# 2045 LRTP Guidance

## Setting the Stage for Route to 2045

The foundation of the LRTP process began with developing the vision, goals, and objectives to guide the decisions and define how the MPO expects to meet the future growth and travel needs through implementation of the plan. The primary step in developing the vision and goals for Route to 2045 was to review the existing vision and goals in the previous LRTP to determine their relevance with federal and state planning requirements including the FAST Act and the Florida Transportation Plan (FTP) Policy Element. Additionally, the goals were reviewed for alignment with local comprehensive plans and other relevant planning reports.

Since the Vision Statement and Goals set the foundation for the entire planning effort, it is important that they reflect the direction of the community. The vision, goals, and objectives from the 2040 LRTP were determined to be relevant for 2045 with minor revisions. The LRTP Subcommittee met to review the 2040 goals and refined the goals to reflect current activities and community vision. The LRTP vision and goals are listed below.

## Route to 2045 Vision and Goals

Provide an efficient and reliable multimodal transportation system that supports safe, resilient and accessible transportation choices that enhance the quality of life for all who live, visit, work, and play in the County.

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| Icon for Goal 1 - Stopwatch symbol | **GOAL 1**  Ensure **Efficient Travel** for all Modes of Transportation | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol | **GOAL 2**  Expand **Transportation Choices** for Everyone |
| Icon for Goal 3 - symbol of trees and forest | **GOAL 3**  Preserve **Natural Spaces** While Promoting a Healthy Community | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign | **GOAL 4**  Support **Vibrant Centers** and the Local Economy |
| Icon for Goal 5 - Key and Shield symbol. | **GOAL 5**  Enhance **Safety and Security** for Everyone |  |  |

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| Icon for Goal 1 - Stopwatch symbol | GOAL 1: Ensure Efficient Travel for all Modes of Transportation |
| Objective 1 | Preserve the quality and integrity of the existing transportation system. |
| Objective 2 | Promote the reduction of vehicle miles traveled (VMT) per capita. |
| Objective 3 | Maintain a minimum adopted level of service (LOS) D for arterials and collector roads, unless a different LOS standard is adopted by the local or state government. |
| Objective 4 | Manage and maintain access in order to preserve or improve traffic flow or enhance economic activity along major roads based on context classification. |
| Objective 5 | Make transportation investments that improve efficiency, such as the use of Intelligent Transportation Systems (ITS) technologies, and travel time reliability for the transportation system. |

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| Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol | GOAL 2: Expand Transportation Choices for Everyone |
| Objective 1 | Provide locally and regionally interconnected Complete Street and trail networks that accommodate all users, including bicyclists and pedestrians and reflect local Comprehensive Plans. |
| Objective 2 | Enhance connectivity to essential services for elderly populations, persons with disabilities, and the transportation disadvantaged. |
| Objective 3 | Enhance the transit system to meet the community's needs and ensure transit stops include seating, shelter, signage, trees/ landscaping, sidewalks, and bicycle storage, as feasible. |
| Objective 4 | Repurpose or preserve railroad corridors for multimodal uses other than automobile travel. |

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| Icon for Goal 3 - symbol of trees and forest | GOAL 3: Preserve Natural Spaces While Promoting a Healthy Community |
| Objective 1 | Coordinate transportation and land use planning. |
| Objective 2 | Promote transportation investments that protect the existing natural resources, such as parks, preserves, and waterways, and limit investment in projects that impact environmentally sensitive lands. |
| Objective 3 | Promote alternative transportation, improve air quality and reduce dependence on fossil fuels. |
| Objective 4 | Implement aesthetic design elements in transportation improvements based on context classification. |

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| Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign | GOAL 4: Support Vibrant Centers and the Local Economy |
| Objective 1 | Consider all existing and potential federal, state, private, and local revenue sources to develop a financially feasible multimodal transportation plan. |
| Objective 2 | Prioritize transportation projects that serve existing and future economic and activity centers that are proven to provide the greatest return on investment. |
| Objective 3 | Encourage access to and from the Punta Gorda Airport to other modes of transportation. |
| Objective 4 | Ensure that local/regional freight corridors are maintained to accommodate heavy vehicles and ample capacity for efficient freight . |

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| Icon for Goal 5 - Key and Shield symbol. | GOAL 5: Enhance Safety and Security for Everyone |
| Objective 1 | Invest in transportation improvements that reduce the rate, frequency, and severity of crashes. |
| Objective 2 | Maintain sufficient capacities and mitigate hazard impacts on key evacuation routes in preparation of hurricanes and other events. |
| Objective 3 | Utilize the MPO's Congestion Management Plan to improve safety through reliability and predictability on the transportation system. |
| Objective 4 | Encourage state and local governments to retrofit existing roads with bicycle and pedestrian facilities and related safety elements during the repairing and repaving process and to include such facilities during road design and construction. |

The Federal Highway Administration and the Federal Transit Administration work with FDOT, the Metropolitan Planning Organization Advisory Council (MPOAC) and Florida’s MPOs to identify and document expectations relating to meeting federal long range planning requirements. In addition to identifying technical and administrative topics, this guidance outlines the new requirements and emerging issues MPO’s need to address in the LRTP.

## Consistency with Federal and State Plans

On December 4, 2015, the Fixing America’s Surface Transportation Act (FAST Act), which was signed into law by President Obama. The FAST Act is the first federal law passed in more than a decade that provides long-term funding for surface transportation planning and investment. As with previous transportation laws, the FAST Act includes a series of metropolitan planning factors that ensure that the work of the MPO is based on a continuous, cooperative, and comprehensive process.

With the passage of the FAST Act, two additional planning factors have been added. The following ten planning factors are to be applied to the metropolitan planning process for all MPOs, including the Charlotte County-Punta Gorda MPO:

1) Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2) Safety: Increase the safety of the transportation system for motorized and non-motorized users.

3) Security: Increase the security of the transportation system for motorized and non-motorized users.

4) Accessibility: Increase accessibility and mobility of people and freight.

5) Environment: 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) Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

7) Efficient Management: Promote efficient system management and operation.

8) Preservation: Emphasize the preservation of the existing transportation system.

9) Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10) Enhance Travel: Enhance travel and tourism.

Consistency with the Federal Planning Factors and Goals of the Florida Transportation Plan (FTP) are critical components of the Charlotte County–Punta Gorda MPO 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the MPO meets and supports the expectations of the Federal and State requirements.

**Table 2‑1** provides the correlation between the Goals of the FTP and the Goals of the 2045 LRTP.

Table 2‑1: Comparison of Florida Transportation Plan and Route to 2045 Goals

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| 2015 FDOT FTP Policy Element Goals | Charlotte County-Punta Gorda 2045 LRTP Goals |
| 1. **Safety & Security for Residents, Visitors, and Businesses.** | Goal 5 – Safety and Security |
| 1. **Agile, Resilient, and Quality Infrastructure.** | Goal 1 – Efficient Travel  Goal 5 – Safety and Security |
| 1. **Efficient and Reliable Mobility for People and Freight.** | Goal 1 – Efficient Travel  Goal 4 – Vibrant Centers  Goal 5 – Safety and Security |
| 1. **More Transportation Choices for People and Freight.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces  Goal 4 – Vibrant Centers |
| 1. **Transportation Solutions that Support Florida’s Global Economic Competitiveness.** | Goal 1 – Efficient Travel  Goal 4 – Vibrant Centers |
| 1. **Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces  Goal 5 – Safety and Security |
| 1. **Transportation Solutions that Support Florida’s Environment and Conserve Energy.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces |

**Table 2‑2** demonstrates the consistency between the ten Federal Planning Factors listed in the FAST Act and the Goals of the LRTP. These Planning Factors outline the federal position on planning. The Goals identified by the MPO are aligned with these factors.

Table 2‑2: Comparison of Federal Planning Factors and Route to 2045 Goals

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| --- | --- | --- | --- | --- | --- |
| Charlotte County-Punta Gorda MPO 2045 LRTP  FAST Act Planning Factors | Goal 1  Efficient Travel | Goal 2 Transportation Choices | Goal 3 Natural Spaces | Goal 4 Vibrant Centers | Goal 5 Safety & Security |
| **1- Support Economic Vitality** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 1 | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2 is consistent with Planning Factor 1. |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 1. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 1. |
| **2- Increase Safety** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 2. |  |  | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 2. |
| **3 - Increase Security** |  |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 3. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 3. |
| **4 - Increase Accessibility and Mobility of People and Freight** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 4. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 4. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 4. |  |
| **5 - Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 5. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 5. |  |  |
| **6 - Integration and Connectivity** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 6. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 6. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 6. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 6. |
| **7 - System Management** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 7 |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 7. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 7. |
| **8 - Preservation of Existing Transportation System** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 8 |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 8. |  |
| **9 - Improve Resiliency and Reliability** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 9 |  | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 9. |  | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 9. |
| **10 - Enhance Travel and Tourism** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 10. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 10. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 10. |  |

## Consistency with Comprehensive Plans

A review of local comprehensive plans was conducted to ensure that the LRTP goals align with the local comprehensive plans and expectations for growth. **Table 2‑3** provides a series of representative objectives and policies from the adopted Comprehensive Plans of Charlotte County and the City of Punta Gorda relative to the Goals of the 2045 LRTP.

Table 2‑3: Matrix of 2045 LRTP Goals and Comprehensive Plan Policies

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| --- | --- | --- | --- | --- | --- |
| Comprehensive Plan Element | LRTP Goal 1: | LRTP Goal 2: | LRTP Goal 3: | LRTP Goal 4: | LRTP Goal 5: |
| Charlotte County Transportation Element | Policy 1.1.1  Policy 1.2.4  Policy 1.2.5  Objective 2.3  Objective 5.1 | Policy 1.2.1  Policy 2.6.4  Objective 3.1 | Policy 1.2.11  Objective 2.4  Objective 2.6 | Objective 1.3  Objective 1.5  Policy 2.3.4  Objective 4.1 | Policy 1.2.2  Policy 1.2.12  Objective 2.10  Objective 5.2 |
| Charlotte County Future Land Use Element | Policy 1.1.3 | Goal 4 | Policy 1.1.1  Policy 1.1.5  Policy 2.2.2 | Goal 5 | Policy 2.4.7 |
| City of Punta Gorda Transportation Element | Policy 7.2.1.5  Objective 7.2.1.6  Objective 7.3.14 | Objective 7.1.1  Policy 7.2.5.1  Objective 7.3.12 | Objective 7.1.4  Goal 7.3 | Objective 7.1.3  Policy 7.2.1.4  Objective 7.2.3 | Policy 7.2.1.3  Objective 7.2.4  Objective7.3.10 |
| City of Punta Gorda Future Land Use Element | Objective 1.1.2  Policy 1.1.4.2 | Policy 1.1.14.2 | Policy 1.1.3.3  Objective 1.1.5 | Policy 1.1.4.3 | Complete Streets Resolution |

An additional 8 relevant land use plans from agencies within Charlotte County-Punta Gorda MPO’s jurisdiction were also reviewed for consistency with the LRTP goals. **Technical Report 1** provides a detailed review of the plans including, Community Redevelopment Plans, Bicycle Pedestrian Master Plans, Punta Gorda Airport Master Plan Update, Transportation Master Plans, and the Punta Gorda Transportation Buildout Study. The above-mentioned goals and objectives have been determined to be consistent with these plans.



*Preservation of coastal and environmental assets are major consideration when identifying future transportation projects.*

## System Performance Measures

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan and Metropolitan Transportation Planning Final Rule which modified 23 CFR Part 450 and 49 CFR Part 613. Through revisions to the Code of Federal Regulations, this rule detailed how state DOTs and MPOs must implement a suite of related transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

A series of Performance Measures were developed for the 2040 LRTP that served as the basis for developing the Performance Measures for the Route to 2045 LRTP. These Performance Measures will determine the extent to which Objectives are achieved under the Cost Feasible Plan (**Chapter 7**) developed for the 2045 LRTP. **Table 2‑4** lists the Performance Measures and the associated LRTP Goals.



*Roundabouts constructed along Edgewater Drive provide for a safer intersection for drivers, walkers, and cyclists.*

Table 2‑4: LRTP Performance Measures

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| Supporting Performance Measures | LRTP Goal | Source |
| Roadway Lane Miles | 1 | 2040 LRTP |
| Total Vehicle Miles Traveled (VMT) per capita | 1 | 2040 LRTP |
| Total Vehicle Hours Traveled (VHT) per capita | 1 | 2040 LRTP |
| Percent VMT at a V/C Ratio > 1.0 | 1 | 2040 LRTP |
| Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR)\* | 1 | Federally Required |
| Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR)\* | 1 | Federally Required |
| Transit Miles of Service | 2 | 2040 LRTP |
| Daily Transit Ridership | 2 | 2040 LRTP |
| People within ¼ mile of Transit | 2 | 2040 LRTP |
| Jobs within ¼ mile of Transit | 2 | 2040 LRTP |
| Transit Dependent within ¼ mile of Transit | 2 | 2040 LRTP |
| Miles of Bicycle Facilities | 2 | 2040 LRTP |
| Miles of Sidewalks | 2 | 2040 LRTP |
| Miles/projects that facilitate the tourist economy in Charlotte County | 2 | New |
| Number of roadway centerline miles designated as scenic corridors | 3 | New |
| Consistency of growth projections with Comprehensive Plan growth strategy | 3 | New |
| Policy commitment of long-range transportation plan to evaluate and mitigate environmental impacts | 3 | New |
| Centerline miles of roadways identified as complete streets | 3 | New |
| Percent of roadway centerline miles providing access to major activity centers that are congested | 4 | New |
| Freight travel time reliability (Truck Travel Time Reliability Index)\* | 4 | Federally Required |
| Level of funding set aside for short-term congestion and mobility management strategies | 5 | New |
| Percent of emergency evacuation route roadway centerline miles that are congested during peak travel periods | 5 | New |
| Number of fatalities\* | 5 | Federally Required |
| Rate of fatalities per 100 million vehicle miles traveled\* | 5 | Federally Required |
| Number of serious injuries\* | 5 | Federally Required |
| Rate of serious injuries per 100 million vehicle miles traveled\* | 5 | Federally Required |
| Number of non-motorized fatalities and serious injuries\* | 5 | Federally Required |

\*- federally Required Transportation Performance Measure

## Existing and Committed Transportation Conditions

The Existing plus Committed (E+C) roadway network was examined to ensure that projects currently under construction and the committed five-year planned improvements were included for the LRTP analysis. The analysis is necessary to ensure that all future long range improvement projects being considered for the 2045 LRTP, have a common and accurate starting point from which to build on. As part of the development of the D1RPM, the E+C roadway network was reviewed for compliance with E+C improvements in the current five-year improvement schedule. The committed roadway improvements are listed in **Table 2‑5** below and illustrated in **Figure 2‑1**.

Table 2‑5: Five Year Committed Capacity Improvements

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| Project Limits | Project Description | Funding Status |
| Burnt Store Road: Zemel Road to Scham Road | Widen to 4 lanes | Under construction |
| Edgewater Drive (Phase 3): Midway Blvd to Collingswood Blvd | Widen to 4 lanes | Preliminary Engineering funded with extension of Local Option Sales Tax |
| Edgewater Drive (Phase 4): Collingswood Blvd to Samantha Ave | Road Realignment and Bridge Construction | Construction funded with extension of Local Options Sales Tax |
| Edgewater Drive/Flamingo (Phase 5): Collingswood Blvd to SR 776 | Widen to 4 lanes | Preliminary Engineering funded with extension of Local Option Sales Tax |
| N Jones Loop Road: Burnt Store Road to Piper Road | Widen to 6 lanes | Project Development and Engineering Study underway |
| SR 776: CR 775 to Spinnaker Blvd | Widen to 6 lanes | Project Development and Engineering Study funded |
| Harbor View Road: Melbourne Street to I-75 | Widen to 4 lanes | Construction funded with extension of Local Option Sales Tax |
| US 17 (Marion and Olympia): US 41 to Marlympia Way | Lane Repurposing | Project Development and Engineering Study funded |
| SR 31 @ CR 74 | Roundabout | Right-of-Way funded |
| SR 776 @ Flamingo Blvd | Turn lanes | Construction funded |
| SR 776 @ Charlotte Sports Park | Turn lanes | Design funded |

Figure 2‑1: Existing and Committed Number of Lanes

