

# Charlotte County

## Bicycle-Pedestrian Master Plan

Connecting People Places and Parks



### Implementation Plan Memorandum



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**alta**  
PLANNING + DESIGN

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## Implementation Plan

This report outlines an implementation plan that identifies projects, programs and policies that should be adopted in the master plan. The report also includes a prioritized list of infrastructure improvements and schedule for implementing projects over time and by project tier, tier 1 (first 5 years to 2024), tier 2 (years 2024 to 2029) and tier 3 (years 2030 to 2040).

Leadership and dedication to bicycle and pedestrian recommendations in this plan will be required to implement infrastructure, programs, and policies. This chapter defines a management structure to implement these recommendations by providing key action steps for stakeholders to follow.

Equally critical will be meeting the need for a recurring source of revenue. Even small amounts of local funding will be very useful and beneficial when matched with outside sources. Most importantly, the MPO, Charlotte County and its partners need not accomplish the recommendations of this Plan by acting alone. Success will be realized through collaboration with regional and state agencies, the private sector, and non-profit organizations.

Given the constant change in funding availability at local, state, and federal levels, it is difficult to know what financial resources will be available at different time frames during the implementation of this Plan. However, there are important actions to take in advance of major investments, including key organizational steps, initiating education and safety programs, and developing strategic, lower-cost infrastructure improvements. Following through on these priorities will allow the key stakeholders to prepare for the development of larger walkway or bikeway projects over time, while taking advantage of strategic opportunities as they arise.

### 1. Policy Action Steps

Several policy steps are crucial to the success of future plan implementation. These steps will legitimize the recommendations found in this plan and support policy decision-making necessary to carry out those recommendations.

#### Adopt this Plan

Adoption should be considered as the first step of implementation. Once adopted, the MPO and Charlotte County will be able to make better transportation related decisions with its partners so that the goals of the plan are accomplished. Most importantly, having an adopted plan is a crucial component for many federal, state, and private sources. Adopting the Plan indicates intent to implement over time and does not commit the MPO and the county to dedicate or allocate funds.

#### Update Development Regulations and Land Development Codes with Walking and Biking Oriented Standards

Many standards in the county are ripe for updating to provide better facilities for people biking and walking. Development regulations and regulations regarding roadway development both shape the built environment and the safety and convenience of active transportation infrastructure. A full list of recommendations is available in the Design Guidance Technical Memorandum



Figure 1: Existing bicycle and pedestrian wayfinding in Punta Gorda

Updating development regulations with enhanced bike parking standards is a key step to enhancing convenience for people biking. Bike parking requirements should be explicitly required with commercial, multi-family and civic developments. Use the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for resources on best practices related to site design, construction, and number of bike parking spaces to require.

### Adopt Complete Streets Policy in Support of Existing Vision Zero Policy

A Complete Street is for everyone, including people walking, biking, taking a bus or driving. Complete streets are designed and operated in a manner which is safe for everyone, regardless of age and ability. They provide access to destinations, places where people live, work and play. Each street is unique and requires an understanding of the surrounding context and community needs. Complete streets are designed to benefit all people as they improve safety, equity, and livability.

This Plan recommends that Charlotte County adopt a Complete Streets policy. In addition to adopting a Complete Streets policy, the city and county should develop and adopt street design guidelines identified in this plan to support the policy and communicate desired street treatments. The policy is intended to support the Vision Zero efforts of the county and MPO and are not intended to supersede those efforts.

According to the National Complete Streets Coalition, an ideal Complete Streets Policy should include the following elements:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that “all users” includes pedestrians, bicyclists and transit users of all ages and abilities, as well as trucks, buses, and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.
- Sets a clear procedure that requires high level approval for exceptions to the policy.
- Encourages street connectivity and aims to create a comprehensive, integrated and connected network for all modes.
- Is adoptable by all agencies or departments to cover all roads.
- Directs the use of the latest and best design criteria and design guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.

### Additional Resources

- FDOT Complete Streets Policy - [www.flcompletestreets.com/000-625-017-a.pdf](http://www.flcompletestreets.com/000-625-017-a.pdf)
- FDOT Design Manual - [fdot.gov/roadway/fdm/](http://fdot.gov/roadway/fdm/)
- National Complete Streets Coalition - [www.smartgrowthamerica.org/complete-streets/changing-policy](http://www.smartgrowthamerica.org/complete-streets/changing-policy)

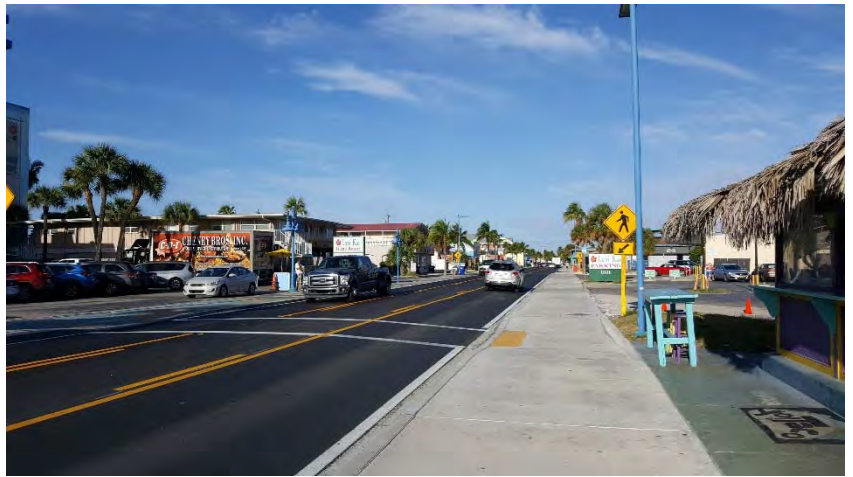


Figure 2: A Complete Street in Fort Myers Beach along Estero Boulevard, a commercial corridor within the Town. Key elements of this complete street include safe, comfortable, and signaled pedestrian mid-block crossings to access destinations, local transit, and speeds suitable to the context of the place.



## 2. Program Action Steps

While policies and regulatory standards provide a legal basis for facility development, programs build support for walking and biking facilities and establish a strong walking and biking culture in Charlotte County. The Recommendations chapter of this plan provides action steps intended to be implemented from 2019 onward.

### Designate/Hire Staff

Charlotte County and the City of Punta Gorda should designate or hire staff to oversee the implementation of this Plan and the proper maintenance of existing and future facilities. It is recommended that a combination of existing Planning, Public Works and city and county management staff oversee the day-to-day implementation and maintenance. The position or division of labor should include areas focused on policy, programs and infrastructure while covering the needs of all areas within Charlotte County.

### Implement Biking and Walking Campaigns

A concerted walk and bike campaign celebrates success and generates enthusiasm for these modes by raising awareness of the benefits of active transportation as new facilities developed. A key task of this effort is to design and launch a one-stop website or an accessible and user-friendly website for walking and biking initiatives, programs, and infrastructure across Charlotte County.

**Program Focus:** *After adoption of the Charlotte Punta Gorda MPO Bicycle and Pedestrian Master Plan, campaigns should specifically be focused on providing permanent and passive education. Campaigns and efforts can utilize roadway messaging boards, existing media information from partner agencies and national information to assist in this effort.*

### Establish an Evaluation and Reporting Program

From the adoption of this Plan, the MPO should establish specific benchmarks to track through a monitoring program. Monitoring progress tracks implementation and celebrates successes associated with this Plan, such as completion of projects with public events and media coverage. The BPAC should also develop an annual report to document work towards achieving the goals and recommendations in this Plan.

### Conduct an Annual Biking and Walking Meeting

Coordination between key project partners will establish a system of checks and balances, provides a level of accountability ensuring that recommendations are implemented. This meeting should be organized by designated government staff and should include representatives from stakeholders within the area. The purpose of the meeting should be to ensure that this Plan's



Figure 3: Art is a vital element of placemaking along trails, creating space for people to gather and appreciate either natural or manmade elements.

recommendations are integrated with other transportation planning efforts in the region as well as long-range and current land use planning, economic development planning and environmental planning. Attendees should work together to identify and secure funding necessary to immediately begin the first year's work and start working on a funding strategy that will allow the MPO and its government partners to incrementally complete each of the suggested physical improvements, policy changes and programs over a five to 10-year period. A brief progress report should be a product of these meetings and participants should reconfirm the Plan's goals each year. The meetings could also occasionally feature special training sessions on pedestrian, bicycle and trail issues.



Figure 4: The Charlotte Punta-Gorda MPO Bicycle Pedestrian Advisory Committee discusses the draft plan at a meeting in 2018.

### Maintain and Improve Existing Programs

Stakeholders in the area should coordinate to improve existing bicycle and pedestrian programs and to launch new programs, such as those described above.

### Estimated Program Staffing

Programs require staffing to fulfil the demand for pedestrian, bicycle and trail programming in Charlotte County and Punta Gorda. These programs are not solely anticipated to be fulfilled by Charlotte Punta Gorda MPO and are shared responsibilities between stakeholders. Nevertheless, without an increase in staff capacity as the population changes in Charlotte County, capacity to carry out these programs will decrease. Staffing could potentially be fulfilled by various Charlotte County or City of Punta Gorda Departments either with full or part time staff. These employees could be seasonal and hired specifically to coordinate agency programming across organizations. Table 1 provides existing and proposed Full Time Equivalent (FTE) for employee times, estimated by stakeholder.

Table 1: Estimated Existing and Proposed FTE for Programs

Programs	Existing FTE – Estimated	Proposed FTE – Estimated
Safe Routes to Schools	10%	15%
Public Safety Education and Enforcement	10%	15%
Walking and Biking Open Street Events	5%	15%
Public Safety Announcements	5%	10%
Walking and Biking Website	-	10%
Pilot Programs	-	20%
Conduct Roadway Safety Audits	-	10%
Conduct Annual Bike/Ped Counts at Key Locations	-	10%
Silver Sneaker Program	-	10%
<b>Total FTE</b>	<b>30%</b>	<b>115%</b>

### 3. Infrastructure Action Steps

High quality bicycle and pedestrian infrastructure is a key element in providing safe and comfortable facilities for all users. Capital improvements complement policies and programs creating access to destinations within the area. The Charlotte County Punta-Gorda MPO and its government partners should identify funding for long-term, higher-cost projects.

#### Identify Funding

Achieving the vision defined within this Plan will require, among other things, a stable and recurring source of funding. Communities across the country that have successfully engaged in pedestrian and bicycle programs have relied on multiple funding sources to achieve their goals. No single source of funding will meet the recommendations identified in this Plan. Instead, stakeholders will need to work cooperatively with municipal, state, and federal partners to generate funds sufficient to implement the Plan.

A stable and recurring source of revenue is needed that can then be used to leverage grant dollars from state, federal and private sources. The ability of local agencies to generate a source of funding for facilities depends on a variety of factors, such as taxing capacity, budgetary resources, voter preferences and political will. It is very important that these local agencies explore the ability to establish a stable and recurring source of revenue for facilities. Federal and state grants should be pursued along with local funds to pay for necessary right-of-way acquisition and project design, construction, and maintenance expenses. Also, the MPO should continually maintain a back-log of designed projects that are “shovel ready” to take advantage of future funding opportunities as they become available. To be on the MPO’s TIP a project must have all phases through construction programmed. The city or county may have designs that are shovel-ready for funding, but not the MPO.

#### Prioritize Projects in Local Plans

The county, MPO and the city can demonstrate its commitment to carrying out this Plan and will better sustain enthusiasm generated during the planning process by quickly identifying specific project priorities. Tier 1 projects should be considered in each area of Charlotte County to ensure biking and walking infrastructure is geographically well-distributed. Projects in Tiers 2 and 3 should also be prioritized in transportation plans. Because these projects are considered in the medium and long term, it is possible these projects may be partially or wholly implemented by stakeholders other than the MPO.

#### Complete Project Recommendations

Project recommendations identified in the Recommendations Technical Memorandum have been prioritized into Tiers. These Tiers represent the recommended order to implement projects within five years, from five to ten years and beyond ten years. Projects that are already in the implementation phase or can be implemented quickly, typically those in Tier 1. The longer termed projects in Tiers 2 and 3, require greater coordination between stakeholders to fully explore feasibility, fund, permit, engineer and construct the facilities.

**Figure 5: The recently constructed Edgewater Drive at Lakeview Boulevard provides generous sidewalks for people walking and traffic calming for automobiles.**





#### 4. Project Tiers

The needs of all roadway users, including the safety and comfort of people walking, bicycling, accessing transit and driving, must be balanced with roadway characteristics and corridor constraints. This Plan's 53 capital project recommendations provide guidance on balancing roadway user needs with creating safe, comfortable networks for all users. Recommendations provided are conceptual, include planning level cost estimates and should be implemented at a corridor level through an annual work program.

## Tier 1

**Tier 1:** This tier represents the highest level of need relative to other projects. Projects in this tier should be given the highest level of attention from staff and stakeholders. Projects in this tier should aim to be constructed or prioritized for funds within the first five years after this plan's adoption. Tier 1 Projects are listed in Table 5.

**Approximately \$14.0 Million before FY 2019-2024**

## Tier 2

**Tier 2:** Projects located in tier 2 represent the second highest level of priority. The prioritization of these projects should be secondary to that of tier one and either constructed or prioritized for funds after tier one projects but no longer than ten years after adoption of this plan. Tier 2 Projects are listed in Table 6.

**Approximately \$20.9 Million between FY 2024-2029**

## Tier 3

**Tier 3:** Identified tier 3 projects should be considered for the long term implementation by stakeholders and agencies. These projects are key for the overall network development in Charlotte County, but do not represent the highest needs to develop the pedestrian and bicycle network. Tier 7 Projects are listed in Table 7.

**Approximately \$40.3 Million from FY 2030-2040**

## 5. MPO 2040 Long Range Transportation Plan

The MPO 2040 Long Range Transportation Plan 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.

Highlights of the proposed multi-use trail, pedestrian and bicycle improvement program include the following:

- Expand the bicycle network, including all roads being improved on the highway needs plan (except I-75), as road improvements would include paved shoulders with the intent to put bicycle facilities in place concurrently
- Expand the sidewalk network associated with new roadway construction or road improvements; building sidewalks in the urbanized area ensures that more county residents have access to sidewalk facilities and it promotes safety and transit usage
- Expand the conceptual multi-use trails; trails could be selected as revenues become available.

The MPO 2040 Long Range Transportation Plan Cost Feasible Plan includes \$14.6 million Present Day Costs (PDC) or \$22.4 million Year of Expenditure (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 highway projects. Projects included in the Cost Feasible Plan were analyzed to determine those projects' tiers (time frame). **Figure 6** and **Table 2** show the Cost Feasible bicycle, pedestrian, and multi-use trail facility projects. Costs are presented in Year of Expenditure dollars and it is assumed that cost feasible projects will include bicycle and pedestrian improvements when they are constructed, as appropriate. The multi-use trails projects listed in **Table 2** may be constructed before, after, or as a component of road construction projects.

The revenue stream identified to fund bicycle, pedestrian, and multi-use trail projects through 2040 is \$22.4 million, according to the MPO's LRTP. Again, total cost includes only projects identified separately from road projects, as those improvements are included in the total cost for highway projects.

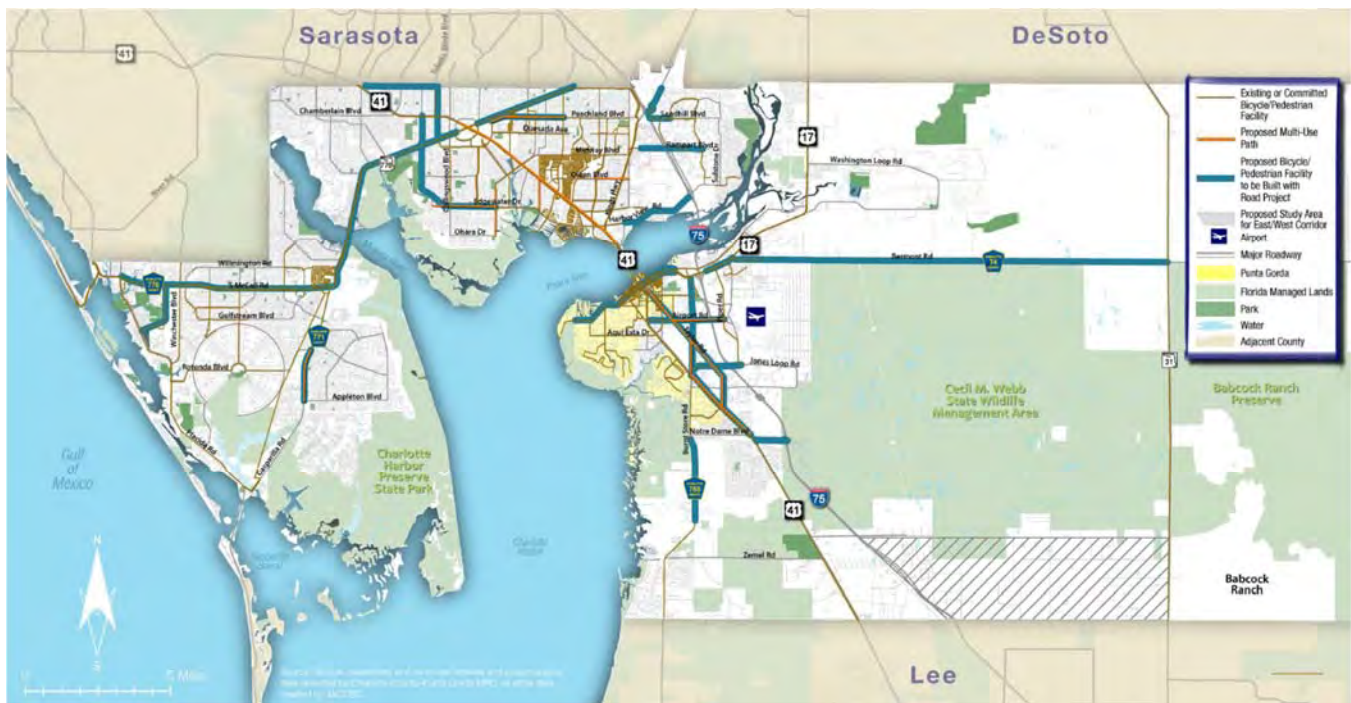


Figure 6: MPO 2040 LRTP Cost Feasible Plan Bicycle, Pedestrian and Multi-Use Trail Facilities

**Table 2: MPO 2040 LRTP Cost Feasible Plan Bicycle, Pedestrian and Multi-Use Trail Facilities**

Facility	To	From	Length (mi.)
Airport Road	Taylor Road	Piper Road	1.7
Edgewater Drive	Flamingo Boulevard	Midway Boulevard	2.2
CR 771 (Gasparilla Road)	Rotonda Boulevard E	Appleton Boulevard	1.8
Midway Blvd	Ohara Drive	Victoria Avenue	1.6
Olean Blvd	Beacon Drive	Loveland Boulevard	1.1
Peachland Blvd	Cochran Boulevard	Harbor Boulevard	2.5
Taylor Road	US 41 (South End)	N. Jones Loop Road	1.6
Taylor Road	N Jones Loop Road	Airport Road	2.0
Taylor Road	Airport Road	US 41 (North End)	1.3
US 41	Notre Dame Boulevard	Burnt Store Road	2.9
East Side of US 41	Peace River Bridge	Enterprise Drive	7.0

## 6. Project Recommendations and Tiers

Currently there are approximate 530 miles of existing sidewalks and bikeways in Charlotte County, including MSBUs and Punta Gorda. This plan's focus is to develop a network to support safe, convenient, and comfortable use of new sidewalks and bikeway in the county, focusing projects on arterials and collectors to help move people throughout the county. The plan does not focus on MSBU or Punta Gorda but includes projects that pass through these areas.

A total of 53 projects consisting of 165 miles of sidewalks, paved shoulders, shared-use paths and crossing projects are identified in this plan. **Table 3** summarizes the approximate network improvements by infrastructure type.

**Table 3: Summary of Project Recommendations by Type**

Type	Existing*	Proposed**	Total	% Increase
Sidewalks	393	17	413	4%
Bikeways & Paved Shoulders	93	54	147	58%
Shared-Use Paths	44	94	138	216%
Total	530	165	695	30%

\*Existing includes all local sidewalks (MSBU, Sales Tax, City of Punta Gorda, Charlotte County and FDOT sidewalks)

\*\*Proposed include only facilities on functionally classified system of roads, focused on arterials and collectors and not on MSBUs and Punta Gorda

This plan's 53 biking and walking project recommendations strive to balance all roadway user needs for safe and comfortable networks. A summary of the project recommendations is described in **Table 4** including the type of project, number of miles of the project and recommended project width. Recommendations provided are conceptual, include planning level cost estimates and should be implemented at the corridor level through an annual work program.



Table 4: Summary of Project Recommendations and Conceptual Costs

Type	Details	Costs
<b>Bikeways and Paved Shoulders Projects</b>	11 projects; 54 miles of 7-foot-wide paved shoulders	<b>\$38.2M</b>
<b>Sidewalk Projects</b>	11 projects; 17 miles of 5-foot-wide facilities	<b>\$4.1M</b>
<b>Shared Use Path Projects</b>	24 projects; 94 miles of 12-foot-wide facilities	<b>\$31.5M</b>
<b>Crossing &amp; Advisory Shoulder Improvement Projects*</b>	Costs include mid-block signal at Charlotte Sports Park and full signalization at San Casa & Avenue of the Americas. Does not included 6 projects which needs further study.	<b>\$1.4M</b>
<b>TOTAL ESTIMATED COSTS:</b>		<b>\$75.2M</b>

\*Many crossing projects do not have a cost estimate reflected as they require further study.

The following tables provide the project recommendations that resulted from the Bicycle and Pedestrian Master Plan process along with each recommendation's conceptual cost and implementation priority tier. The recommendations are based out of the needs plan, input from stakeholders and the public and input from the MPO.

Table 5: Tier 1 Project List for Implementation before 2024

Project ID	Project Name	Sidewalk Improvement	Bikeway Improvement	Estimated Project Cost	Included in LRTP/ CIP/CNA?	Project Rank
24	US 41 (Lee County Line to Tucker's Grade)		Shared-Use Path, one side	\$2,161,844	Y	1
6	South County Reg. Park Internal Road (Carmalita St to Cooper St)	Sidewalk, one side	Advisory Shoulder	\$160,343	N	2
12	E/W Utility Easement (N/S Follows utility easement to Education Ave)		Shared-Use Path, one side	\$181,953	N	3
2	Port Charlotte Blvd (Edgewater Dr. to US 41)		Shared-Use Path, one side	\$262,660	Y	4
8	Harbor View Rd (US 41 to Sulstone Dr)		Shared-Use Path, one side	\$983,778	Y	5
9	Edgewater Dr (Midway Blvd. to Collingswood)		Shared-Use Path, one side	\$476,011	Y	6
1	Notre Dame Blvd (Burnt Store Rd to US 41)	Sidewalk or Shared-Use Path, one side		\$482,847 to \$524,243	Y	7
15	US 41 (Tucker's Grade to Burnt Store Rd)		Shared-Use Path, one side	\$974,526	Y	8
41	US 41 (Peace River Bridge to Midway Blvd)		Shared-Use Path, one side	\$1,422,598	Y	9
13	Airport Rd (FSW to Piper Rd and Piper Rd to Riverside Dr)		Shared-Use Path, one side	\$1,174,982	N	10
45	Taylor Road (Airport Rd to US 41)	Separated Bike Lane, One Way		\$2,642,373	Y	11
53	Loveland Blvd (Peachland Blvd to Veterans Blvd)		Shared-Use Path, one side	\$305,310	Y	12
16	Zemel Rd (Burnt Store to US 41)		Shared-Use Path, one side	\$1,662,245	N	13
3	Tucker's Grade (US 41 to Wildlife Mgmt. Area)	Sidewalk, one side	Buffered bike lanes	\$1,440,714 Bikeway \$312,431 Sidewalk	Y	14

Table 6: Tier 2 Project List for Implementation between 2024-2029.

Project ID	Project Name	Sidewalk Improvement	Bikeway Improvement	Estimated Project Cost	Included in LRTP/ CIP /CNA?	Project Rank
38	SUN Trail on US 41 (Midway Blvd to SR 776)		Shared-Use Path, one side	\$723,481	N	15
47	Rampart Blvd (Kings Hwy to Rio de Janeiro Ave)	Sidewalk, one side	Separated Bike Lane, One Way	Bikeway \$432,481 Sidewalk \$149,115	Y	16
42	SUN Trail (Cape Haze Pioneer Trail Corridor) Pioneer Trail to Boca Grande		Shared-Use Path, one side	\$220,245	N	17
17	Fruitland Ave/Avenue of the Americas (San Casa Rd to Gulfstream Blvd)	Sidewalk, one side		\$357,402	Y	18
36	SUN Trail (Myakka State Forest to SR 776)		Shared-Use Path, one side	\$678,285	N	19
44	SUN Trail on Placida Rd (Gasparilla Rd to SR 776)		Shared-Use Path, one side	\$2,996,636	N	20
39	SUN Trail on Burnt Store Rd (Zemel Rd to Jones Loop Rd)		Shared-Use Path, one side	\$693,684	N	21
21	Oil Well Rd (US 41 to Granville Rd)	Sidewalk, one side	Advisory shoulder	\$762,141	Y	22
40	SUN Trail on Beach Rd (Gulf Blvd to SR 776)		Shared-Use Path, one side	\$1,082,970	N	23
7	San Casa Dr (Placida Rd to SR 776)		Separated Bike Lane, One Way	\$1,434,737	Y	24
11	Harbor Blvd (Port Charlotte Beach complex to Midway Blvd)	Sidewalk, gap closures	Separated Bike Lane, One Way	2,346,746	Y	25
37	SUN Trail on SR 776 (Gasparilla Rd to US 41)		Shared-Use Path, one side	\$2,503,165	N	26
20	SR 776 (Sarasota County Line to Gasparilla Rd)		Shared-Use Path, both sides	\$4,422,373	Y	27



48	Atwater St (Veterans Blvd to Hillsborough Blvd)	Sidewalk, one side	Shared-Use Path, one side	\$132,546	Y	28
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Table 7: Tier 3 Project List for Implementation after 2029

Project ID	Project Name	Sidewalk Improvement	Bikeway Improvement	Estimated Project Cost	Included in LRTP/CIP/CNA?	Project Rank
50	O'Donnell Blvd (North Charlotte Reg. Park to US 41)		Advisory Shoulder	*TBD - requires study	Y	29
51	Royal Poinciana (Burnt Store Road to US 41)		Shared-Use Path as part of City complete streets project	*TBD- requires study on Shared-Use Path (City Council approved unfunded CIP cost estimate of entire project \$2,250,000)	Y	30
10	Pellam Blvd/Prineville St (Edgewater Dr to County Line)		Shared-Use Path, one side	*TBD - requires study	N	31
4	Moss Rd (Charlotte Sports Park to No. Charlotte Reg. Park)		Advisory Shoulder	*TBD – requires further study	N	32
19	Edgewater Dr/Flamingo Blvd Ext. (Collingswood Blvd to County Line)	Sidewalk	Shared-Use Path or Paved Shoulder	*TBD -requires further study	Y	33
5	Gulfstream Boulevard (Fruitland Ave to SR 776)	Sidewalk, one side	Bike Lane	Bikeway \$2,992,203 Sidewalk \$951,493	Y	34
14	Washington Loop Rd (US 17 S. to US 17 N.)		Paved Shoulder	\$8,203,403	N	35
18	CR 74/Bermont Rd (Richards Blvd to SR 31)		Paved Shoulder	\$9,191,930	Y	36
52	Hillsborough Boulevard (Cranberry Blvd/US 41 to Veterans Blvd)	Sidewalk, one side	Separated Bike Lane, One Way	\$284,028	Y	37
43	SUN Trail on Burnt Store Rd. (Lee County Line to Zemel Rd.)		Shared-Use Path, one side	\$688,940	N	38

Project ID	Project Name	Sidewalk Improvement	Bikeway Improvement	Estimated Project Cost	Included in LRTP/CIP/CNA?	Project Rank
35	SUN Trail on US 41 (N Jones Loop Rd. to Peace River Bridge)		Shared-Use Path, one side	\$1,464,873	N	39
49	Kings Highway (Veterans Blvd to Sandhill Blvd)	Sidewalk, both sides	Separated Bike Lane, One Way	\$298,229	Y	40
46	Jones Loop Rd (Piper Rd to Burnt Store Rd/Acline)		Paved Shoulder	\$4,208,105	Y	41
23	Swath for Babcock Ranch Connection		Shared-Use Path, one side	\$5,939,673	N	42
22	Riverside Drive (Marion to US 17)		Paved Shoulder	\$3,706,766 (5.5 Mile)	N	43

Table 8: Crossing improvement project list for Implementation as funds become available

Project ID	Project Name	Crossing improvements	Estimated Project Cost	Included in LRTP/CIP/CNA?	Project Tier	Project Rank
25	Cape Haze Pioneer Trail near Rotonda Blvd E.	Enhanced Crosswalk	*TBD - requires study	Y	1	1
28	US 41 @ Harbor Blvd	Enhanced Crosswalk	*TBD - requires study	N	1	2
27	SR 776 @ Fairgrounds/Charlotte Sports Park	Crossing Enhancements/Traffic Signal	\$1,100,000	Y	1	3
29	US 41 @ Murdock Circle E	Median Safety Islands and at intersection. Consider LPIs to give people walking time to safely enter the intersection.	*TBD- requires study	Y	2	4
30	US 41 @ Harbor View Rd/Edgewater Blvd	Add North to South Crossing across US 41. Add Median Safety Islands, Consider LPIs	*TBD- requires study	Y	2	5

Project ID	Project Name	Crossing improvements	Estimated Project Cost	Included in LRTP/CIP/CNA?	Project Tier	Project Rank
		to give people walking time to safely enter the intersection.				
31	Veterans Blvd @ Murdock Circle E	Median Safety Islands and at intersection. Consider LPIs to give people walking time to safely enter the intersection.	*TBD- requires study	Y	2	6
32	US 41 @ Burnt Store Road	Median Safety Islands and at intersection. Consider LPIs to give people walking time to safely enter the intersection.	*TBD- requires study	Y	2	7
33	US 41 @ Carmalita St	Full Traffic Signal	*TBD- requires study	Y	2	8
34	US 41 @ Tuckers Grade	Median safety islands and at intersection. Consider LPIs to give pedestrians time to safely enter the intersection.	*TBD- requires study	Y	3	9
26	San Casa Drive @ Avenue of the Americas	Full Traffic Signal	\$257,597	Y	3	10



## 7. Infrastructure Implementation Strategies

This section describes construction methods for the proposed pedestrian and bicycle facilities outlined in the Recommendations chapter. Note that many types of transportation facility construction and maintenance projects can be used to create new facilities. It is much more cost-effective to provide facilities during roadway construction and re-construction projects than to initiate the improvements later as “retrofit” projects.

To take advantage of upcoming opportunities and to incorporate bicycle and pedestrian facilities into routine transportation and utility projects, the Charlotte County-Punta Gorda MPO should monitor FDOT projects and any other transportation improvements to look for opportunities for integrating plan recommendations. While doing this, MPO and the local entities should be aware of the different procedures for state and local road improvements.

### Bridge Construction or Replacement

Provisions should always be made to include a walking and bicycling facility as a part of roadway bridges. All new or replacement bridges should accommodate two-way travel for all users. Even though bridge construction and replacement does not occur regularly, it is important to consider these policies for long-term pedestrian planning.

Many bridges in Charlotte County do not have provisions for people walking or bicycling. Some of these bridges will require coordination with FDOT due to their location on a state roadway. Provisions should include separation of people biking and walking from vehicles where speed poses a higher risk of serious injury or fatality.



Figure 7: Photo of the US 41 South Trail in Punta Gorda where a gap exists between two segments of existing trail. Photo provided courtesy of the City of Punta Gorda.



Figure 8: A rendering provided courtesy of the City of Punta Gorda, produced by Agenor & Campbell Structural Engineers.

### Easements

The Charlotte County Public Works Department and City of Punta Gorda should explore opportunities to revise existing easements to accommodate public access for shared-use path facilities. Similarly, as new easements are acquired in the future, the possibility of public access should be considered. Sewer and utility easements are very commonly used for this purpose, offering cleared and graded corridors that easily accommodate trails. This approach avoids the difficulties associated with acquiring land and it better utilizes the local government resources.

### Charlotte County Punta-Gorda MPO Transportation Improvement Program

The MPO's Transportation Improvement Program (TIP) is based on the Long-Range Transportation Plan. The TIP is a federally mandated transportation planning document that details transportation improvements prioritized by stakeholders for inclusion in the Work Program over the next five years. The TIP is updated every year. This program provides opportunities for funding of active transportation projects either as part of roadway projects or as stand-alone projects.

### Local Roadway Construction or Reconstruction

Pedestrians and bicyclists should be accommodated any time a new road is constructed or an existing road is reconstructed. In the longer-term, all arterial and collector roads should have sidewalks and safe crossings at intersections based on the design guidelines in the plan. Bicyclists should have dedicated space based on the design guidelines and roadway context.



Also, case law surrounding the Americans with Disabilities Act (ADA) has found that roadway resurfacing constitutes an alteration, which requires adding curb ramps at intersections where they do not yet exist. The Department of Justice and the Federal Highway Administration recently released guidance on Title II of the ADA requirement to provide curb ramps when streets, roads, or highways are altered through resurfacing. More information is available on the following website: [www.ada.gov/doj-fhwa-ta.htm](http://www.ada.gov/doj-fhwa-ta.htm).

### Residential and Commercial Development

New development and redevelopment should require sidewalks, bikeways, and safe crosswalks. Construction of facilities that corresponds with site construction is more cost-effective than retrofitting a site. In commercial developments, emphasis should focus on safe pedestrian and bicyclist routes along roadways, as well as access to storefronts and through parking lots. This implementation strategy ensures growth of a safe pedestrian network as the community develops.

### Resurfacing, Restoration and Rehabilitation Projects (3R)

3R projects provide a clean slate for re-allocating roadway space through revised pavement markings. When a 3R project occurs, the roadway should be considered for narrower lanes and space added for bikeways or shoulders.

### Retrofit Roadways with New Bicycle and Pedestrian Facilities

Critical locations in the bicycle and pedestrian network where there are safety issues or essential links to destinations may justify a scheduled reconstruction or a higher priority 3R project. In some locations, it may be easier to add pavement for bikeways or sidewalks, but other segments could require tree and landscaping removal, or re-grading ditches. Similar challenges may be present when retrofitting for shared-use paths.

Some roads may have excess capacity and are candidates for a “road diet” solution to create space for bikeways or walkways. Road diets reallocate underutilized motor vehicle travel lanes to increase roadway safety for all users and in some cases could create space for on-street parking, on-street bikeways, walkways, and even shared-use paths. This strategy is only recommended in situations where vehicular traffic counts can safely and efficiently justify a reduction of travel lanes for motorists. However, the addition of pedestrian and bicyclist infrastructure increases for



Figure 9: Roadway reconstruction will be necessary to improve walking, biking and driving conditions for all roadway users in Charlotte County. Estero Boulevard in Fort Myers Beach is pictured above.

these modes and may allow a greater number of persons to move throughout the roadway. In-depth study of roadway characteristics is recommended for road diets to ensure that the needs of all road users are being met.

### Funding

Achieving the vision defined within this Plan will require, among other things, a stable and recurring source of funding that can leverage grant dollars from state, federal and private sources. Communities across the country that have successfully engaged in pedestrian and bicycle programs have relied on multiple funding sources to achieve their goals. No single source of funding will meet the recommendations identified in this Plan. Instead, stakeholders will need to work cooperatively with municipal, state, and federal partners to generate funds sufficient to implement the Plan. A description of local, state, federal and private funding sources is identified in the Funding Technical Memorandum.

Local funds should be leveraged to attract additional Federal and State grant funds to pay for necessary right-of-way acquisition and project design, construction, and maintenance expenses. Also, the MPO should continually maintain a back-log of designed projects that are “shovel ready” to take advantage of future funding opportunities as they become available.

The MPO 2040 Long Range Transportation Plan Needs Plan identified bicycle, pedestrian, and multi-use trail facility projects along roads without existing facilities or that have gaps or missing links. The MPO 2040 Long Range Transportation Plan Cost Feasible Plan includes \$14.6 million in Present Day Costs (PDC) or \$22.4 million in Year of Expenditure for bicycle, pedestrian, and multi-use trail facility projects. This total cost and projected revenues includes only bicycle, pedestrian and multi-use trail projects identified separately from road projects, as those improvements are included in the total cost for highway projects. The MPO 2040 cost feasible plan provides an excellent and vetted source providing projected revenue stream to implement projects in this Plan through the year 2040.

Given the constant change in funding availability at local, state, and federal levels, it is difficult to know what financial resources will be available at different time frames during the implementation of this Plan. However, there are important actions to take in advance of major investments, including key organizational steps, the initiation of education and safety programs and the development of strategic, lower-cost infrastructure improvements.