location: Cultural Center of Charlotte County; 2280 Aaron Street, Port Charlotte
Attendees: 6

South County

Date: Tuesday, March 17, 2015
Time: 3:00-6:00PM
Location: Charlotte Harbor Event and Conference Center; 75 Taylor Street, Punta Gorda
Attendees: 13

About the meetings

The meetings were held in the later afternoon through early evenings on the three dates in March 2015. The room was set up to flow from the registration table to the information boards, activity boards and map, and presentation seating. Each meeting was set up slightly different due to the size and shape of the rooms.

The presentation was given 15 minutes into the meeting. Before and after the presentation, attendees were invited to view the informational boards and participate in the activity. Activities and responses are described below.



Community Workshop Summary

The following boards presented background information:

What is the Long Range Transportation Plan? (also called a LRTP)

- Multi-modal plan for Charlotte County
- Updated every 5 years for the 25-year planning horizon (through 2040)
- Identifies strategies to ensure future mobility
- Includes road, bicycle, pedestrian, and transit projects

Why do we need one?

- Required by the Federal Highway Administration
- Projects must be in LRTP to be added to Transportation Improvement Program (TIP)
- Transportation needs and future outlook change over time

What is the VISION of the Charlotte Transportation Plan?

The Charlotte County-Punta Gorda MPO will plan a transportation system that is affordable and efficient, supports multi-modal choices that are safe and secure for all users, and enhances the quality of life for the county's residents and visitors.

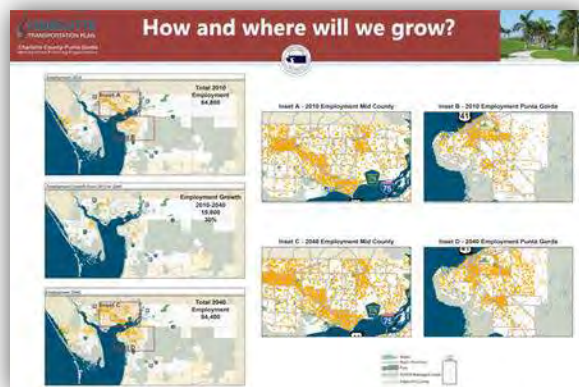
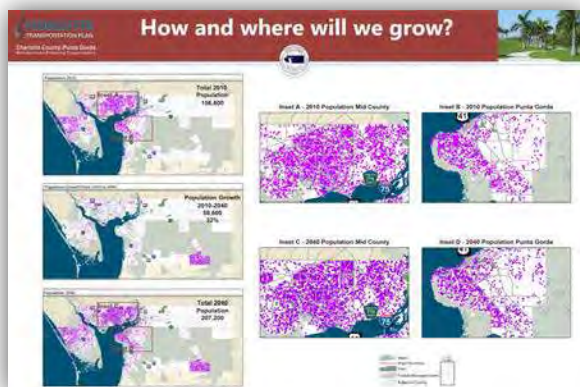
What are the GOALS of the Charlotte Transportation Plan?

1. Ensure efficient travel for all modes of transportation
2. Expand transportation choices for everyone
3. Preserve natural spaces while promoting a healthy community
4. Promote vibrant centers and the local economy
5. Enhance safety and security for everyone

Where are we in the process?

What is the timeline?

Fall 2014 - Winter 2015	
Winter - Spring 2015	
Summer 2015	
Late Summer - Early Fall 2015	



Community Workshop Summary

Where do you want to see improvements?

Attendees were then asked to draw on a map showing where they want to see improvements.

Responses included:



- **Roads**
 - ✘ Burnt Store Rd
 - ✘ CR 74/Bermont Rd
 - ✘ Hillsborough Blvd
 - ✘ Loveland Blvd
 - ✘ Midway Blvd
 - ✘ San Casa Dr
 - ✘ SR 31
 - ✘ Other Counties:
 - Sarasota County roads (River Road, SR 776, Pine Street, Winchester Boulevard)
 - DeSoto County roads (Courtly Manor Street, Peace River Street)
- **Intersections and Interchanges**
 - ✘ Add turn lanes:
 - Winchester Boulevard @ SR 776/S McCall Road
 - SR 776 @ Charlotte Sports Park
 - ✘ I-75 @ Kings Highway (improve interchange)
 - ✘ I-75 @ Raintree Boulevard (new Sarasota County interchange)
- **Bicycle/Pedestrian (add infrastructure, fill gaps)**
 - ✘ Airport Rd
 - ✘ Aquí Esta Dr
 - ✘ Burnt Store Rd
 - ✘ Cape Haze Dr
 - ✘ Cochran Blvd
 - ✘ Forrest Nelson Blvd
 - ✘ Gasparilla Rd
 - ✘ Gulfstream Blvd
 - ✘ Harbor Blvd
 - ✘ Harborview Rd
 - ✘ Hillsborough Blvd
 - ✘ Jones Loop Rd
 - ✘ Loveland Blvd
 - ✘ Midway Blvd
 - ✘ Olympia Ave/Marion Ave
 - ✘ Orlando Blvd
 - ✘ Peachland Blvd
 - ✘ Pellam Blvd
 - ✘ Piper Rd
 - ✘ Placida Rd
 - ✘ Rotonda West
 - ✘ San Casa Dr
 - ✘ SR 776/S McCall Rd
 - ✘ Taylor Rd
 - ✘ US 17
 - ✘ US 41
 - ✘ Washington Loop Rd
 - ✘ Winchester Blvd
 - ✘ South of Taylor Rd/City of Punta Gorda
 - ✘ Access to Ponce de Leon Park
 - ✘ Access to Babcock Webb WMA
- **Crosswalks**
 - ✘ Edgewater Dr @ Pellam Blvd
 - ✘ Forrest Nelson Blvd (various intersections)
 - ✘ Kings Hwy @ Veterans
 - ✘ Rotonda West (various intersections)
 - ✘ Sunset Road @ Spinnaker Boulevard (realign intersection)
 - ✘ US 41 @ Burnt Store Rd, Carmalita Street, Wyvurn Hotel

Community Workshop Summary

- **Transit**
 - ✘ Circulator service in Parkside, Punta Gorda, Murdock Circle
 - ✘ Fixed route bus along US 41 connecting Sarasota to Punta Gorda
 - ✘ Fixed route bus along SR 776/S McCall Road connecting Port Charlotte to Englewood/Englewood Community Hospital/north into Sarasota County
 - ✘ Fixed route bus Connecting to Punta Gorda Airport
 - ✘ Express Bus/BRT with stations in North Port, Murdock Circle, Parkside, and Punta Gorda
- **Other**
 - ✘ Synchronize traffic lights on SR 776/S McCall Road
 - ✘ Improve aesthetics on Forrest Nelson Boulevard and Orlando Boulevard
 - ✘ Ridesharing system based on internet contact
 - ✘ Preserve railroad right of way for future rail service (Lee County to Sarasota County) or rails to trails

Consensus Building Workshop Summary

Charlotte County-Punta Gorda MPO 2040 Long Range Transportation Plan Update Consensus Building Workshop Summary, Round Two

Date: Tuesday, May 12, 2015

Time: 1:00-4:00PM

Location: Mid County Regional Library; 2050 Forrest Nelson Boulevard, Port Charlotte)

Attendees:

Mitchell Austin
Carrie Blackwell Hussey
John Bockin
Tess Conja
Vikki Carpenter
Glama Carter
Stephen Carter
Keaton Elliott
Debrah Forester
Mark Gering
Gary Grossman
Deborah Guilbault

Bill Hawley
Angela Hemstreet
Richard Kolar
Mike Mansfield
Julie Mathis
Grover Mudd
Jerry Presseller
Trey Richards
Suzanne Roberts
Wayne Sallade
Venkat Vattikuti
John Wright

Staff:

Ned Baier (Jacobs)
Laks Gurram (CC-PG MPO)
Gary Harrell (CC-PG MPO)
Bob Herrington (CC-PG MPO)
Gene Klara (CC-PG MPO)
Brandie Miklus (Jacobs)
Jennifer Straw (Jacobs)

Format of the meeting and agenda

The meeting was held in the early afternoon on May 12, 2015. Participants were invited by MPO staff to attend. The room was set up in a U-shape to participants to communicate with the project team as well as other attendees. The project team encouraged attendees to speak up as needed, and make the conversation and activities interactive.

The meeting consisted of a presentation by the consultant team and MPO staff and activities for the participants.

Agenda:

- ✦ Welcome and Introductions
- ✦ Background of the LRTP Update
- ✦ Evaluating Projects
- ✦ Defining Activity Centers
- ✦ High Level Costs & Funding
- ✦ Prioritizing Projects
- ✦ Next Steps

The following outlines the presentation topics and activities, including results.



Consensus Building Workshop Summary

Meeting summary

Attendees went around the table and introduced themselves and stated who they represent. The project team structured the meeting around the presentation, breaking at specific spots to conduct the activities. The presentation began with a background on the LRTP update process, including why the update is needed, update schedule, goals and objectives, and population and employment projections for 2040.

Next the project team described the Cost Feasible Plan, the steps to get there, how it is determined, and why it is needed. The project team then explained where we are in the process, having defined the Needs Plan projects and identified the revenue sources and projections. Therefore, the next step is to prioritize the Needs Plan list by quantitatively scoring each project. The presentation continued with an explanation of the performance criteria agreed upon for prioritizing the projects.

Activity #1

Identifying Activity Centers

Attendees were asked to use the following criteria to identify activity centers:

- ✦ **Tier 1: regional or countywide attractor**
 - ◇ Punta Gorda Airport and growing surrounding distribution
 - ◇ Downtown Punta Gorda
 - ◇ Employment Centers (now and future)
- ✦ **Tier 2: large community or sub-regional focus**
 - ◇ Shopping mall or shopping districts
 - ◇ Smaller “downtowns” or redevelopment districts
 - ◇ Beaches
- ✦ **Tier 3: neighborhood focal point**
 - ◇ Civic or community focal points, commercial areas, parks

Maps were secured to the walls around the room showing 10 suggested activity centers. Attendees were split into groups of five or six and asked to mark additional activity centers on the maps, and identify which tier they fall under. The following activity centers (and tiers) were identified:

Name	Source	Final Tier Rank
Englewood Beach	Original	2
Merchants Crossing	Original	2
Port Charlotte Town Center/County Administration	Original	1
Cultural Center of Charlotte County	Original	2
Downtown Punta Gorda	Original	1
Florida South Western State College	Original	3
Punta Gorda Airport	Original	1
Colonial Promenades Shopping Center	Original	3
Port Charlotte Beach Park	Original	2
Charlotte Sports Park	Original	2
Park Side Festival Grounds	Consensus	2
Murdock Village	Consensus	1

Consensus Building Workshop Summary

Name	Source	Final Tier Rank
Charlotte Harbor (Bayshore Live Oak)	Consensus	2
Peachland Promenade (Sandhill Area, Kings@I-75, future neighborhood growth)	Consensus	2
McCall/Rotonda	Consensus	2
Placida	Consensus	2
North Charlotte (Fuccilloville)	Consensus	3
Florida Tracks and Trails	Consensus	2
Burnt Store Road	Consensus	3
Fisherman's Village	Consensus	2
Muscle Car City	Consensus	3
Ponce de Leon Park	Consensus	3
Walmart Distribution	Consensus	3
Oyster Creek Park	Consensus	3
Cattle Dock 771/776 Area	Consensus	2
Boca Grande and Placida	Consensus	3
Botanical Garden	Consensus	3

Activity #2

How should projects be funded in the 2040 Plan?

The presentation continued with a discussion of each of the mode choices that gets funded in the LRTP, including high level cost estimates by project type. Attendees were given \$100 fake money and asked to allocate their money into four different pots. The results are provided below:

Mode	Percentage Allocated
Transit	31.3%
Auto and Freight	38.8%
Bicycle and Pedestrian	13.9%
Congestion Management	16.0%
Total	100%

Activity #3

Prioritizing Projects

The project team asked the attendees to begin the process of prioritizing the road, bicycle and pedestrian, and transit projects. The following outlines the highest priorities for each mode:

✦ **Road Projects:**

High

- ✦ Burnt Store Road (Zemel Road to Scham Road)
- ✦ Harborview Road (Melbourne Street to east of I-75)
- ✦ Taylor Road (Airport Road to US 41)
- ✦ Airport Road (US 41 to Piper Road)
- ✦ Henry Street (Golf Course Boulevard to Grove Blvd)
- ✦ Toledo Blade Boulevard (SR 776 to Hillsborough Boulevard)

Consensus Building Workshop Summary

Medium

- ✧ Peachland Boulevard (Harbor Boulevard to Cochran Boulevard)
- ✧ SR 776/S McCall Road (Crestview Drive to Wilmington Boulevard)—NO COMMUNITY SUPPORT

Low

- ✧ Placida Road (SR 776 to San Casa Drive)

✧ **Bicycle/Pedestrian Projects:**

- ✧ US 41
- ✧ Cochran Boulevard
- ✧ Harbor Boulevard
- ✧ Taylor Road
- ✧ Olympia Avenue/Marion Avenue
- ✧ Harborview Road

✧ **Transit:**

- ✧ Fixed Route: Punta Gorda to North Port
- ✧ Flex: Punta Gorda
- ✧ Fixed Route: Port Charlotte to Englewood (Beach Hopper)
- ✧ Flex: Englewood
- ✧ Fixed Route: Lake Suzy, Punta Gorda, Punta Gorda Airport
- ✧ Flex: Port Charlotte West
- ✧ Flex: Port Charlotte East

Community Workshop Summary

Charlotte County-Punta Gorda MPO 2040 Long Range Transportation Plan Update Community Workshop Summary, Round Two

West County

Date: Tuesday, May 19, 2015
Time: 4:00-6:00PM
Location: Englewood Charlotte Public Library; 3450 North Access Road, Englewood
Attendees: 4

South County

Date: Wednesday, May 20, 2015
Time: 4:00-6:00PM
Location: Charlotte Harbor Event and Conference Center; 75 Taylor Street, Punta Gorda
Attendees: 11

Mid County

Date: Thursday, May 21, 2015
Time: 4:00-6:00PM
Location: Cultural Center of Charlotte County; 2280 Aaron Street, Port Charlotte
Attendees: 20

About the meetings

The meetings were held in early evenings on the three dates in May 2015. The room was set up to flow from the registration table to the information boards, activity boards, and presentation seating. Each meeting was set up slightly different due to the size and shape of the rooms.

The presentation was given 15 minutes into the meeting. Before and after the presentation, attendees were invited to view the informational boards and participate in the activity. Activities and responses are described below.



Community Workshop Summary

The following display boards presented background information:

What is the Long Range Transportation Plan? (also called a LRTP)

- Multi-modal plan for Charlotte County
- Updated every 5 years for the 25-year planning horizon (through 2040)
- Identifies strategies to ensure future mobility
- Includes road, bicycle, pedestrian, and transit projects

Why do we need one?

- Required by the Federal Highway Administration
- Projects must be in LRTP to be added to Transportation Improvement Program (TIP)
- Transportation needs and future outlook change over time

What is the VISION of the Charlotte Transportation Plan?

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What are the GOALS of the Charlotte Transportation Plan?

1. Ensure efficient travel for all modes of transportation
2. Expand transportation choices for everyone
3. Preserve natural spaces while promoting a healthy community
4. Promote vibrant centers and the local economy
5. Enhance safety and security for everyone

Where are we in the process?

What is the timeline?

Fall 2014 - Winter 2015	Develop Goals and Objectives Develop 2015 Priorities and Program
Winter - Spring 2015	Develop 2015 Priorities and Program Develop 2015 Priorities and Program
Summer 2015	Review the Benefits, Costs, and Impacts of Proposed Programs Review 2015 Priorities and Program
Late Summer - Early Fall 2015	Review 2015 Priorities and Program ADOPT THE PLAN

What is Congestion Management?

Systematic approach to:

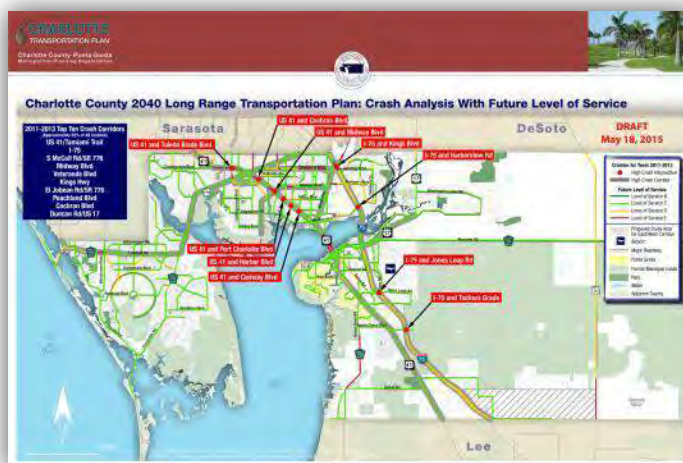
- Improve performance and reliability
- Reduce demand
- Manage system operation
- Add Capacity (add lanes) as last resort

Goals of the Congestion Management Plan:

- Reduce vehicle miles of travel per capita
- Increase the viability and usage of non-automobile modes of travel
- Improve and increase transit as a viable transportation alternative
- Improve roadway operations to reduce congestion

What are some congestion management strategies?

Intelligent Transportation Systems (ITS) Dynamic message signs Advanced traveler information systems Integrated Corridor Management Transit signal priority	Dynamic Message Signs 	Integrated Corridor Management
Transportation Systems Management Strategies Traffic signal coordination Channelization Intersection improvements Streetblock removal	Traffic Signal Coordination 	Channelization
Access Management Coordinated land design and land use Median to control turning Clustered development with connectivity	Median to Control Turning 	Intersection Improvements
Incident Management Freeway incident detection and management Centralized traffic management centers Video traffic surveillance Emergency response teams	Centralized Traffic Management Centers 	Add Lanes
Add Capacity Add travel lanes to existing roads Build/upgrade alternative routes		



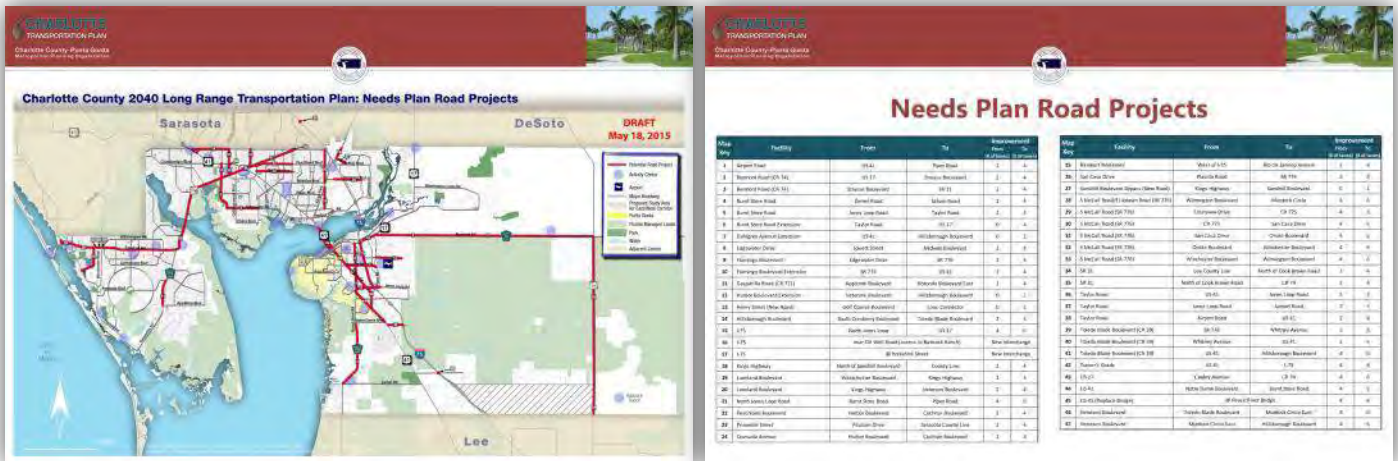
Community Workshop Summary

Activity Responses

What are your priorities?

Attendees were asked to look at the maps and using the handout provided, to select their top priority projects for the following modes: roads (capacity), bicycle & pedestrian, and transit.

Road Projects



Responses (includes up to top 10 projects selected by participants):

Map Key	Facility	From	To	Improvement (# of lanes)		Road Priority
				From	To	
R 1	Airport Rd	US 41	Piper Rd	2	4	7
R 2	Bermont Rd (CR 74)	US 17	Strasse Blvd	2	4	2
R 3	Bermont Rd (CR 74)	Strasse Blvd	SR 31	2	4	3
R 4	Burnt Store Rd	Zemel Rd	Scham Rd	2	4	9
R 5	Burnt Store Rd	Jones Loop Rd	Taylor Road	2	4	5
R 6	Burnt Store Rd Ext.	Taylor Rd	Florida St	0	4	6
R 7	Dahlgren Ave Ext.	US 41	Hillsborough Blvd	0	2	2
R 8	Edgewater Dr	Jowett St	Midway Blvd	2	4	7
R 9	Flamingo Blvd	Edgewater Dr	SR 776	2	4	6
R 10	Flamingo Blvd Ext.	SR 776	US 41	2	4	1
R 11	Gasparilla Rd (CR 771)	Appleton Blvd	Rotonda Blvd East	2	4	2
R 12	Harbor Blvd Ext.	Veterans Blvd	Hillsborough Blvd	0	2	4
R 13	Henry St (New Road)	Golf Course Blvd	Grove Blvd	0	2	1
R 14	Hillsborough Blvd	South Cranberry Blvd	Toledo Blade Blvd	2	4	1
R 15	I-75	North Jones Loop	US 17	4	6	1
R 16	I-75	near Oil Well Rd (access to Babcock Ranch)		New Interchange		1
R 17	I-75	@ Yorkshire St		New Interchange		2
R 18	Kings Highway	North of Sandhill Blvd	County Line	2	4	2
R 19	Loveland Blvd	Westchester Blvd	Kings Highway	2	4	2
R 20	Loveland Blvd	Kings Highway	Veterans Blvd	2	4	5
R 21	North Jones Loop Rd	Burnt Store Rd	Piper Rd	4	6	1

Community Workshop Summary

Map Key	Facility	From	To	Improvement (# of lanes)		Road Priority
				From	To	
R 22	Peachland Blvd	Cochran Blvd	Harbor Blvd	2	4	5
R 23	Prineville St	Paulson Dr	Sarasota County Line	2	4	2
R 24	Quesada Avenue	Harbor Blvd	Cochran Blvd	2	4	3
R 25	Rampart Blvd	West of I-75	Rio De Janeiro Ave	2	4	1
R 26	San Casa Dr	Placida Rd	SR 776	2	4	3
R 27	Sandhill Blvd Bypass (New Road)	Kings Highway	Sandhill Blvd	0	2	2
R 28	S McCall Rd/El Jobean Rd (SR 776)	Wilmington Blvd	Murdock Cir	4	6	3
R 29	S McCall Rd (SR 776)	Crestview Dr	CR 775	4	6	3
R 30	S McCall Rd (SR 776)	CR 775	San Casa Dr	4	6	
R 31	S McCall Rd (SR 776)	San Casa Dr	Oriole Blvd	4	6	
R 32	S McCall Rd (SR 776)	Oriole Blvd	Winchester Blvd	4	6	
R 33	S McCall Rd (SR 776)	Winchester Blvd	Wilmington Blvd	4	6	
R 34	SR 31	Lee County Line	Cook Brown Rd	2	4	
R 35	SR 31	Cook Brown Rd	CR 74	2	4	
R 36	Taylor Rd	US 41	Jones Loop Rd	2	4	6
R 37	Taylor Road	Jones Loop Rd	Airport Rd	2	4	9
R 38	Taylor Road	Airport Rd	US 41	2	4	9
R 39	Toledo Blade Blvd	SR 776	Whitney Ave	2	6	1
R 40	Toledo Blade Blvd	Whitney Ave	US 41	2	6	2
R 41	Toledo Blade Blvd	US 41	Hillsborough Blvd	4	6	
R 42	Tucker's Grade	US 41	I-75	4	6	3
R 43	US 17	Copley Ave	CR 74	4	6	
R 44	US 41	Notre Dame Blvd	Burnt Store Rd	4	6	
R 45	US 41 (Replace Bridge)	@ Peace River Bridge		4	6	1
R 46	Veterans Boulevard	Toledo Blade Blvd	Murdock Cir East	4	6	2
R 47	Veterans Boulevard	Murdock Cir East	Hillsborough Blvd	4	6	

Map Key column corresponds to the project numbers on the map.

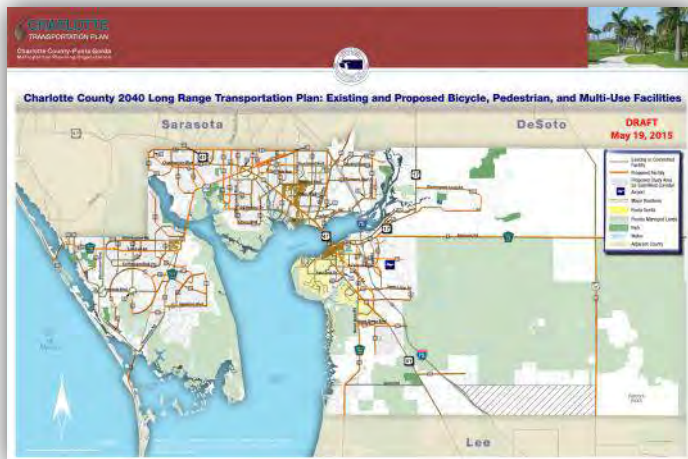
Projects that received 5 or more votes are highlighted in yellow.

Top responses include, in order:

- ✦ **Burnt Store Road** from Zemel Road to Scham Road (2 lanes to 4 lanes)—total votes: 9
- ✦ **Taylor Road** from Jones Loop to Airport Road (2 lanes to 4 lanes)—total votes: 9
- ✦ **Taylor Road** from Airport Road to US 41 (2 lanes to 4 lanes)—total votes: 9
- ✦ **Airport Road** from US 41 to Piper Road (2 lanes to 4 lanes)—total votes: 7
- ✦ **Edgewater Drive** from Jowett Street to Midway Boulevard (2 lanes to 4 lanes)—total votes: 7
- ✦ **Burnt Store Road Extension** from Taylor Road to US 17 (new 4-lane road)—total votes: 6
- ✦ **Flamingo Boulevard** from Edgewater Drive to SR 776 (2 lanes to 4 lanes)—total votes: 6
- ✦ **Taylor Road** from US 41 to Jones Loop Road (2 lanes to 4 lanes)—total votes: 6
- ✦ **Burnt Store Road** from Jones Loop Road to Taylor Road (2 lanes to 4 lanes)—total votes: 5
- ✦ **Loveland Boulevard** from Kings Highway to Veterans Boulevard (2 lanes to 4 lanes)—total votes: 5
- ✦ **Peachland Boulevard** from Cochran Boulevard to Harbor Boulevard (2 lanes to 4 lanes)—total votes: 5

Community Workshop Summary

Bicycle and Pedestrian Projects



Needs Plan Bicycle, Pedestrian, and Multi-use Trails Projects

Map Key	Facility	Map Key	Facility	Map Key	Facility	Map Key	Facility
BP 1	Airport Rd	BP 27	Enterprise Dr/Paulson Dr	BP 52	Marathon Blvd	BP 77	Seaside Blvd East
BP 2	Appleton Blvd	BP 28	Flamingo Blvd (segment 1)	BP 53	Marathon Blvd	BP 78	Seaside Blvd West
BP 3	Atwater St	BP 29	Flamingo Blvd Ext.	BP 54	Marathon Blvd	BP 79	Seaside Blvd
BP 4	Bermont Rd (CR 74)	BP 30	Flamingo Blvd (segment 2)	BP 55	Marathon Blvd	BP 80	Seaside Blvd
BP 5	Birchcrest Blvd	BP 31	Florida St	BP 56	Marathon Blvd	BP 81	Seaside Blvd
BP 6	Biscayne Dr	BP 32	Gasparilla Rd (CR 771)	BP 57	Marathon Blvd	BP 82	Seaside Blvd
BP 7	Boca Grande Causeway	BP 33	Gillot Blvd	BP 58	Marathon Blvd	BP 83	Seaside Blvd
BP 8	Boundary Blvd	BP 34	Golf Course Blvd	BP 59	Marathon Blvd	BP 84	Seaside Blvd
BP 9	Broadpoint Dr	BP 35	Green Gulf Blvd	BP 60	Marathon Blvd	BP 85	Seaside Blvd
BP 10	Burnt Store Rd (segment 1)	BP 36	Gulf Blvd	BP 61	Marathon Blvd	BP 86	Seaside Blvd
BP 11	Burnt Store Rd (segment 2)	BP 37	Gulfstream Blvd	BP 62	Marathon Blvd	BP 87	Seaside Blvd
BP 12	Burnt Store Rd Ext.	BP 38	Harborview Rd	BP 63	Marathon Blvd	BP 88	Seaside Blvd
BP 13	Calumet Blvd	BP 39	Harbor Blvd Ext.	BP 64	Marathon Blvd	BP 89	Seaside Blvd
BP 14	Campbell St	BP 40	Harness Rd	BP 65	Marathon Blvd	BP 90	Seaside Blvd
BP 15	Cape Haze Dr	BP 41	Henry St	BP 66	Marathon Blvd	BP 91	Seaside Blvd
BP 16	Chamberlain Blvd	BP 42	Henry St (New Road)	BP 67	Marathon Blvd	BP 92	Seaside Blvd
BP 17	Chancellor Blvd	BP 43	Hillsborough Blvd	BP 68	Marathon Blvd	BP 93	Seaside Blvd
BP 18	Collingswood Blvd	BP 44	Hinton St	BP 69	Marathon Blvd	BP 94	Seaside Blvd
BP 19	Como St	BP 45	Ingram Blvd	BP 70	Marathon Blvd	BP 95	Seaside Blvd
BP 20	Cooper St	BP 46	Jacobs St	BP 71	Marathon Blvd	BP 96	Seaside Blvd
BP 21	Cornelius Blvd	BP 47	Jones Loop Rd	BP 72	Marathon Blvd	BP 97	Seaside Blvd
BP 22	Dahlgren Ave Ext.	BP 48	Kings Highway	BP 73	Marathon Blvd	BP 98	Seaside Blvd
BP 23	Deep Creek Blvd	BP 49	Lavilla Rd	BP 74	Marathon Blvd	BP 99	Seaside Blvd
BP 24	Edgewater Dr	BP 50	Loveland Blvd (segment 1)	BP 75	Marathon Blvd	BP 100	Seaside Blvd
BP 25	Eisenhower Dr	BP 51	Loveland Blvd (segment 2)	BP 76	Marathon Blvd		
BP 26	Elmira Blvd	BP 52	Marathon Blvd				

Responses (includes up to top 10 corridors selected by participants):

Map Key	Facility	Priority
BP 1	Airport Rd	7
BP 2	Appleton Blvd	
BP 3	Atwater St	1
BP 4	Bermont Rd (CR 74)	1
BP 5	Birchcrest Blvd	1
BP 6	Biscayne Dr	
BP 7	Boca Grande Causeway	3
BP 8	Boundary Blvd	1
BP 9	Broadpoint Dr	
BP 10	Burnt Store Rd (segment 1)	4
BP 11	Burnt Store Rd (segment 2)	4
BP 12	Burnt Store Rd Ext.	2
BP 13	Calumet Blvd	
BP 14	Campbell St	
BP 15	Cape Haze Dr	
BP 16	Chamberlain Blvd	1
BP 17	Chancellor Blvd	
BP 18	Collingswood Blvd	
BP 19	Como St	
BP 20	Cooper St	4
BP 21	Cornelius Blvd	
BP 22	Dahlgren Ave Ext.	
BP 23	Deep Creek Blvd	2
BP 24	Edgewater Dr	11
BP 25	Eisenhower Dr	
BP 26	Elmira Blvd	1

Map Key	Facility	Priority
BP 27	Enterprise Dr/Paulson Dr	
BP 28	Flamingo Blvd (segment 1)	3
BP 29	Flamingo Blvd Ext.	
BP 30	Flamingo Blvd (segment 2)	2
BP 31	Florida St	1
BP 32	Gasparilla Rd (CR 771)	5
BP 33	Gillot Blvd	4
BP 34	Golf Course Blvd	
BP 35	Green Gulf Blvd	
BP 36	Gulf Blvd	
BP 37	Gulfstream Blvd	4
BP 38	Harborview Rd	9
BP 39	Harbor Blvd Ext.	7
BP 40	Harness Rd	
BP 41	Henry St	2
BP 42	Henry St (New Road)	
BP 43	Hillsborough Blvd	
BP 44	Hinton St	2
BP 45	Ingram Blvd	2
BP 46	Jacobs St	
BP 47	Jones Loop Rd	4
BP 48	Kings Highway	8
BP 49	Lavilla Rd	1
BP 50	Loveland Blvd (segment 1)	3
BP 51	Loveland Blvd (segment 2)	2
BP 52	Marathon Blvd	

Community Workshop Summary

Map	Facility	Priority
BP 53	Melbourne St	
BP 54	Midway Blvd	10
BP 55	North Jones Loop Rd	2
BP 56	Notre Dame Blvd	1
BP 57	Oceanspray Blvd	2
BP 58	Ohara Blvd	1
BP 59	Oil Well Rd	
BP 60	Olean Blvd	5
BP 61	Orlando Blvd	
BP 62	Oxford Dr	2
BP 63	Parade Circle	
BP 64	Pear St/Wintergarden Ave	
BP 65	Peachland Blvd	5
BP 66	Pine St	3
BP 67	Port Charlotte Blvd	1
BP 68	Prineville St	
BP 69	Quesada Avenue	2
BP 70	Ramblewood St	
BP 71	Rampart Blvd	2
BP 72	Ravenswood Blvd	
BP 73	Regent Rd	
BP 74	Rio De Janerio Ave	
BP 75	Rio Villa Dr	1
BP 76	Riverside Dr	1
BP 77	Rotonda Blvd East	3

Map	Facility	Priority
BP 78	Rotonda Blvd South	1
BP 79	San Casa Dr	3
BP 80	San Domingo Blvd	
BP 81	Sandhill Blvd	3
BP 82	Sandhill Blvd Bypass (New Road)	1
BP 83	S McCall Rd/El Jobean Rd (SR 776)	3
BP 84	S McCall Rd (SR 776)	2
BP 85	Scham Rd	
BP 86	Seasons Dr	
BP 87	Spinnaker Blvd	2
BP 88	SR 31	1
BP 89	St Paul Dr	
BP 90	Sulstone Dr/Highlands Rd	1
BP 91	Sunnybrook Blvd	3
BP 92	Taylor Rd	5
BP 93	Toledo Blade Blvd	3
BP 94	Tucker's Grade	1
BP 95	US 17	5
BP 96	US 41 (segment 1)	6
BP 97	US 41 (Replace Bridge)	4
BP 98	US 41 (segment 2)	6
BP 99	Veterans Boulevard	2
BP 100	Washington Loop Rd	
BP 101	Wilmington Rd	2
(write-in)	Aaron Street	2

Map Key column corresponds to the project numbers on the map.

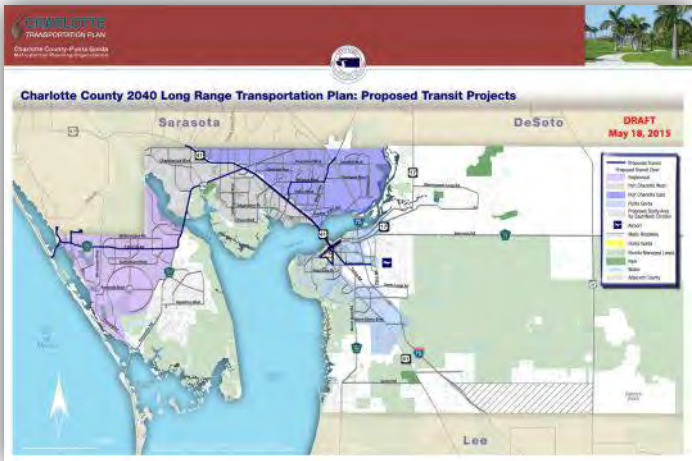
Projects that received 5 or more votes are highlighted in yellow.

Top responses include (highlighted in yellow):

- ✦ **Edgewater Drive**—total votes: 11
- ✦ **Midway Boulevard**—total votes: 10
- ✦ **Harborview Road**—total votes: 9
- ✦ **Kings Highway**—total votes: 8
- ✦ **Airport Road**—total votes: 7
- ✦ **Harbor Boulevard Extension**—total votes: 7
- ✦ **US 41 (Segment 1)**—total votes: 6
- ✦ **US 41 (Segment 2)**—total votes: 6
- ✦ **Gasparilla Road (CR 771)**—total votes: 5
- ✦ **Olean Boulevard**—total votes: 5
- ✦ **Peachland Boulevard**—total votes: 5
- ✦ **Taylor Road**—total votes: 5
- ✦ **US 17**—total votes: 5

Community Workshop Summary

Transit Projects



Responses:

Route	1s	2s	3s	Average
Route connecting downtown Punta Gorda to North Port	10	4	1	1.4
Route connecting Lake Suzy, downtown Punta Gorda, and Punta Gorda Airport	2	7	6	2.27
Beach hopper connecting Port Charlotte and Englewood	4	3	8	2.27

Attendees were also asked if they would add any projects. The only additional project suggested was a route between downtown Punta Gorda and North Ft. Myers connecting at Pine Island Road.

How much would you invest?

Attendees were asked how much they would invest in each mode: roads (capacity), bicycle & pedestrian, transit, and Congestion Management. Each attendee was given \$100 and asked to split the money up into the 4 modes.



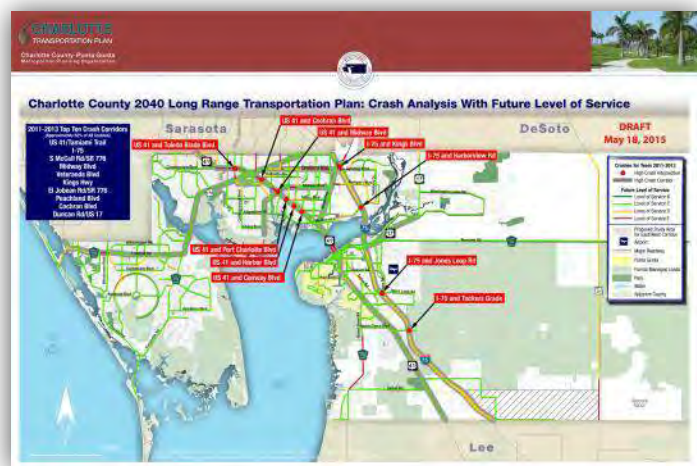
Community Workshop Summary

Responses:

Mode	West County	South County	Mid County	Average (order)
Transit	42%	29%	38%	36% (1)
Auto and Freight	31%	22%	30%	28% (2)
Bicycle and Pedestrian	12%	36%	17%	22% (3)
Congestion Management	15%	13%	15%	14% (4)
Total	100%	100%	100%	100%

The top mode for each meeting (and the average) is highlighted in yellow.

Environmental Justice



Attendees were provided background information regarding Environmental Justice (EJ) and asked to review the identified EJ areas and answer the following questions:

- ✦ Do you live in one of the areas identified as a potential impact area?
- ✦ Do you own or have access to a car?
- ✦ Do the proposed projects serve the traditionally underserved areas?
- ✦ If not, what additional projects should be considered?
- ✦ Do any of the proposed projects adversely impact the traditionally underserved areas?
- ✦ If so, which project(s)?

Responses:

In total, 13 attendees answered the EJ questions. Of them, 4 marked that they live in an identified EJ area, and 12 of the respondents own or have access to a car. When asked if any additional projects should be considered, the following were identified:

Community Workshop Summary

- ✦ Additional projects in the Gulf Cove and South Gulf Cove area
- ✦ More transit alternatives for those who cannot afford cars

When asked if any of the projects adversely impact the traditionally underserved, no projects were identified.

General Comments

The following general comments were received.

Comments
Park & Ride - Parking (free) lots on major roads and intersections to help with some carpooling or at designated bus stops
S McCall Road from Placida Road to Sunnybrook Road especially from San Casa to Wilmington
Those in need (low and mid income) must be provided affordable, accessible transit for work and medical needs
Consistent public transit urgently needed for jobs and job training; call ins don't do it
On Saturday, September 27, 2014 a young woman walking from Taylor Road to Hwy 41 - then south before day break was hit by a car/truck and killed. I had met this woman just three days before at a meeting [excuse me she was hit on Friday AM - it was reported in the Sun paper on Sunday]. Her name was Keisha Clarke - she had family in Ft. Myers and had decided to go back to live with them. I had offered her a ride on that Wednesday and she said she would make her own way - her way was to walk!! What a mistake - a bus route is too late for this lady.
Zemel Road will need attention
Beach hopper - occupies more ages - young to old

CHARLOTTE

TRANSPORTATION PLAN



Charlotte County-Punta Gorda
Metropolitan Planning Organization

Study completed by
JACOBSTM

