

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

AGENDA

2:00 p.m., Thursday, June 16, 2022

The MPO will hold this meeting in a hybrid format (both in-person and virtually) utilizing Microsoft Teams® and at the East Port Environmental Campus, Training Room B, 25550 Harbor View Road, Port Charlotte, Florida 33980.

- 1. Call to Order & Roll Call**
- 2. Pledge of Allegiance**
- 3. Public Comments on Agenda Items**
- 4. Chairs Report**
- 5. Consent Agenda:**
 - A. [Approval of Minutes: February 24, 2022](#)**
- 6. [Sheriffs' Office Report-Public Safety](#)**
- 7. [FDOT Bicycle/Pedestrian Coordinator Report](#)**
- 8. [North Jones Loop Feasibility Study Update](#)**
- 9. [Taylor Road Shared Use Path Presentation](#)**
- 10. [Veteran's Boulevard Corridor Planning Study – Draft Recommendations](#)**
- 11. Charlotte County Report**
- 12. City of Punta Gorda Report**
- 13. Citizen Input**
- 14. Staff Comments**
- 15. Member Comments**
- 16. Adjournment** The next regularly scheduled meeting of the BPAC is October 6, 2022

No stenographic record by a certified court reporter is made of these meetings. Accordingly, anyone seeking to appeal any decisions involving the matters herein will be responsible for making a verbatim record of the meeting/testimony and evidence upon which any appeal is to be based. (F.S. 286.0105)

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND CHAPTER 286.26 FLORIDA STATUTES, PERSONS NEEDING SPECIAL ACCOMMODATIONS TO PARTICIPATE IN THIS PROCEEDING SHOULD CONTACT THE CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO THE MEETING. CALL (941) 883-3535 BETWEEN 8:00 A.M. AND 4:00 P.M., MONDAY THROUGH FRIDAY.

The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes he or she has been discriminated against because of race, color, religion, sex, age, national origin, disability, or familial status may file a complaint with the Charlotte County-Punta Gorda MPO Title VI Coordinator Wendy W. Scott at (941) 883-3535 or by writing her at 25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980.

CHARLOTTE COUNTY-PUNTA GORDA METROPOLITAN PLANNING ORGANIZATION
25550 Harbor View Road, Suite 4, Port Charlotte, FL 33980-2503 Telephone: (941) 883-3535 Fax: (941) 883-3534

JUNE 16, 2022
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 5
CONSENT AGENDA
APPROVAL OF MINUTES: FEBRUARY 24, 2022 MEETING

Purpose: To review and approve the Minutes of the February 24, 2022 BPAC hybrid Meeting.

Agenda Item Presented by: MPO Staff

Discussion: To Be Determined

Recommendation: Motion to approve the Minutes of the BPAC hybrid meeting held on February 24, 2022

Attachment: [Minutes of the BPAC hybrid Meeting held on February 24, 2022](#)



BICYCLE/PEDESTRIAN ADVISORY COMMITTEE MEETING
CHARLOTTE COUNTY-PUNTA GORDA
METROPOLITAN PLANNING ORGANIZATION

MINUTES

2:00 p.m., Thursday, February 24, 2022

Minutes of the meeting held in a hybrid format on February 24, 2022, 2021 utilizing Microsoft Teams® and at the East Port Environmental Campus, Training Room B, 25550 Harbor View Road, Port Charlotte, Florida 33980.

MEMBERS ATTENDING EITHER IN PERSON OR VIRTUALLY

Pauline Klein, (Chair) Bicycle Club
Court Nederveld, (Vice Chair) South County Representative
Robert Logan, Mid-County Representative
James Wernicke, West County Representative
Betty Staugler, South County Representative
David Allen, Mid County Representative (Virtual)

ABSENT

Ben Turner, West County Representative
Michael Tomaso, Bicycle Business Representative

ADVISORY AND OTHERS PRESENT

Deborah Chesna, FDOT (Virtual)
Beaumont Hayner, City of Punta Gorda Urban Design
Mike Koenig, Parks & Recreation (Virtual)
Ravi Kamarajugadda, Charlotte County Public Works (Virtual)
Wendy Zurstadt, President of Peace River Riders
Gene Pzwlowski, Citizen
D’Juan Harris, MPO
Laks Gurram, MPO
Betty-Ann Sherer, MPO
Bekie Leslie, MPO (Virtual)

1. Call to Order & Roll Call

Chair Pauline Klein called the hybrid meeting to order at 2:02 p.m.
At the time the meeting was called to order, no quorum present.

2. Public Comments on Agenda Items

None

3. Chairs Report

Wendy Zurstadt provided a January 29, 2022, article from The Sun entitled “Why we Can’t be a Bicycle Friendly Community” by Nancy Johnson of Team Punta Gorda. She felt it was one sided and did not recognize the efforts made by the MPO and Charlotte County. She reached out to Ms. Johnson on behalf of the Peace River Riders and the BPAC. Ms. Johnson responded that the article was written due to public comment. In closing, Wendy inquired if this was an issue the BPAC could address and provide counter points.

Gene Pzwowski, noted in the past he and Court Nederveld explored the possibility of obtaining a certification in Charlotte County by the American League of Bicyclists. The effort was unsuccessful as Gene believed the criteria to obtain certification required hilly terrain.

Court Nederveld indicated the American League of Bicyclists is a large organization. A representative for the League of American Cyclists was provided a tour around Punta Gorda and other areas in Charlotte County and we just don’t meet the criteria to achieve bike friendly status. Court Nederveld asserted the county doesn’t add bike lanes, bicycle interchange lights, stops etc.

Court Nederveld indicated that the Charlotte County should adopt the State of Idaho’s “Stop Law for Cyclist,” it was supposed to go to the Board, but felt nothing happened.

Laks Gurram responded that the MPO communicates these bike and pedestrian interests to Charlotte County and the City of Punta Gorda. Laks indicated that citizens may convey ideas to the MPO to communicate to MPO Board Members. To the greatest extent possible, the goal of the MPO is to promote safe multi-modal transportation solutions to accommodate all users of roadways in Charlotte County.

D’Juan Harris indicated when he began his career in transportation planning, capital infrastructure improvements mostly focused on the efficient movement of vehicular traffic. In recent years, with the advent of Complete Streets based planning, the mindset has evolved to include bicyclists, pedestrians, and assurance that all users of public roadways can do so safely. The Florida Department of Transportation is leading by example ensuring transportation improvements are consistent with the consistent with the Context

Classification of the community. Mr. Harris additionally noted that the annual report by Smart Growth America presents an unbalanced comparison between warm weather states and northern states. Southwest Florida is typically rated as one of the most dangerous regions in their annual ranking. D’Juan indicated that this ranking may not account for pleasant weather conditions where bicyclists and pedestrians can enjoy cycling year-round.

Court Nederveld felt County has had great opportunities to make a great transportation system, they seem to focus only on cars. We have shared use paths on Edgewater Dr but no bike lanes, Midway Blvd has the same issue not made wide enough to make a bike lane. James Wernicke commented that recently the road in Northport Sidewalks are being added but no bike lanes.

4. Consent Agenda:

A. Approval of Minutes: November 18, 2021

Chair Klein asked if there were comments or corrections to the November 18, 2021 minutes. No comments or corrections

This item was carried to the next meeting or if a quorum was achieved the Committee would return this agenda item.

Chair Klein asked the Committee to review and approve the Consent Agenda that consisted of the minutes of the November 18, 2021 meeting.

*After quorum was established later in the meeting. A Motion was made by **Robert Logan** to approve the Consent Agenda. **Court Nederveld** seconded the Motion, and the Motion was approved unanimously.*

5. Sheriff’s Office Report - Public Safety

Sheriff Miller was not present, however provided the committee with a report. Chair Klein noted although not on this report, recently there have been a few fatal accidents involving cyclists in our community.

Court Nederveld noted a recent ride on the Pinellas Trail, where there are traffic lights for vehicles and traffic lights for cyclists, something we do not have In Charlotte County.

Laks Gurram responded to obtain the level of what Pinellas and Tampa has taken a long time. It is partly perception, as well as funding. We are a smaller MPO and we just don’t get the funding. It’s a constant work in progress with county and city staff.

D’Juan Harris added the transportation process from “concept to concrete” typically takes ten to fifteen years. The production phases are PD&E, design, right-of-way, and construction. Each phase of production could last two to three years.

6. 2022 Safety Performance Measures Target

D’Juan Harris indicated that this agenda item is being presented for informational purposes and no action is required by this committee.

Annually MPOs are required to adopt Safety Performance Measure Targets for tracking progress towards the Statewide/MPO targets for each of the transportation performance measures. The FDOT “Vision Zero” targets have the primary goal of no fatalities or injuries for all five of the Safety Performance Measures. This action meets Federal Highway Administration (FHWA) requirements.

FHWA has established five national Safety Measures which all State Departments of Transportation and MPOs must address. Unlike other performance measures applicable only to the National Highway System (NHS), the Safety Performance Measures apply to all public roads. FHWA’S five Safety Performance Measures are:

1. Number of Fatalities
2. Number of Serious Injuries
3. Fatality Rate per 100 million Vehicle Miles Traveled (VMT)
4. Serious Injuries per 100 million Vehicle Miles Traveled (VMT)
5. Total Number of Non-Motorized Fatalities and Serious Injuries

D’Juan Harris presented comparison data of both the Charlotte County and Statewide Five-Year Rolling Averages for each of the five FHWA Safety Performance Measures.

Court Nederveld wanted to see year by year data to ascertain data spikes. D’Juan Harris indicated the annual data is included in the packet; however, the chart text requires electronic zoom to be legible. Mr. Harris pointed out that a spike in safety performance indicators had occurred during the pandemic.

No action is required from this committee. The MPO Board adopted FDOT’s “target zero” of the Safety Performance Measures, at the February 18, 2022 Special Board Meeting.

A quorum was achieved at 2:24

Chair Klein returned to Consent Agenda:

7. Draft FY 2023 through FY 2024 Unified Planning Work Program (UPWP)/Metropolitan Planning Organization Agreement - Printed copies are available upon request

D’Juan Harris noted this agenda item is being presented for Informational purposes, no action is required by this Committee.

The MPO is required to update the UPWP every two years. This update of the UPWP covers the MPO’s 2-year budget for state fiscal years FY 2023 through FY 2024. The State of Florida fiscal year begins July 1st.

The UPWP is the MPO budget, summarizing every task or work deliverable planned by the MPO over the next two years. Everything we do has to be in this document so if you have any ideas for tasks to be carried out by the MPO they must be included this document.

No discussion

8. Charlotte County Bicycle and Pedestrian Facilities Map – Draft

Laks Gurram presented updates made to the 2019 Bicycle Pedestrian Facilities map, breaking it down by West, Mid and South County. This GIS map represents the current County and City facilities, such as sidewalks, multi-use trails, paved shoulders in Charlotte County. He noted the goal is to eventually have this as an online interactive tool, where layers could be turned on and off to show details. In print, showing all facilities makes the map look crowded. The information gathered now will assure accuracy in the map before it goes online and can be used as a resource to see where we have gaps for future projects to be considered.

The link for this map will be circulated to the Committee for comments, questions and information regarding gaps and information which currently may not appear on this map.

Comments made during this presentation:

- Possibly change the color for Cape Haze Pioneer Trail
- Add the paved trail which currently exist on the south part of Rotunda inner circle
- Add graphics at the locations and on the legend to represent landmark locations i.e.: schools, parks, etc. (schools high/low is confusing)
- From Town Center to Cochran – there’s no great area to ride and connect to the other side of the County
- Show the current bike lanes on US 41
- We should confirm bike lanes and sharrows locations throughout the county
 - Harbor Heights some existing sidewalks are not shown on this map

Questions:

- Will you link to other infrastructure- i.e.: State trails, SUN Trails, the paved trails in Babcock Webb, even unpaved trails such as Charlotte Harbor Environmental Center?
A: These are strictly existing county and city facilities not state The interactive map will include a layer when it is ready for publishing online.

- Can you overlay this with Strava heat maps, county list not necessarily where people actually go?
A: The map presented shows the existing and committed facilities in the county. Strava maps shows the activity map that riders use to track and upload their rides (and runs) using GPS data. Using Strava could create a liability directing people to a route which they may not have facilities and be comfortable riding.
- Is this supposed to be a visit and ride bike map?
The map will be a guide to visitors and local who want to ride and walk

Ravi Kamarajugadda, noted some sidewalk data may not appear on this map since this data has to be manually collected by County Staff using GPS to create the GIS layer. Also, when sidewalks appear as a line on a printed map, it's hard to tell if there is a sidewalk on one or both sides of the street - an interactive map would be easier to see this information.

The committee was encouraged to provide comments, additions, and questions.

9. FDOT Bicycle/Pedestrian Coordinator Report

Deborah Chesna- FDOT District One Bicycle-Pedestrian Coordinator Shared Use Path Presentation

Definition of Shared Use Paths as found in the Florida Design Manual (FDM): *Shared use paths are paved facilities physically separated from motorized vehicular traffic by an open space or barrier and are either within the highway right of way or are independent right of way. The term, "shared use path", as used in this manual is synonymous with trails, multiuse trails, multi-use paths or other similar terms used in other Department manuals.*

The FDOT FDM allows for shared use paths (SUP) to be used in rural and suburban areas
Designed Speed for Shared Use Paths are from 18 to 30 mph.

Here is the fundamental difference, the design speed is very different than a sidewalk:

(New) Urban Side Paths often called cycle tracks

- These are on the road and usually have signalization, stops with the cars etc.
- Cyclists must follow motor vehicle laws

vertically separated from the roadway, further distinguishing them from conventional Shared Use Paths design speed of the adjacent roadway is 35 mph or less

Operating space for cyclist

- Consider physical dimensions of a bicycle and rider,
- should be granted a minimum of 5-feet of operating space

- If intended to be two-way bicyclist movement, as well as pedestrian activity, 10-feet is the bare minimum, with 12' being a more comfortable passing width.
- Shared use paths are intended to accommodate multiple uses, including cyclists, people walking, running, and using micro mobility devices such as scooters.

FHWA Shared-Use Path Level of Service Calculator:

- 8 Feet: Only recommended in rare, constrained areas with low volumes and user* mixes
- 10 Feet: AASHTO's minimum paved width for two-way shared-use paths
- 11 – 15 Feet: Provides improved LOS for higher volumes and more balanced user* mixes

Question- What is a micro mobility device?

All the new moving technology such as E-bikes that provide pedal assist and scooters.

Preferred sidewalk widths:

- Vary depending on density and intensity of activity, but now are a preferred standard of a minimum of 6'.
- Sidewalk space should consider the frontage zone, or space from adjacent buildings, the pedestrian zone, or clear walking space, and the furniture zone (the buffer between the walking area and the vehicle moving).
 - Buffered bicycle lanes have 2 white lines to the left
 - Separated bicycle lanes have some type of Barrier such as posts, concrete and medians.

The Active Transportation Plan provides facilities toolbox where it discusses design criteria.

Shared Use Path Surfaces:

- Asphalt and Concrete

The difference is the smoothness of the ride fundamental difference is a sidewalk is used for pedestrians, who have the ROW over bicyclists.

On the cyclist's side they do not mind if the installation of the sidewalk entails the type of design that doesn't include the wide gaps of a normal sidewalk; however, they do mind when there are the wide gaps, and you feel the bumps.

If the municipality insists on using concrete on a pathway for multiple users, there is a special saw cutting method where the gaps are very small and hard to detect.

James Wernicke - in a recent MSBU Meeting- it was questioned if the SUN Trail comes through Gulf Cove-and it's on the ROW where there's a green space currently maintained by MSBU, will SUN Trail pay for the mowing and cutting of this space?

A: For SUN Trail if it's not on FDOT ROW, it's local responsibility.

James Wernicke - What is happening with the Ponce De Leon over pass?

A: FDOT is responsible for the actual bridge- touch down to touch down- they are looking into when they can resurface. The City of North Port is responsible for after the touch down; still waiting for an answer.

River Road- Update- This will include 10'shared use paths on each side.

The only way FDOT will not pursue capacity on a roadway is if it is mentioned in the MPO LRTP as a constrained roadway – constrained roadways will get more focus for complete streets because you have more treatment options available due to speed and number of lanes.

D'Juan Harris gave kudos to Deborah Chesna- she came up with the idea to promote FDOT safety messages on the back of FDOT District 1 trucks and she was recognized by Executive Leadership for this great idea.

Ravi Kamarajugadda added Charlotte County will be adding ***"Stop Speeding, Before it Stops You"*** to the back of county work vehicles, they have a sponsorship from AAA in the amount of \$3,000 to support this effort.

10. Charlotte County Report

Ravi Kamarajugadda – currently there is no county report, but would be happy to answer any questions

He noted:

- The county is continuously working towards target zero.
- They recognize many speeding issues on county roads and mobile speed LED signs have been placed throughout the county; cycling locations at 1 week intervals.
- Speeding is a real issue as well as cut through traffic to avoid signals at intersections are big issue.

James Wernicke indicated there was a discussion regarding adding safety features, such as dedicated turn lanes. Mr. Wernicke inquired if that has been escalated to the county or state.

Ravi Kamarajugadda stated that he would need to talk to staff and officials.

Deborah Chesna added for the state roadways, the Active Transportation Plan (ATP) has list of potential 2 stage turn boxes in specific intersections. There is also a candidate list for green paint, protected intersections, and signals.

Ravi Kamarajugadda noted the county always tries, but funding is an issue.

Deborah Chesna suggested when the bike ped master plan is updated make sure the County needs and wants on State roadways is documented- FDOT will more likely provide funding if it's in the plan. Can work on intersections to make them safer- look at criteria in ATP. There is a GIS layer with data partially provided by cyclists, which shows frequently used bike lanes.

11. City of Punta Gorda Report

Beaumont Hayner, New Planner for the City of Punta Gorda was Welcomed to the meeting. He would be glad to pass on any question or comments to City Staff. Court Nederveld extending and invitation for him to ride with the Peace River Riders.

Betty Staugler asked who maintains the sidewalk that leads up to the 41 bridge? On the Laishley park side, the sidewalk is very bumpy and the lighting is poor.

Chair Klein noted this was discussed during the Northbound Tamiami Trail (US 41) Vision Study – William St to Peace River Bridge presented by at the November 18, 2021 BPAC meeting. There's a need for better signage and lighting.

D'Juan Harris indicated the state is the maintaining agency. If there are any issues within FDOT right-of-way in Charlotte County, you can report it to the Ft. Myers FDOT Operations Center. Mr. Harris will call and inquire if the signage could be improved to better direct people to the proper lane for cyclists and pedestrians.

Court Nederveld also indicated that there is an issue with the expansion joints along US 17 near Babcock Webb.

12. Citizen Input

Gene Pzwowski, citizen asked if the bike clubs have an annual safety program for members? He suggested an annual Public Education Safety Meeting and Outreach to community members as a proactive measure. This would allow state, county and city staff an opportunity to respond to any issues. This would also create an educational forum for out of state riders on local state laws. This should be reported to this committee annually.

The American League of Cyclists may recognize safety programs in the county, which could lead to the designation of being a Bicycle Friendly County.

Wendy Zurstadt - The safety program is done at every ride. Jim Dodson did a presentation last year, who speaks to all the bicycle clubs on safety, to assure we understand Florida law, the

constraints, opportunities and challenges we have. It's been very difficult to get members to attend. We promote safety, it's a good point to emphasize for visitors that are not familiar with Florida rules.

Chair Klein agreed, she has benefitted from the safety information received from Coastal Cruisers.

There have been many events hosted, however, recently have stalled due to the pandemic.

Bob Logan agreed and asked where and when do our children learn to drive safely?

Many adults and kids do not wear bike helmets. We need to create awareness to emphasize the importance of wearing a helmet for personal safety.

13. Staff Comments

D'Juan Harris thanked the Bicycle Pedestrian Advisory Committee for their time, effort, and thoughtful discussion. These committee meetings are important and MPO Board members occasionally inquire about the MPO committee's input provided during discussion of agenda items.

Betty-Ann Sherer - Pedal and Play in Paradise is scheduled for March 26th in Punta Gorda, March is Florida Bike Month. There is also a Love to Ride joint initiative with FDOT. The website is Lovetoride.net. There will be events throughout the month, it all starts with 1 small step to get riding. Chair Klein has already signed on and appreciates the daily reminders they provide to ride.

Ravi Kamarajugadda added if there is an area of concern where streetlights are needed, he should be contacted.

14. Member Comments - none

15. Adjournment

The next regularly scheduled meeting of the BPAC is June 16, 2022.

Court Nederveld made a motion to adjourn the meeting James Wernicke seconded the motion, and the meeting was adjourned at 3:49PM

JUNE 16, 2022
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 6
SHERIFF'S OFFICE REPORT-PUBLIC SAFETY

Purpose: To provide an opportunity for the Charlotte County Sheriff's Office Representative to report on initiatives and efforts that are pertinent to bicycle and pedestrian safety issues in Charlotte County

Agenda Item Presented by: DFC William Miller-Charlotte County Sheriff's Office

Discussion: To be determined

Recommendation: None



Sheriff Bill Prummell

7474 Utilities Road

Punta Gorda, FL 33982

(941) 639-2101

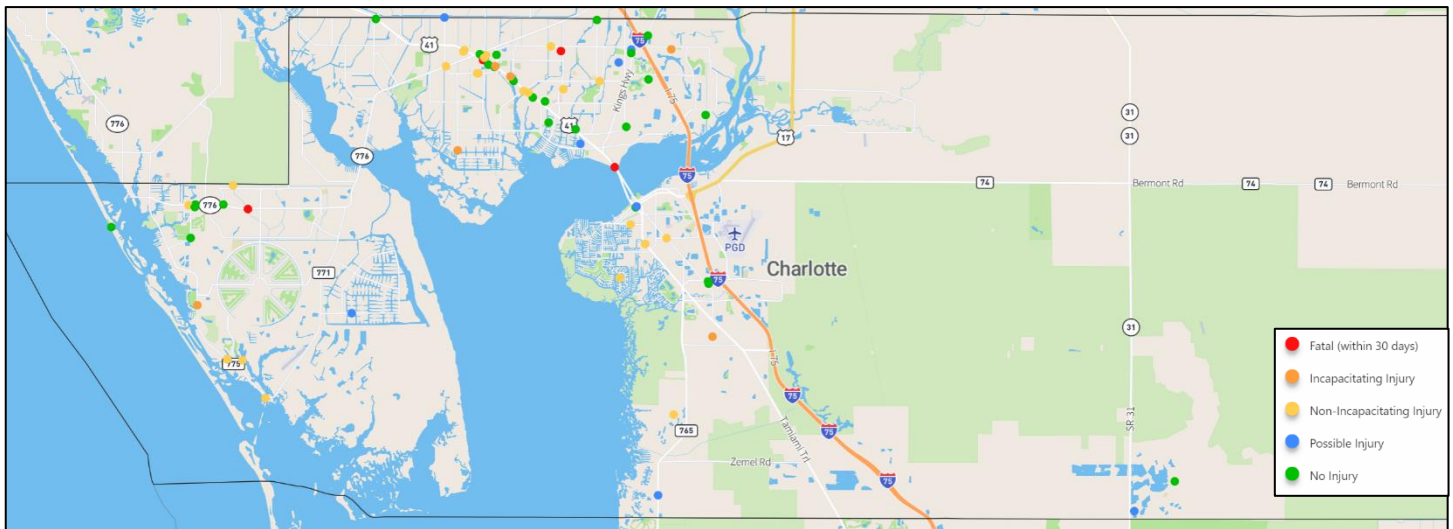
Charlotte County Sheriff's Office

Integrity, Professionalism, Trust

Date: 06/13/2022

Subject: Bicycle and Pedestrian Accidents

Bicycle and Pedestrian Accidents January 01, 2022 to May 31, 2022



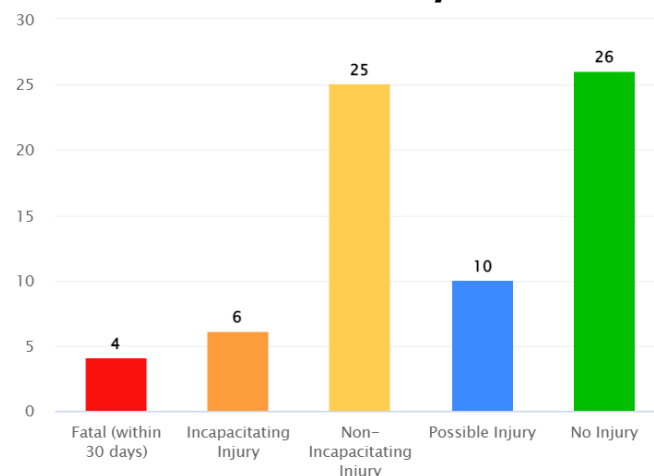
Accidents involving Bicycles or Pedestrians, January 01 to May 31, 2022

In the first five months of 2022, a total of 2378 accidents were reported in Charlotte County. 71 of these (3%) included a bicycle or pedestrian. Four of these accidents resulted in a fatality (within 30 days). Two involved a bicycle and two involved a pedestrian. (There were 2123 accidents reported in the first five months of 2021, 72 that involved a bicycle or pedestrian. One of these was fatal.)

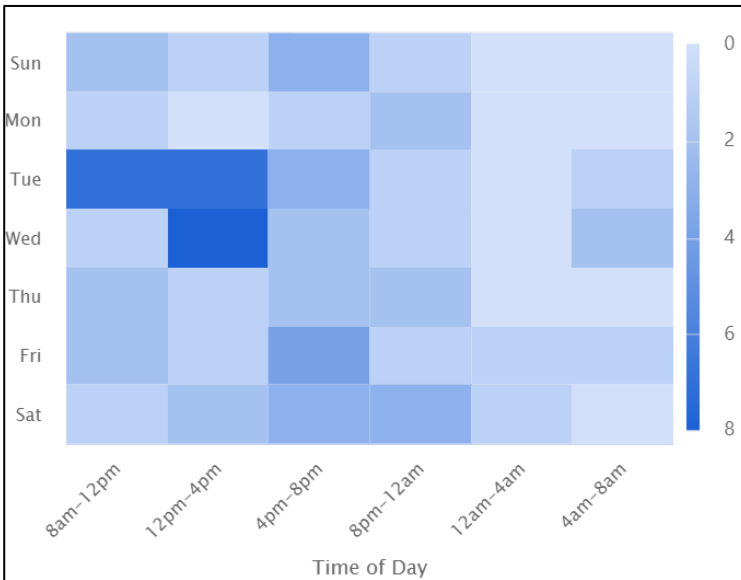
Almost half (33/45%) of these occurred along the US 41/Tamiami Trail corridor between the Charlotte/Sarasota County line and the southern side of the City of Punta Gorda. Two of the fatalities occurred along Tamiami Trail in Port Charlotte.

The charts and graphs below depict other statistics related to the bicycle and pedestrian accidents between January 1 and May 31, 2022.

Crash Severity

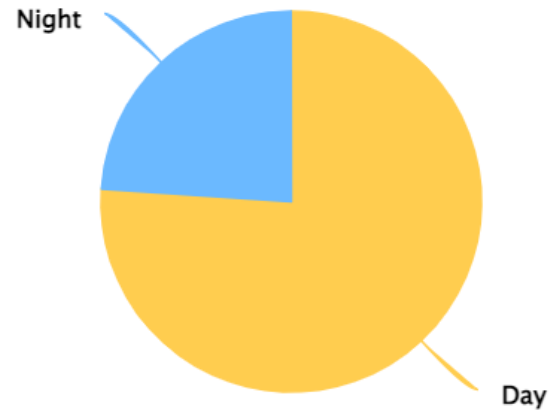


Day of week / time of day



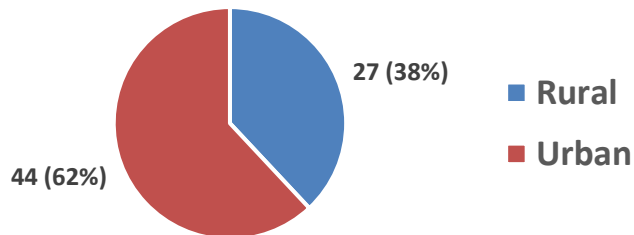
Eight of the accidents occurred on a Wednesday, between noon and 4pm. Seven occurred on a Tuesday between 8am and noon, and seven occurred on a Tuesday between noon and 4pm.

Day or Night

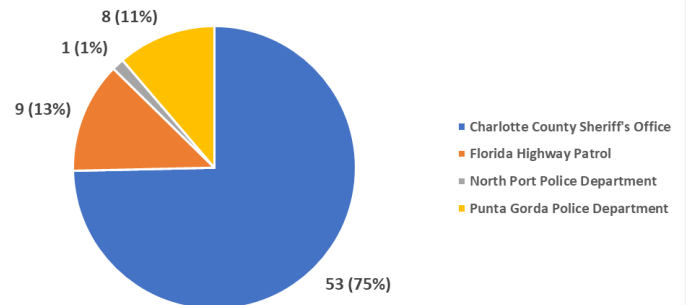


76% occurred during the day
24% occurred at night

Urban or Rural



Investigating Agency



These accidents were reported/investigated by four agencies: CCSO-53, FHP-9, Punta Gorda PD-8, and North Port PD-1.

Prepared By: IA D. Buffington

Source: Signal 4 Analytics

JUNE 16, 2022
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEETING

AGENDA ITEM # 7
FDOT BICYCLE/PEDESTRIAN COORDINATOR REPORT

Purpose: To provide an opportunity for the FDOT Bicycle-Pedestrian Coordinator to report on FDOT Department projects and concerns that are pertinent to bicycle and pedestrian issues in Charlotte County

Agenda Item Presented by: FDOT District One Bicycle-Pedestrian Coordinator

Discussion: None

Recommendation: None.

JUNE 16, 2022
BICYCLE PEDESTRIAN ADVISORY COMMITTEE MEETING

AGENDA ITEM # 8
NORTH JONES LOOP ROAD (CR 768) FEASIBILITY STUDY FROM BURNT
STORE ROAD (CR 765) TO PIPER ROAD – FINAL UPDATE

Purpose: Evaluate the potential widening of North Jones Loop Road (CR 768) up to six lanes from Burnt Store Road (CR 765) to Piper Road, including potential mobility, safety, intersection, emergency response, and evacuation improvements

Agenda Item Presented by: FDOT Staff

Discussion:

During the development of the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPOs) 2040 and 2045 Long Range Transportation Plan (LRTP). Citizens identified North Jones Loop Road (CR 768) as one of the top roads to invest in within Charlotte County given the growth occurring and expected to continue within this portion of the county.

The following goals and objectives have been identified for this study:

- Increase capacity
- Improve area wide connectivity and local/regional mobility
- Support local economic development initiatives for planned area growth
- Enhance emergency evacuation response times
- Enhance access for freight and commuter traffic

STUDY UPDATE:

The FDOT conducted extensive public outreach to obtain input on the types of improvements to be considered along the North Jones Loop Road and Punta Gorda Airport corridor. The purpose of this research was to determine multimodal transportation solutions to prepare for planned regional developments within the vicinity of this corridor. The outreach included meetings and presentations to elected/appointed officials. FDOT met with staff from the City of Punta Gorda, Charlotte County and the Punta Gorda Airport. FDOT also coordinated with the Charlotte County-Punta Gorda Metropolitan Planning Organization's (MPO) Committees, Board Members, and business stakeholders. The FDOT prepared a newsletter, website, and an online comment form to seek additional input from the public. Based on all input received, the FDOT developed and evaluated the feasibility of various control options at intersections along the corridor and prepared preliminary draft alternatives that included pedestrian/bicycle accommodations to meet future transportation demand. The preliminary alternatives were discussed and shared with various local agency stakeholders for comment. The FDOT is in the process of coordinating additional meetings with elected/appointed officials and business stakeholders to discuss concerns regarding the preliminary draft alternatives.

Once the coordination and revision of the alternatives is complete, a feasibility study report will be compiled to document the recommended alternatives.

Please check the project website for additional study information.

Recommendations: For informational purposes only, no action required

Attachment: [Power Point Presentation](#)



NORTH JONES LOOP ROAD (CR 768) FEASIBILITY STUDY

From Burnt Store Road to Piper Road

FPID#: 436563-1 | PROJECT UPDATE







NORTH JONES LOOP FEASIBILITY STUDY

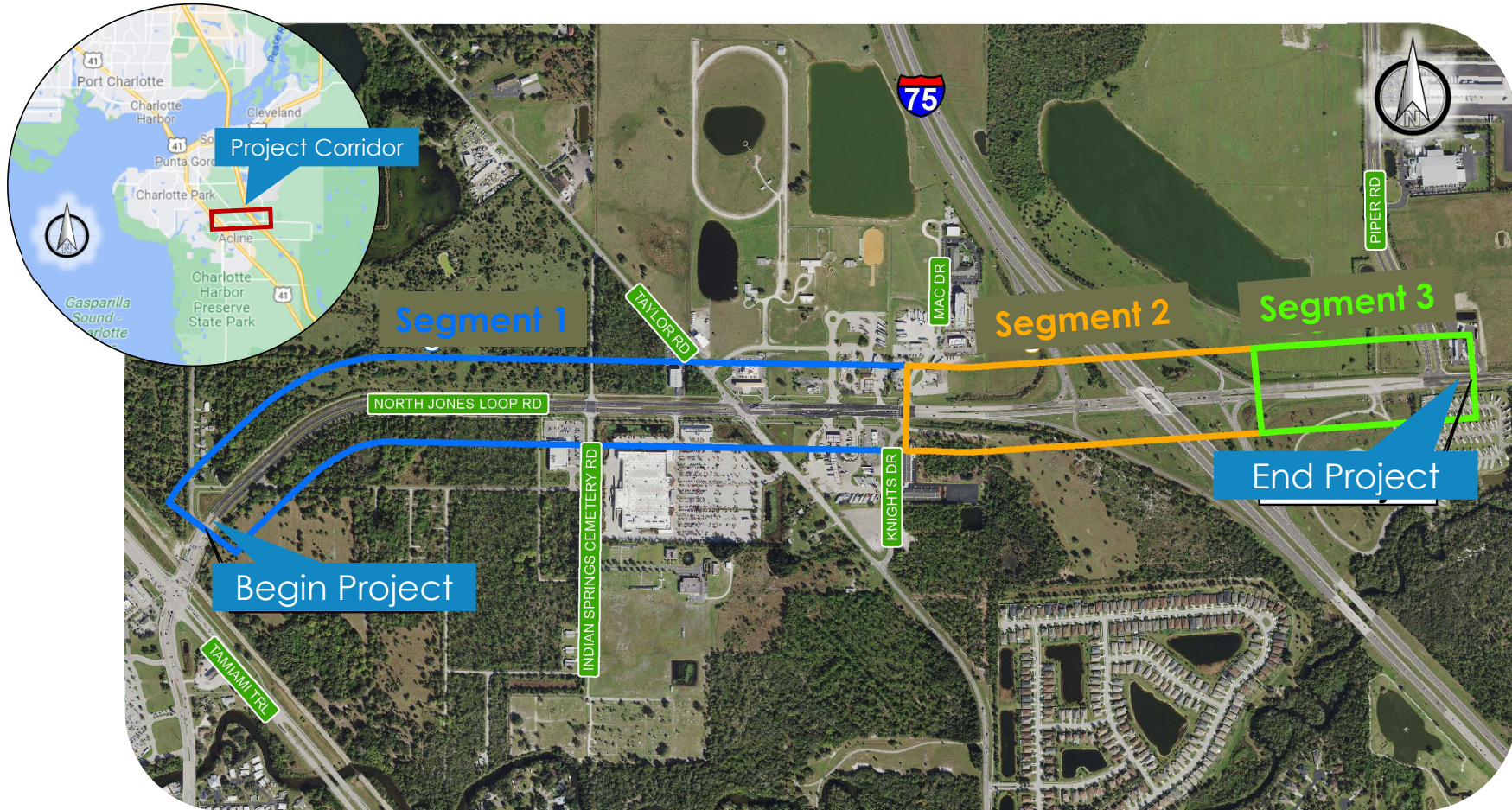
FDOT District One began a Feasibility Study in July 2020 to evaluate the potential widening of North Jones Loop Road (County Road (CR) 768) up to six lanes from Burnt Store Road (CR 765) to Piper Road in Charlotte County, Florida. The project will include mobility, safety, intersection, emergency response, and evacuation improvements.

PROJECT TIMELINE

PROJECT TIMELINE																							
2020						2021												2022					
J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
 NTP																							
	Project Review and Analysis/Meetings																						
											Alternatives Development												
																Feasibility Report							
																		Summary of Results					

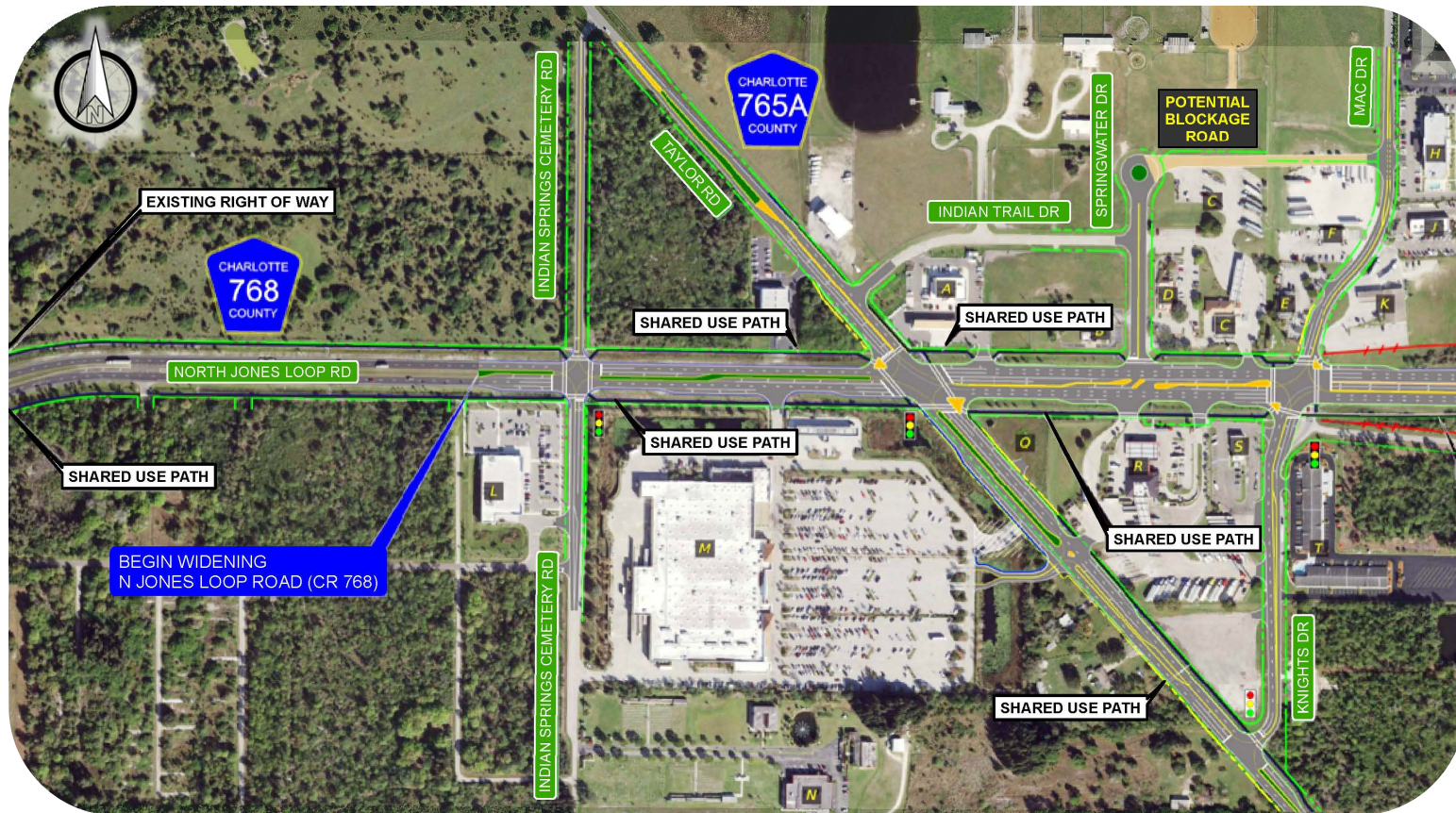
Preliminary – subject to change

PROJECT LOCATION



SEGMENT 1/ALT 1

Conventional Intersection at Taylor Rd.



SEGMENT 1/ALT 2

Quadrant Intersection at Taylor Rd.



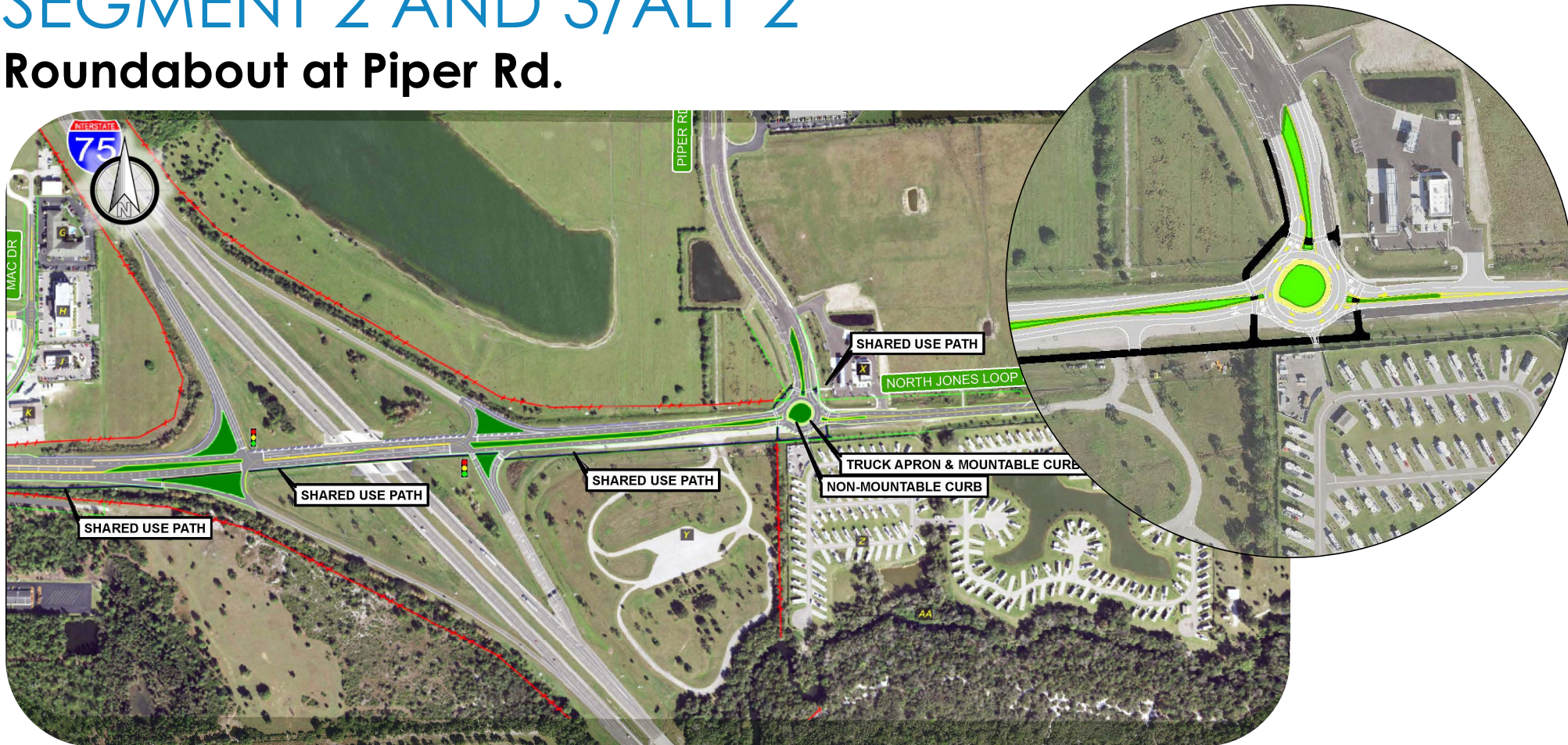
SEGMENT 2 AND 3/ALT 1

Conventional Intersection at Piper Rd.



SEGMENT 2 AND 3/ALT 2

Roundabout at Piper Rd.



DESIGN, R/W, AND CONSTRUCTION COSTS

Segment	Area Type	Potential Funding Source	Alternative Cost	
			R/W	Construction
Segment 1	Urban	Charlotte County	TBD	\$16.6-\$17.9M
Segment 2	Urban	SIS	\$0	\$8.5M
Segment 3	Urban	Discretionary SIS	\$65,000	\$2.3-\$2.8M

*Estimated February 2022

Preliminary – subject to change

NEXT STEPS

As determined by MPO Board

- Program Improvements in LRTP
- MPO and FDOT work towards
 - Programming applicable segments for design, R/W, and construction



The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.

CONTACT INFORMATION

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D1 Communications Director

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Project Website

<http://www.swflroads.com/cr768/njoneslooprd/>

YOUTH TRAFFIC SAFETY MONTH



AGENDA ITEM # 9
TAYLOR ROAD (CR 765A) FEASIBILITY STUDY FROM ROYAL ROAD TO
AIRPORT ROAD - UPDATE

Purpose: To provide an update of the Feasibility Study on Taylor Road (CR 765A) from Royal Road to Airport Road

Agenda Item Presented by: FDOT Staff

Discussion:

The purpose of this project is to improve safety for bicyclists and pedestrians, which are particularly vulnerable to conflicts with vehicles on shared facilities, by providing a pathway separated from general traffic. Provide connectivity to the City of Punta Gorda's neighborhoods with the region's bicycle and pedestrian amenities, parks and recreational facilities, and conservation lands in the area. The need for the proposed shared use path project is based on the following criteria:

- Area Wide Network / System Linkage: Improve bicycle and pedestrian mobility
- Safety Conditions: Enhance safety along the corridor
- Social and Economic Demand: Improve bicycle and pedestrian accessibility

The Taylor Road Project is the MPO's number one project priority for the Transportation Alternatives Program (TAP). The project has been programmed in two segments because of the complexity of the roadway. The first segment, Taylor Road from Jones Loop Road to Airport Road is programmed for Design in FY 2023/2024 for \$656,521. The estimated construction cost is \$5.1 million dollars. The second segment, Taylor Road from US 41 (South) to Jones Loop Road is currently not programmed in FDOT'S Five Year Work Program beyond the PD&E Study.

For more information, please check the project website below:

http://www.swflroads.com/us41/taylorroad/about_project.html

Recommendations: For informational purposes only, no action required

Attachment: [Power Point Presentation](#)



TAYLOR ROAD FEASIBILITY STUDY

from Royal Road to Airport Road

Financial Project ID No. 435105-1 | Federal Aid Project No. D118-120-B | ETDM No. 14358

Project Background



Taylor Road

- ◆ Feasibility Study for a shared-use path
- ◆ From Royal Road to Airport Road
- ◆ Project length is 3.6 miles
- ◆ Two-lane undivided roadway
- ◆ No bike/ped facilities
- ◆ Project will not include roadway modifications
 - ◆ Will account for future four-lane widening

Project Goals



- ◆ Provide safe, non-motorized option along Taylor Road
- ◆ Create comfortable environment for pedestrians & bicyclists
- ◆ Support the goals of Charlotte County
 - ◆ *Create an effective multi-modal transportation system*



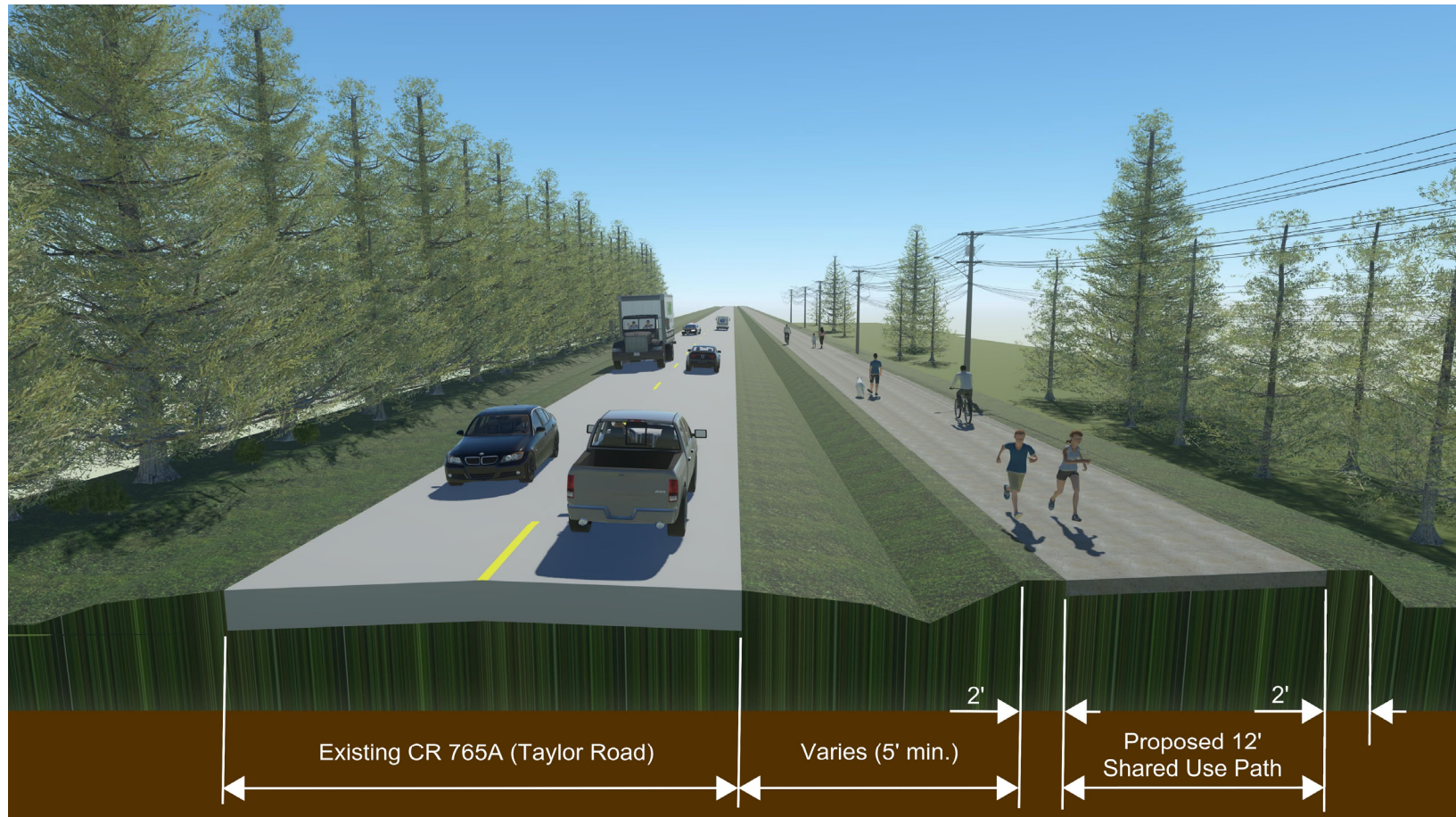
Project Considerations



- ◆ Wetlands and natural habitats
- ◆ Available right-of-way
- ◆ Existing overhead electric poles
- ◆ Crossings over Alligator Creek and North Fork Alligator Creek
- ◆ Roadway crossings



Typical Section



Cost Estimates

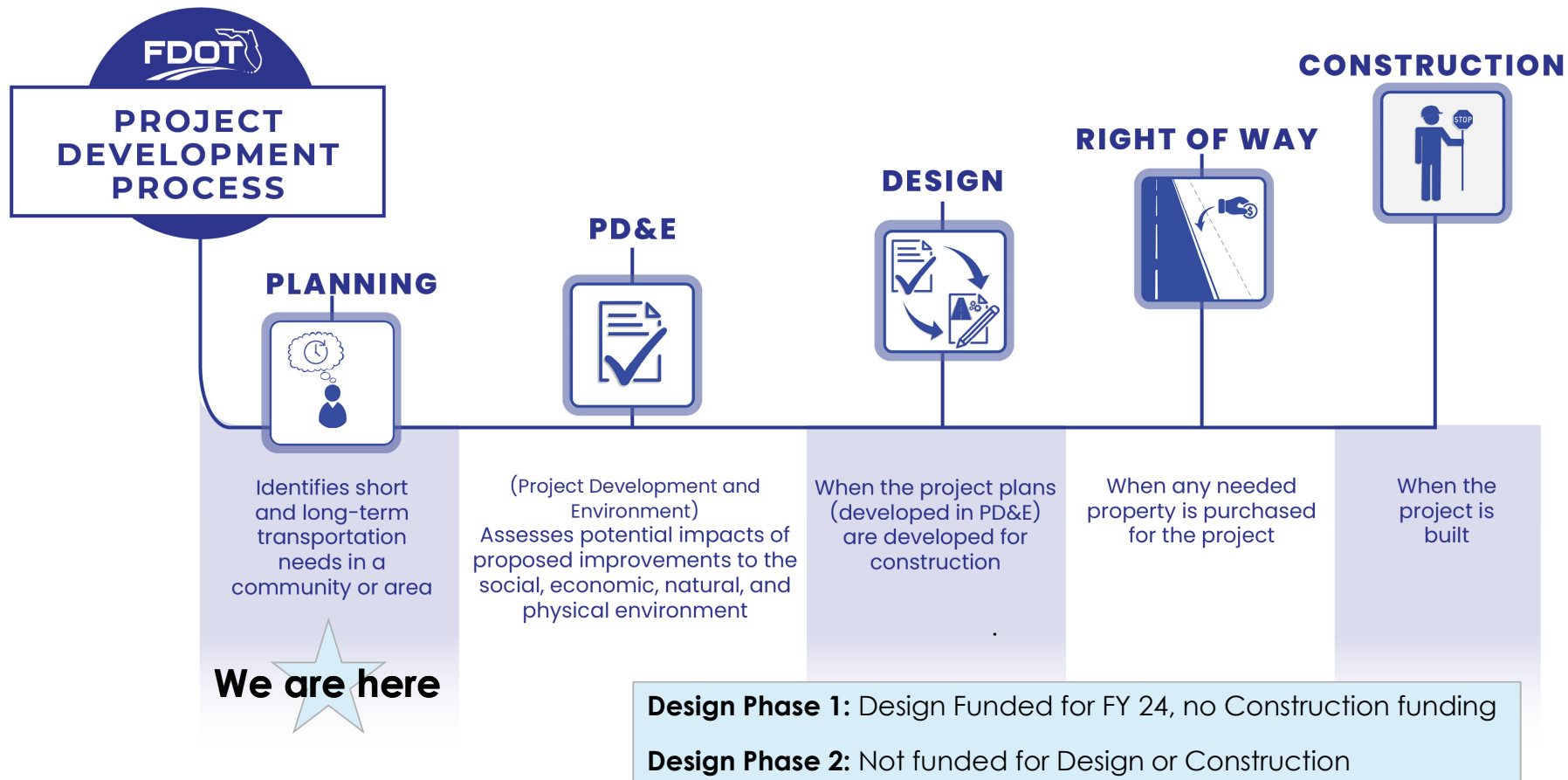


Cost Estimates		Design Phase 1 (North Jones Loop to Airport Rd)	Design Phase 2 (Royal Rd to North Jones Loop)
	Construction	\$5,164,151	\$5,547,599
	Final Design	\$656,521	\$665,712
	Construction Engineering Inspection (12% of Construction)	\$619,698	\$665,712
	Right-of-Way	\$0	\$410,000
	Wetland Mitigation	\$120,182	\$6,706
	Total Estimated Costs	\$6,560,552	\$7,295,729

(Preliminary – Subject to change)

The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.

Schedule



(Preliminary – Subject to change)

Contact Information



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Website: swflroads.com/us41/taylorroad/



LOOK TWICE
FOR
BICYCLISTS &
PEDESTRIANS



AGENDA ITEM # 10
VETERANS BOULEVARD CORRIDOR PLANNING STUDY – DRAFT
RECOMMENDATIONS

Purpose: To review and comment on the draft recommendations for Veterans Boulevard Corridor Planning study

Presented by: Vitor Suguri, FDOT
Babuji Ambikapathy, VHB

Discussion:

The Florida Department of Transportation (FDOT), District One, is conducting a Corridor Planning Study for Veterans Boulevard between US 41 and Kings Highway in Charlotte County, Florida. The subject corridor is a 6.9-mile, 4-lane divided roadway. The overall objective of this study is to improve mobility, safety, reliability, and connectivity for people who drive, walk, bike, and use transit within the study corridor.

This study will document the following:

- 1) Existing conditions including corridor characteristics, travel patterns, operational analysis of all modes, and safety assessment
- 2) Future conditions including traffic forecasts, access management review (for 2045), operational analysis of all modes and safety analysis, to develop potential safety, operational, and multimodal improvements for the Veterans Boulevard corridor. The recommended improvements proposed in this presentation will be prioritized for short-term (2025), mid-term (2035), and long-term (2045) conditions through close coordination with the Project Steering Committee. The proposed recommendations are subject to change and will be implemented by Charlotte County Staff contingent upon the availability of funds.

The proposed recommendations (based on safety, operational, and multi-modal) along Veterans Boulevard within the study limits will be developed. These improvements can include (but are not limited to) signalization, mid-block crosswalks, roundabouts, access management, intersection lighting, basic and enhanced intersection improvements, and improved signage. At the May 16, 2022, MPO Board meeting, the MPO Board recommended to add Veterans Boulevard & Norman Street to the project scope which is included in this presentation. The recommendations are yet to be determined for this location (Slide 23).

Recommendation: Review and comment on the draft recommendations for Veterans Boulevard Corridor Planning Study.

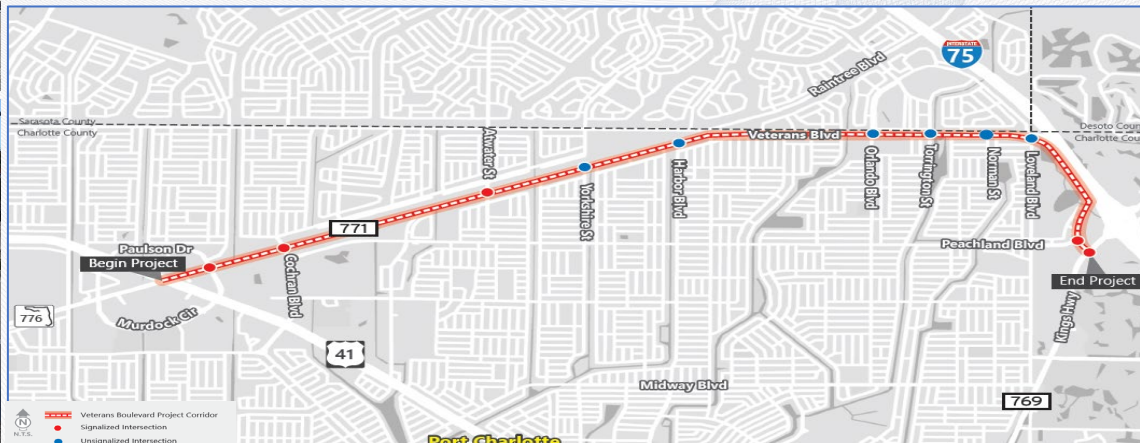
Attachment: [Veterans Corridor Planning Study Presentation](#)

Veterans Boulevard Corridor Planning Study

From US 41 to Kings Highway

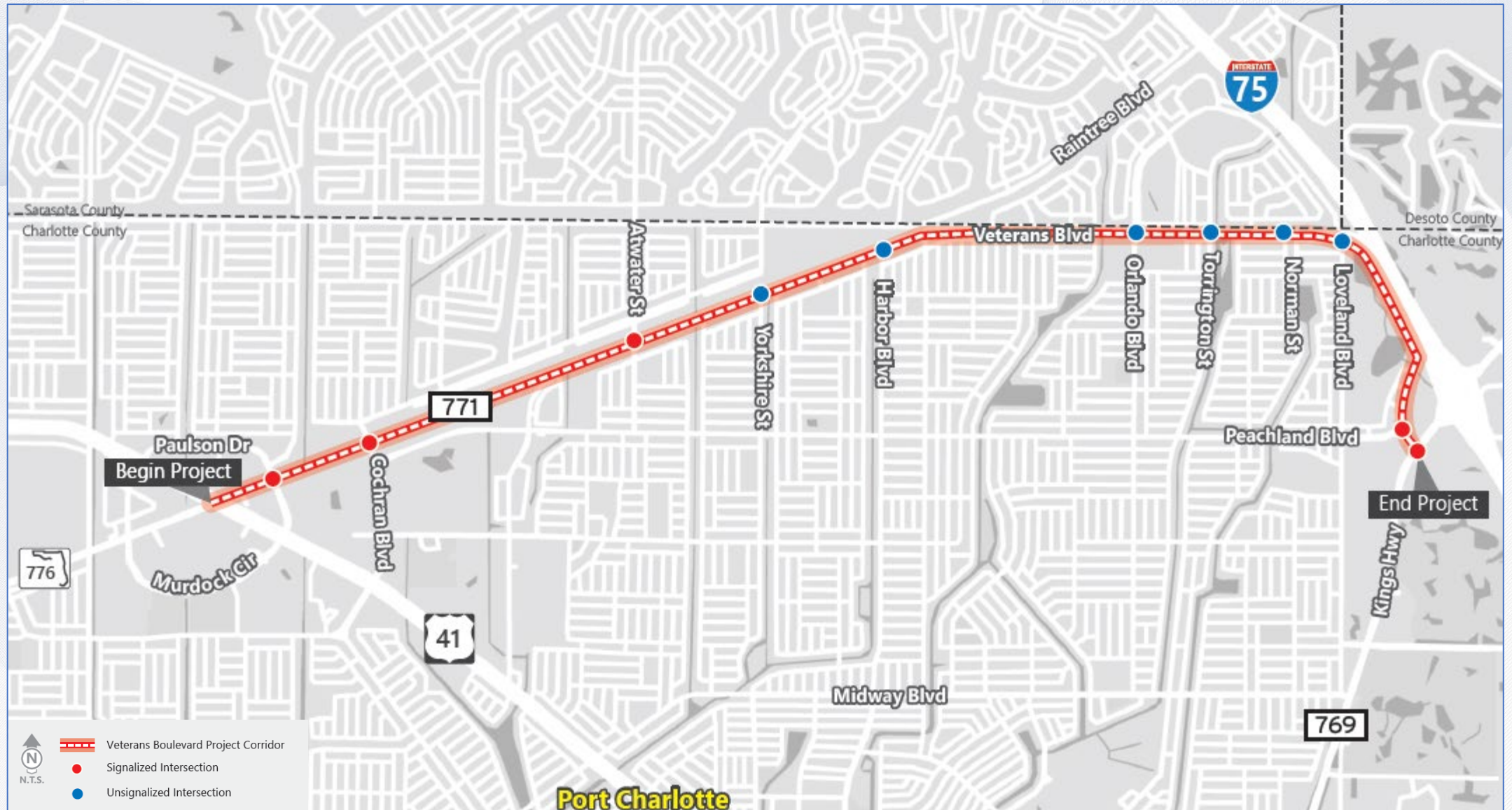


Bicycle Pedestrian Advisory Committee Meeting
(Draft Recommendations) | June 16, 2022



Veterans Boulevard Study Corridor

(Approximate Length 6.9 miles)



Agenda



Study Purpose and Objectives



Study Methodology



Programmed/Planned Projects



Draft Recommendations



Study Timeline



Next Steps



Feedback & Discussion

Study Purpose and Objectives

Study Purpose

*“Improve **Safety, Mobility, Connectivity & Reliability** for people who drive, walk, bike and use transit”*

Major Concerns

- Capacity/operational improvements
- New traffic controls

Objectives

- Conduct safety, operational and multimodal analysis
- Intersection specific improvements (no widening of Veterans Boulevard)
- Identify and prioritize short-term (Year 2025), mid-term (Year 2035), and long-term (Year 2045) improvements



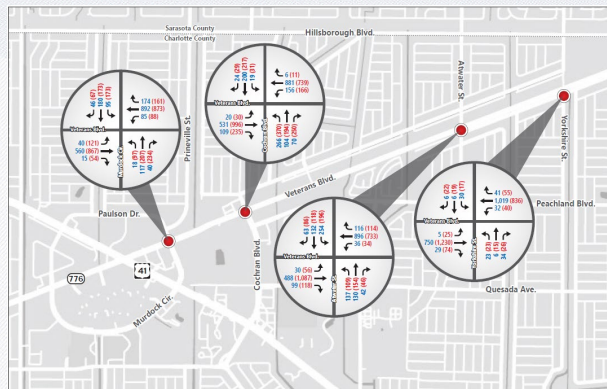
Study Methodology

Key Elements

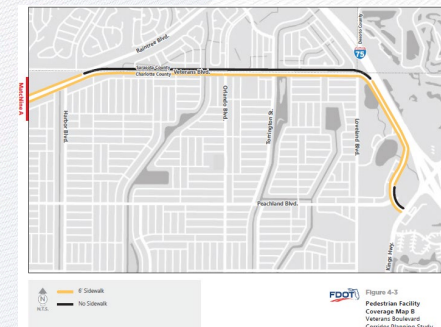
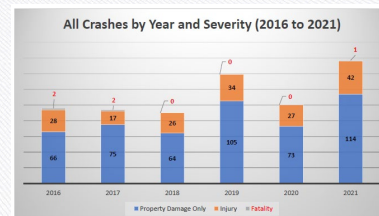
- Existing and anticipated future traffic volumes
- Field observations
- Historical crash data
- Operational analysis
- Stakeholder input
- CAP-X analysis
- Programmed and planned improvements projects
- Published guidelines
- Similar projects

Improvement Types

- Turn lanes
- Operational
- Innovative intersection types
- Safety
- Multimodal/ADA
- Lighting
- ITS



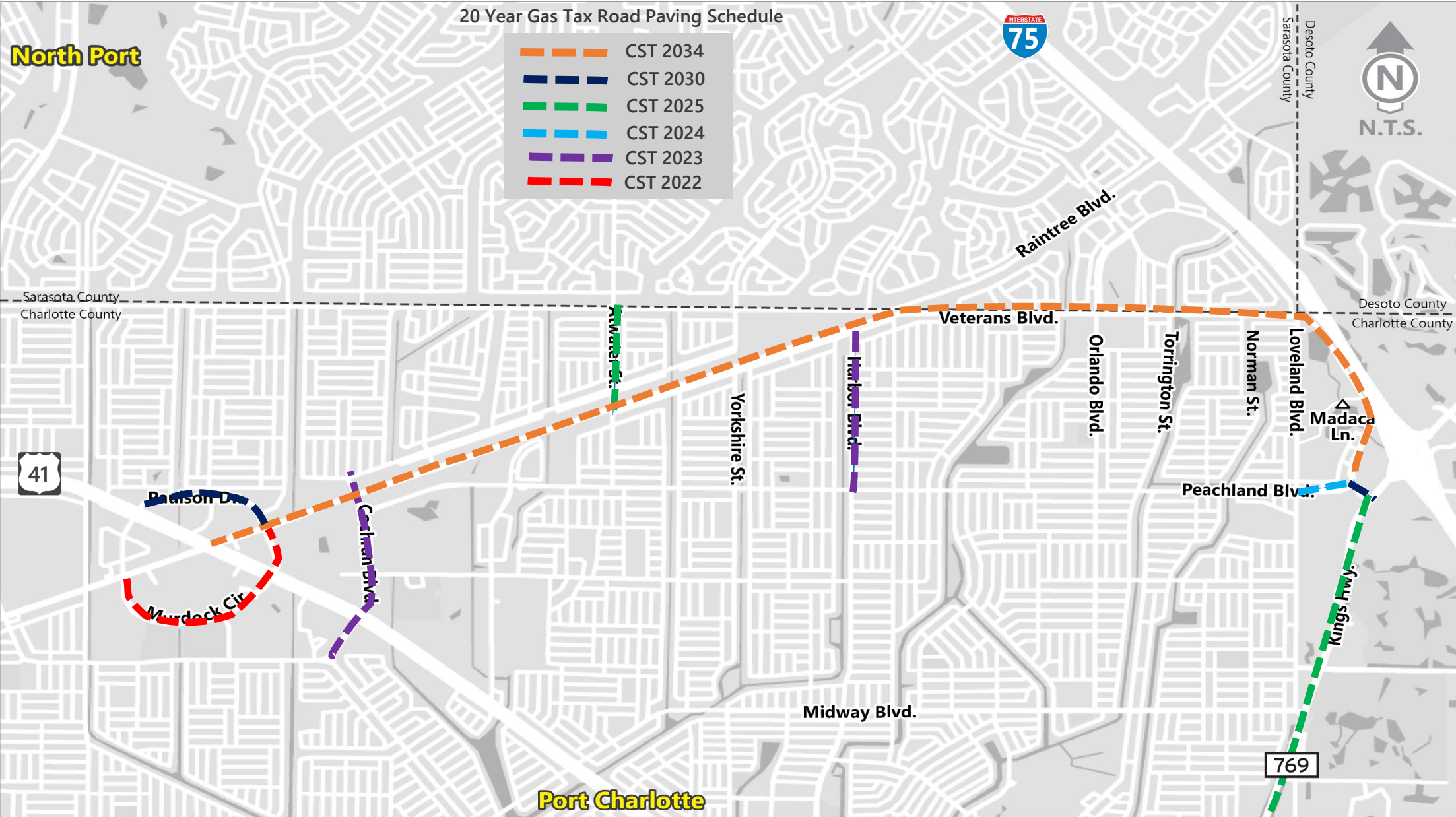
TYPE OF INTERSECTION	Channel No.	UT Ranking	Multimodal Score	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
Signalized Left Turn	1	4.8	Fair	Fair	Good	
Signalized Through/Right Turn	2	6.3	Good	Good	Fair	
Queueing Roadway S.W.	3	4.4	Fair	Fair	Fair	
Queueing Roadway N.W.	4	4.4	Fair	Fair	Fair	
Queueing Roadway S.E.	5	4.4	Fair	Fair	Fair	
Queueing Roadway N.E.	6	4.4	Fair	Fair	Fair	
Partial Displaced Left Turn N.W.	7	4.8	Fair	Fair	Good	
Partial Displaced Left Turn N.E.	8	6.3	Good	Good	Fair	
Traffic Signal	9	4.8	Fair	Fair	Good	
2015 X 10W	10	5.6	Fair	Good	Good	



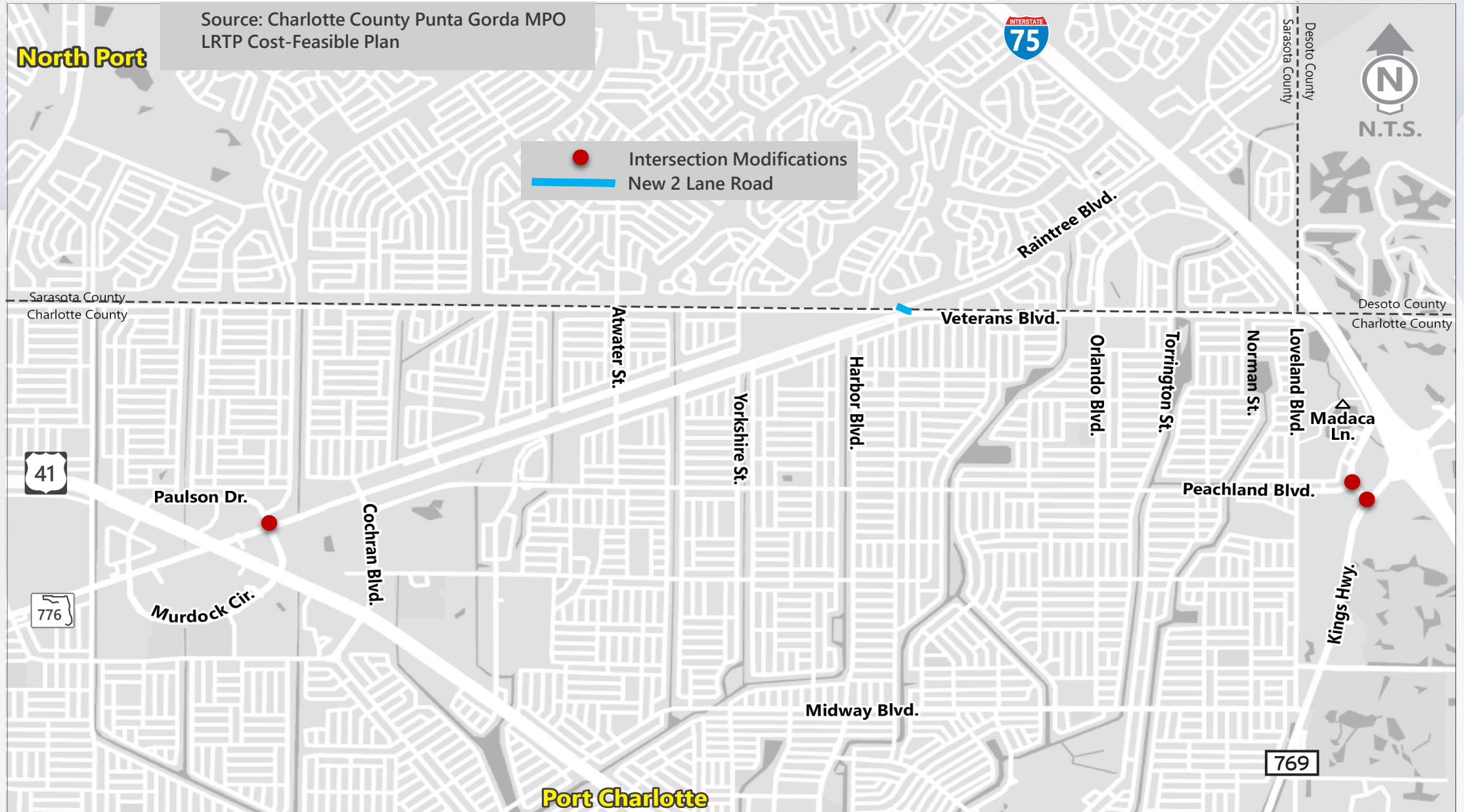
Programmed Improvement Projects

- **No Capacity Improvement Projects**
- **Capital Improvement Program 2020: Sidewalk Installation**
 - Harbor Boulevard from Midway Boulevard to Veterans Boulevard – CST 2023
- **Charlotte County Punta Gorda MPO - 2045 LRTP**
 - Charlotte Link: Expand to 2-mile radius around Port Charlotte Town Center by year 2024

Capital Improvement Program 2020 – Road Paving Schedule



Planned Roadway Improvements (LRTP 2045 Cost Feasible Plan)



Planned Multimodal Improvements (LRTP 2045 Cost Feasible Plan)

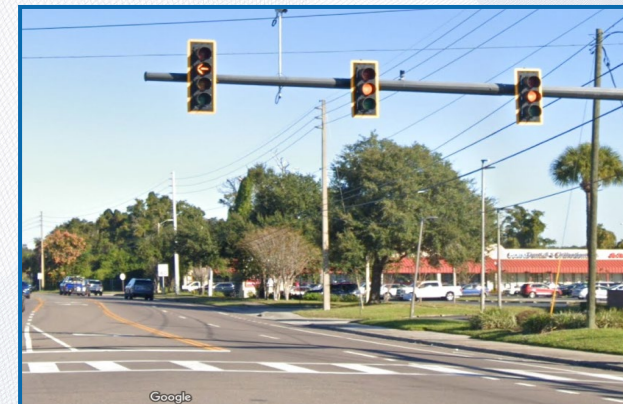


Traditional/Innovative Capacity Improvements

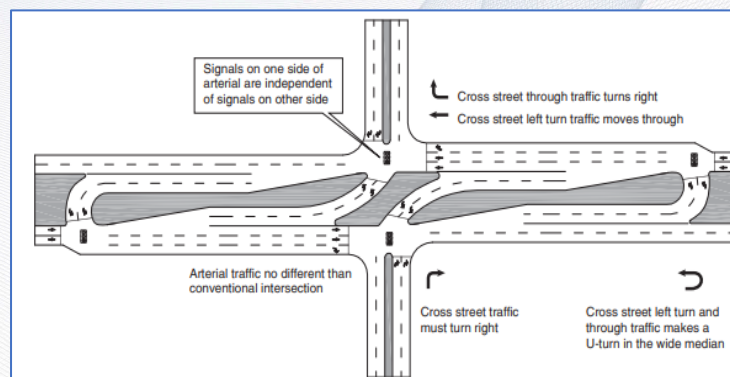
- **Anticipated Safety Benefits** (Source: FDOT & CMFClearinghouse)
 - **Exclusive right turn lane:**
 - 11% reduction (all crash types)
 - **Additional left turn lane:**
 - 4% reduction (all crash types)
 - **Extend storage:**
 - 11% reduction (all crash types)
 - **Traffic signal**
 - 23% fewer crashes versus a stop-controlled intersection
 - **Roundabout**
 - 90% fewer fatalities/75% fewer injuries
 - 10-40% fewer pedestrian/bicycle crashes
 - **RCUT**
 - 20% reduction (all crash types)



Example Turn Lanes at an Intersection

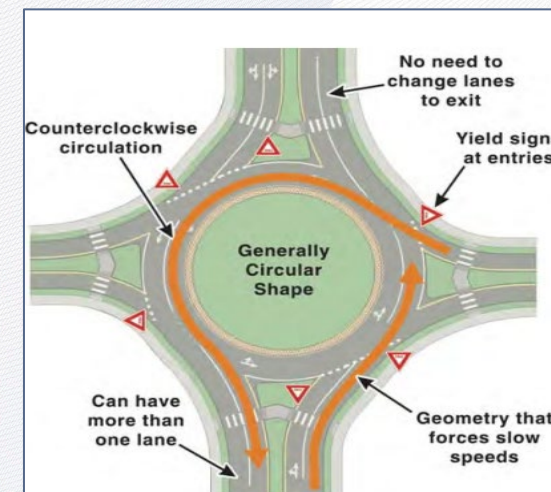


Example Traffic Signal at an Intersection



Restricted Crossing U-turn Intersection (RCUT)

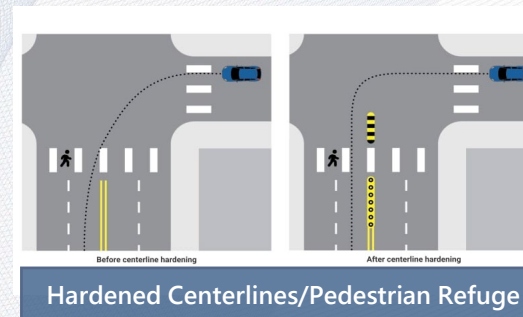
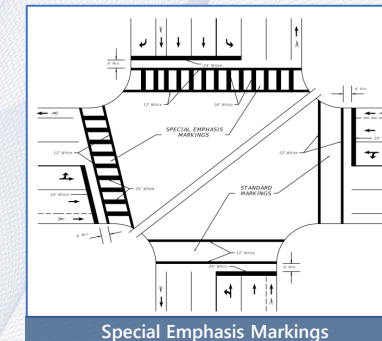
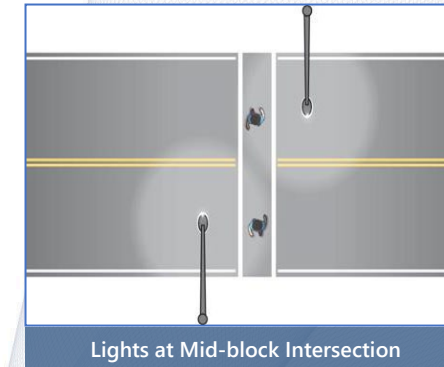
Source: FHWA



Roundabout

General Safety/Multimodal/ADA Improvements

- Consider pulling median noses as close to intersection
- Retroreflective back plates to signal heads
- Detectable warning surfaces on curb ramps
- Hardened centerlines/pedestrian refuge
- High-friction surface treatment
- Provide high emphasis crosswalk where needed
- Tightening the corner radii
- Enhance lighting

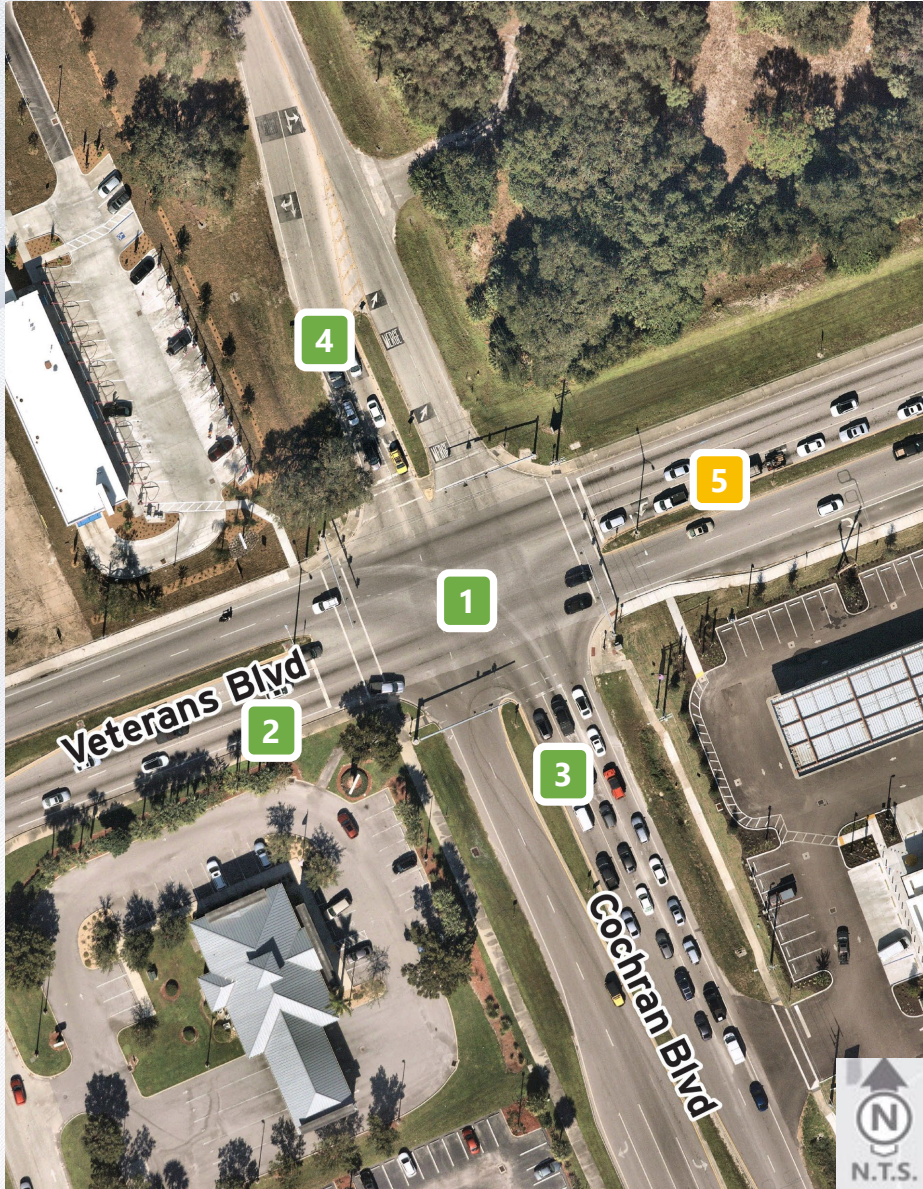


Veterans Boulevard at Murdock Circle/Paulson Drive - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 - Signal Coordination b/w US 41, Murdock Circle/Paulson Drive, and Cochran Boulevard	<ul style="list-style-type: none"> • Install retroreflective backplates on all signal heads • Refresh fading and cracked pavement markings • Provide special-emphasis crosswalks • Revisit the lane surfacing for potential upgrades to skid-resistant surfacing • Consider reducing the radius on the northwest and southeast corners • Consider providing hardened centerlines with pedestrian refuge on the eastbound and westbound approaches
Year 2035 Mid Term Improvements	2 – Additional SBT 3 - Exclusive WBR 4 – Additional NBT	
Year 2045 Long Term Improvements	5 – Exclusive EBR	

Veterans Boulevard at Cochran Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 - Signal Coordination b/w US 41, Murdock Circle/Paulson Drive, and Cochran Boulevard 2 - Exclusive EBR 3 - Provide 2 NBLs, 2 NBTs, and exclusive NBR 4 - Provide exclusive SBL, 1 SBT, and 1 SBT/R	<ul style="list-style-type: none"> • Install retroreflective backplates on all signal heads • Refresh fading and cracked roadway pavement markings • Provide special emphasis crosswalks • Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. • Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards. • Consider reducing the radius on the northwest and northeast corners. • Consider providing hardened centerlines with pedestrian refuge on the eastbound and westbound approaches.
Year 2035 Mid Term Improvements	5 – Additional WBL	
Year 2045 Long Term Improvements		

Veterans Boulevard at Atwater Street - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Additional SBL 2 – Extend NBL	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings Provide special emphasis crosswalks, including marking the missing crosswalk on the eastbound approach (west leg). Provide pedestrian actuation on the west leg. Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. Consider realigning crosswalk on the westbound approach (east leg) to bring the crossing location closer to the intersection and improve visibility of staged pedestrians for turning motorists. Otherwise, consider providing a pedestrian-actuated turning vehicles yield to pedestrians blank out sign for the northbound approach and reconstruct curb ramp on southeast corner to direct pedestrians to cross in the proper direction
Year 2035 Mid Term Improvements	3 – Exclusive EBR 4 – Exclusive WBR	
Year 2045 Long Term Improvements		

Veterans Boulevard at Yorkshire Street - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Unsignalized RCUT (must provide U-turns east and west of this location) 2 – Exclusive EBR 3 - Exclusive WBR	<ul style="list-style-type: none">Refresh fading and cracked roadway pavement markingsConsider providing a positive offset for eastbound and westbound left turns, depending on whether an alternative treatment is pursued
Year 2035 Mid Term Improvements	Consider a signalized full median opening (will be based on the approval for a new I-75 Interchange at Yorkshire Street)	
Year 2045 Long Term Improvements		

Veterans Boulevard at Harbor Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signalization or Roundabout 2 - Exclusive EBR	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. Enhance delineation for horizontal curve just east of the intersection. Widen roadway edge lines to increase visibility to drivers and reduce potential for off road incidents Implement longitudinal rumble strips to alert drivers that their vehicle has left the travel lane, reducing potential for off road incidents Consider provide curve warning signs. chevron signs, delineators, and/or in-lane curve warning pavement markings. Revise the full median access layout to provide a positive offset for left-turning drivers for potential reductions in left-turn crashes. Revise the access to allow more median storage and provide clarity for two-stage left turns
Year 2035 Mid Term Improvements		
Year 2045 Long Term Improvements		

Veterans Boulevard at Orlando Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signalization or Roundabout 2 – SBL & SBT/R 3 – NBL & NBT/R 4 – Exclusive EBR	
Year 2035 Mid Term Improvements		<ul style="list-style-type: none">Refresh fading and cracked roadway pavement markings
Year 2045 Long Term Improvements		

Veterans Boulevard at Torrington Street- Improvements



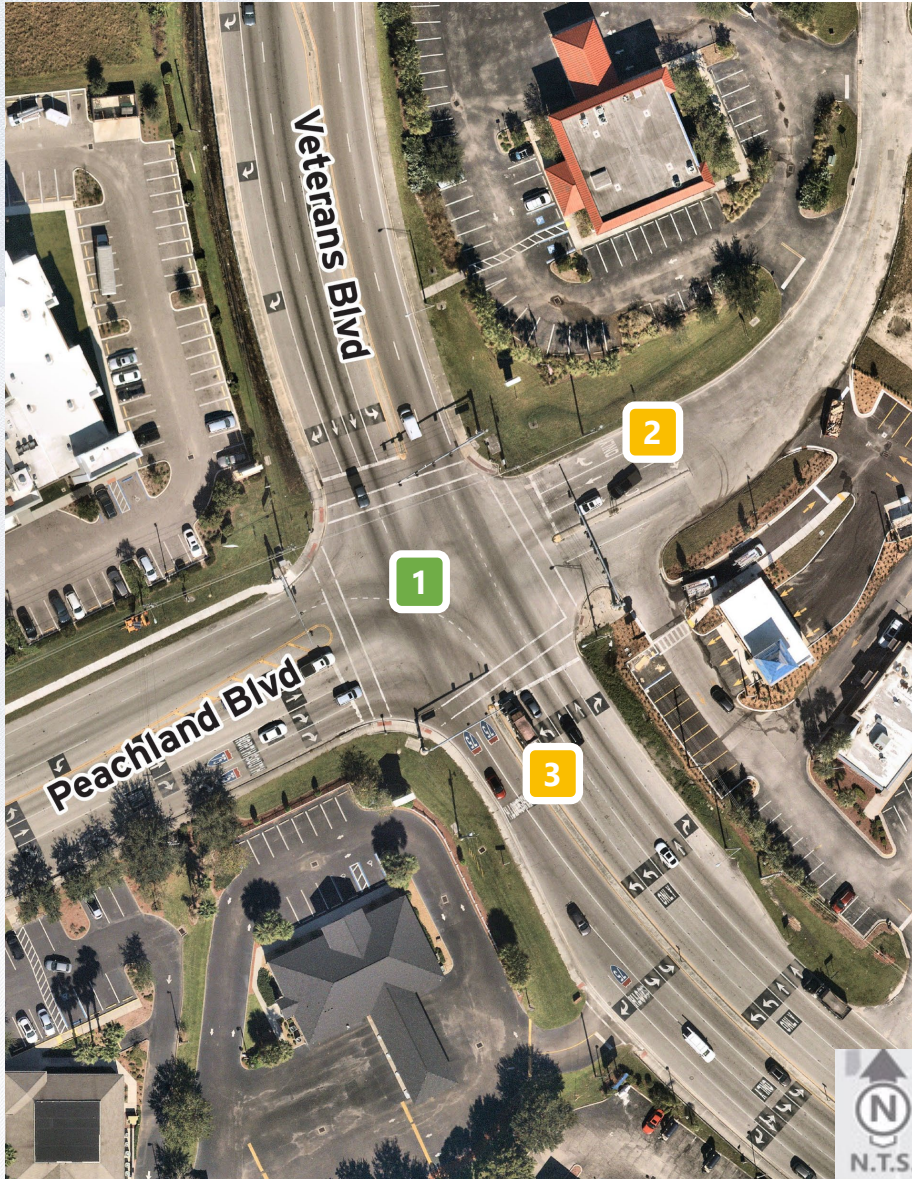
	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Unsignalized RCUT 2- Exclusive WBR	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards.
Year 2035 Mid Term Improvements		
Year 2045 Long Term Improvements		

Veterans Boulevard at Loveland Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Median U-turn (outside the curve) on Veterans Boulevard - east of Loveland Boulevard 2 – Exclusive EBR	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. Enhance delineation for horizontal curve just east of the intersection. Widen roadway edge lines to increase visibility to drivers and reduce potential for off road incidents Implement longitudinal rumble strips to alert drivers that their vehicle has left the travel lane, reducing potential for off road incidents Consider provide curve warning signs. chevron signs, delineators, and/or in-lane curve warning pavement markings. Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards. Note that due to the high incidence of off-road crashes in dark conditions, existing lighting on the curved approach may be inadequate. Install median barriers to reduce potential for off road crashes
Year 2035 Mid Term Improvements	3 – Roundabout (connecting Loveland Boulevard and N Orlando Boulevard)	
Year 2045 Long Term Improvements		

Veterans Boulevard at Peachland Boulevard - Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	1 – Signal Coordination b/w Peachland Boulevard and Kings Highway	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings. In particular, the EB dual right-turn should be enhanced with guidance markers to assist drivers through the intersection Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. Provide enhanced pedestrian crossing signing and special emphasis crosswalks Evaluate the intersection lighting for potential upgrades to adhere to FDOT Design Manual (FDM) standards. Enhance the clarity of the existing wayfinding signs and implement signage on the unsigned approaches, using oversize and/or using overhead signage. These are effective for large intersections with cluttered signage and many lanes on approach, in order to prevent last second lane changes. Consider reducing the radius on the northwest and southwest intersection corners. Consider reducing the median width on the north leg (on Veterans Boulevard)
Year 2035 Mid Term Improvements	2 – Allow only WB right at Peachland Boulevard (U-turn at Dale Way & Veterans Boulevard - to be signalized) 3 – 3 NBL, NBT and shared NBT/R; (Convert the first driveway entrance on Peachland Boulevard west of Veterans Boulevard to right-in right-out)	
Year 2045 Long Term Improvements		

Veterans Boulevard at Kings Highway- Improvements



	Capacity/ Operational Improvements	Safety/ADA/ Multimodal Improvements
Year 2025 Short Term Improvements	<p>1 – Signal Coordination b/w Peachland Boulevard and Kings Highway</p> <p>2 – SB approach: 3 SBL and SBT/R</p>	<ul style="list-style-type: none"> Refresh fading and cracked roadway pavement markings Revisit the lane surfacing for potential upgrades to skid-resistant surfacing. Provide enhanced pedestrian crossing signing and special emphasis crosswalks Provide advance oversize cross street name signs to improve clarity and context for drivers coming off I-75. Provide additional overhead lane-use signs to guide access to Kings Highway and Veterans Boulevard.. Define a context-sensitive target speed on the Kings Highway approaching Veterans Boulevard and identify speed management strategies to align corridor operating speeds with desired target speed. Strategies should be employed to encourage lower speeds for drivers coming off I-75. Realign crosswalks to remove deflection and consider reducing corner radii where possible. Consider providing hardened centerlines on all intersection legs, providing pedestrian refuge were possible. Consider providing a curb extension on the south corner to narrow to a single south eastbound departure lane
Year 2035 Mid Term Improvements	<p>3 – SB approach: 3 SBL, 1 SBT, and exclusive SBR</p>	
Year 2045 Long Term Improvements		

Veterans Boulevard at Kings Highway & Peachland Boulevard



Veterans Boulevard at Norman Street - Improvements



- **Existing TMCs:** Collected on June 2, 2022
- **Evaluation** – Ongoing

Pedestrian/Bicycle Facility Recommendations



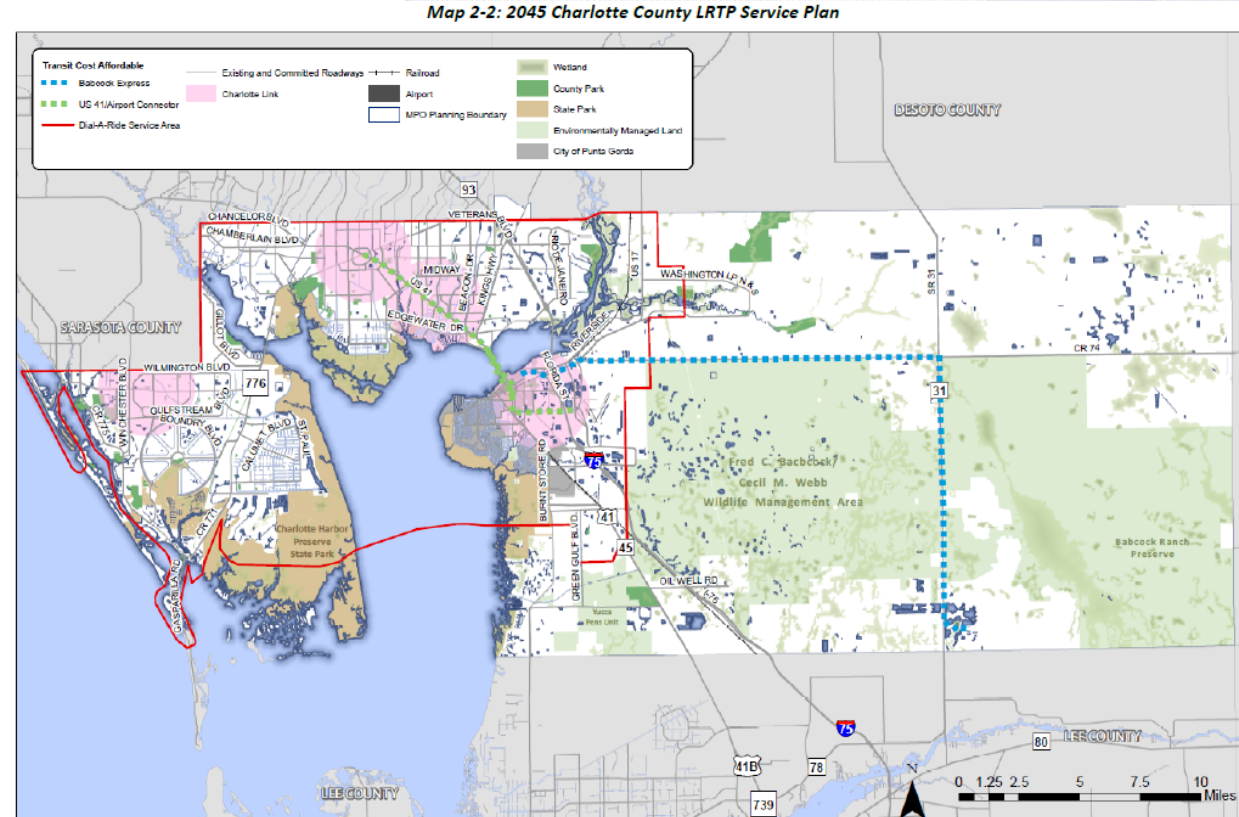
Transit Service Enhancements (2021 Charlotte County Transit Development Plan)

■ Charlotte Link Service

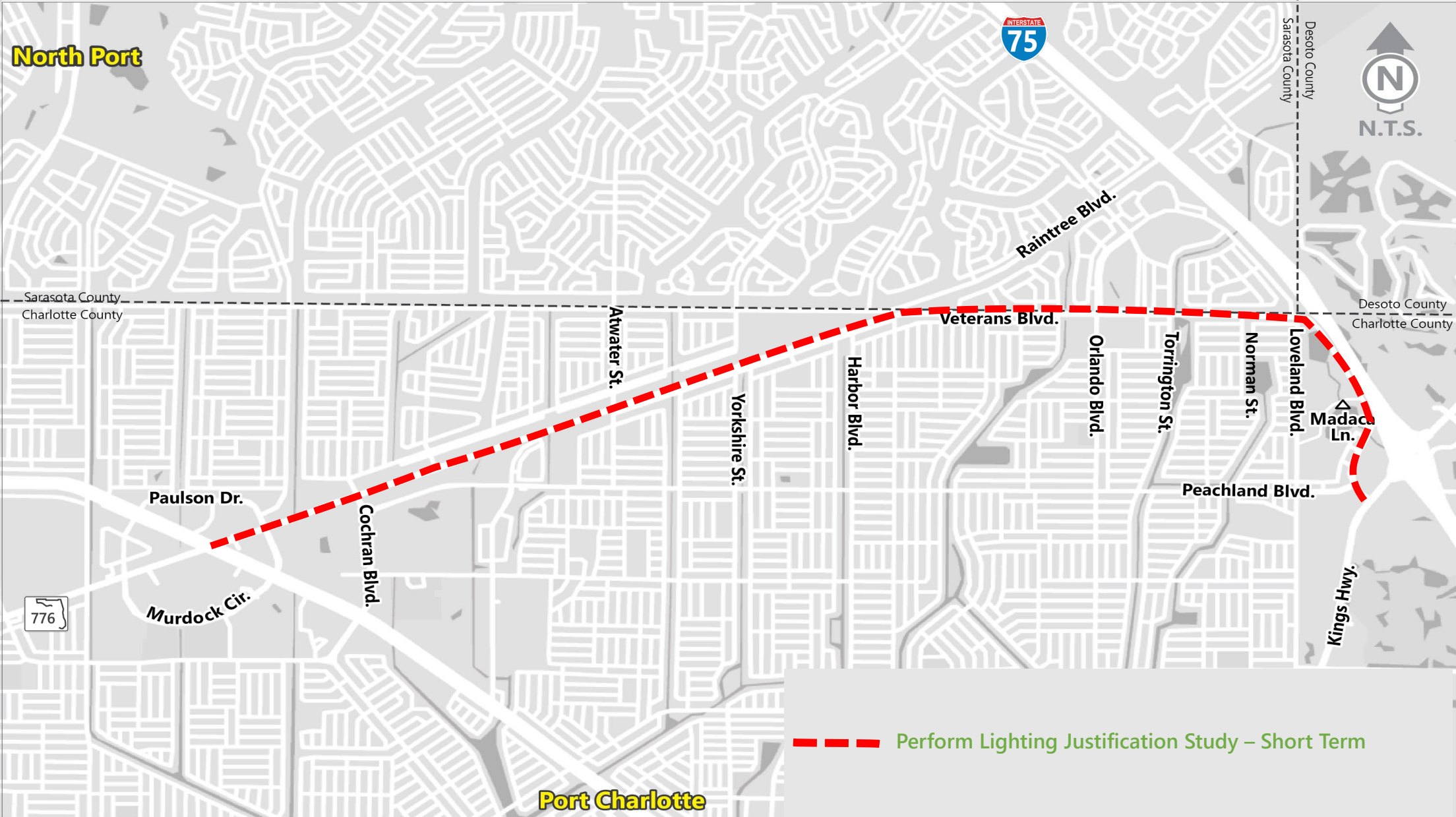
- Rideshare subsidies for trips within a two-mile radius around Port Charlotte Town Center starting in 2024



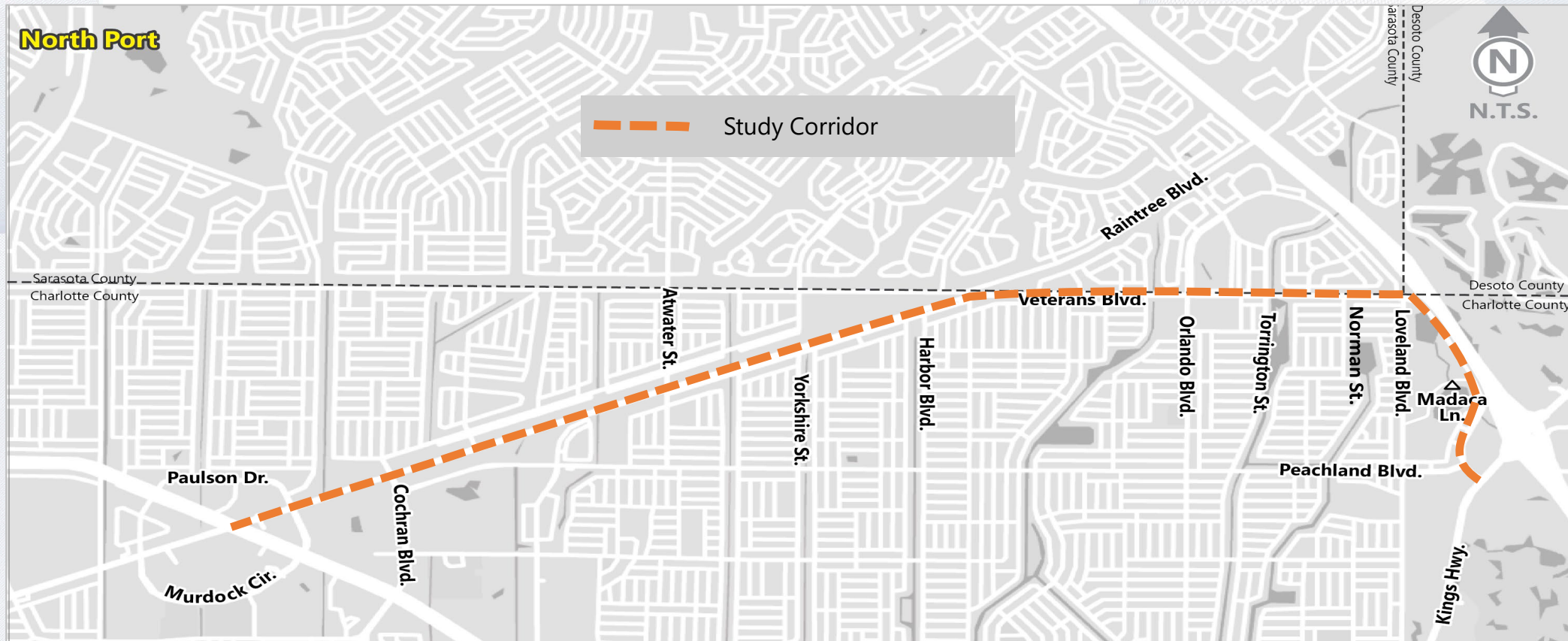
Source: www.charlottecountyfl.gov/transit



Lighting Recommendations



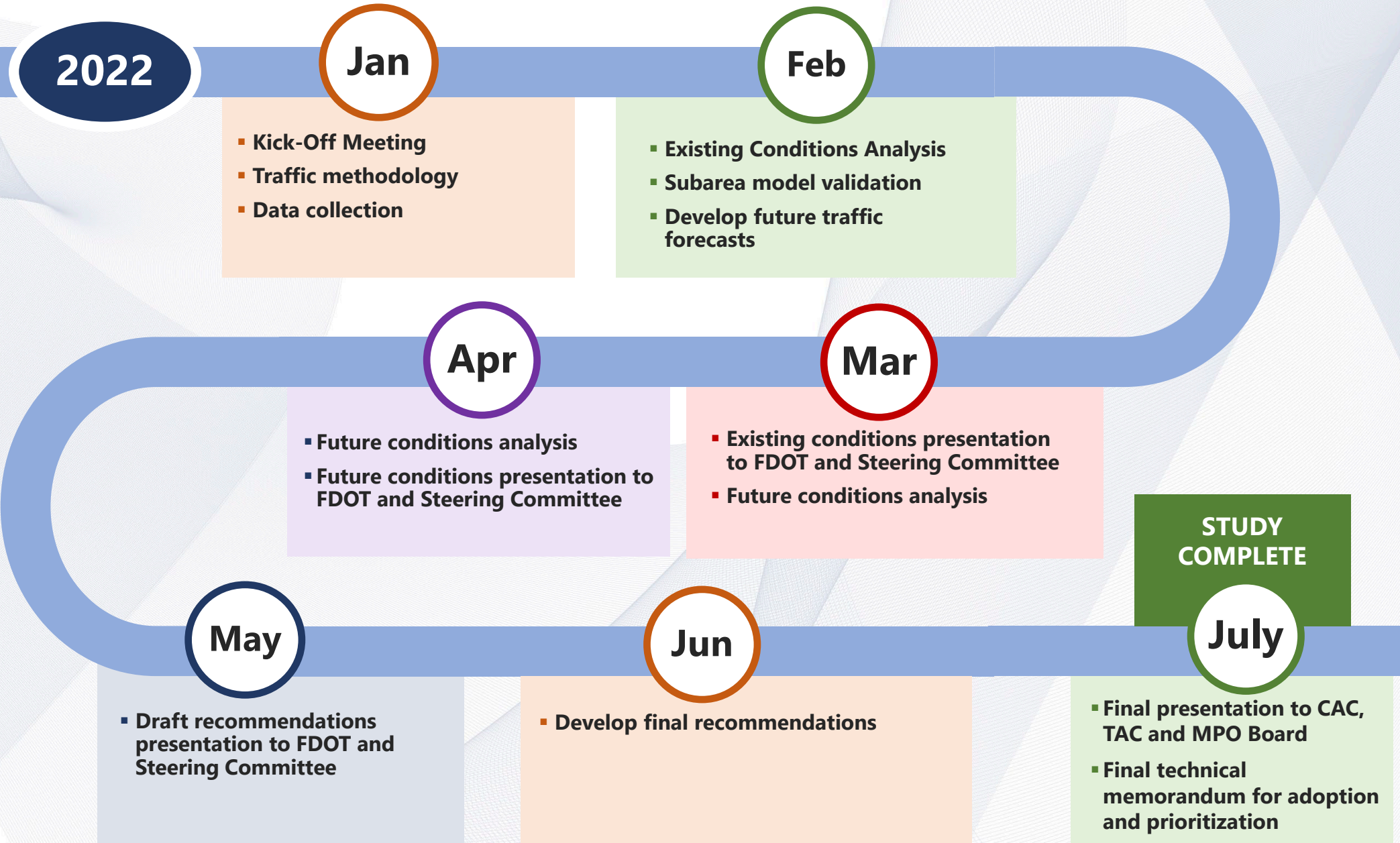
ITS Recommendations



Mid- to
Long-term

- Extend Advanced Traffic Management System (ATMS) on Veterans Boulevard through Fiber Optic Cable (FOC) to Kings Highway
- Connect proposed new signals into Charlotte County's ATMS
- Connected Vehicle (CV) Technology Ready Corridor
 - Vehicle-to-vehicle (V2V) & Vehicle-to-Infrastructure (V2I), Road-side Units & Communications Infrastructure
 - Congestion alerts, collision avoidance, weather alerts, blind spot alerts, pedestrians nearby etc.
 - Can be combined with adaptive traffic control system

Study Timeline



Next Steps

- **Develop Final Recommendations**
- **Prioritize Improvements**
- **Presentation to CAC, TAC and MPO Board (July 2022)**
- **Final Report (July 2022)**

Questions & Discussion



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FLORIDA

