



## Charlotte County Corridor Vision Plan

Lee County line to the Sarasota County line

### Acknowledgments

This effort would not have been possible without the support and efforts of the following:

Charlotte County, City of Punta Gorda, Charlotte County MPO, Facelift 41, Team Punta Gorda, Charlotte Harbor Event and Conference Center, First Alliance Church Family Life Center, Charlotte Community Foundation, Charlotte Mid-County Regional Library, and the many community members that helped make this possible.





## Table of Contents

Purpose and Background .....	1
Regional Demographics .....	2
Future Land Use .....	2-3
Regional Framework of the US 41 Corridor .....	4
Issues and Opportunities .....	5
Community Planning and Outreach .....	5
Community's Vision for the Corridor .....	6
Framing and Vision through Context Class .....	6
Proposed Improvements .....	7
Segment 1- Westport .....	11
Segment 2- Towncenter .....	15
Segment 3 - Promenade .....	17
Segment 4 - Charlotte Harbor .....	21
Segment 5 - Downtown .....	25
Segment 6 - Crossings .....	29
Segment 7 - S. Punta Gorda .....	33
Segment 8 - Preserve .....	37
Strategies .....	41



## Purpose and Background

The Florida Department of Transportation (FDOT) has been increasingly focused on the link between transportation and land use, and the continuum of context changes along each roadway. The FDOT District One Planning Studio has been working to bridge the gap between the FDOT and local partners in order to gain a better understanding of changes in land use contexts, their effects on transportation needs, and to understand and maximize the future benefits of transportation investments. The Planning Studio has initiated the development of Corridor Vision Plans (CVPs) as a way to connect with communities and to serve as a tool to be referenced often as future projects are conceived and implemented.

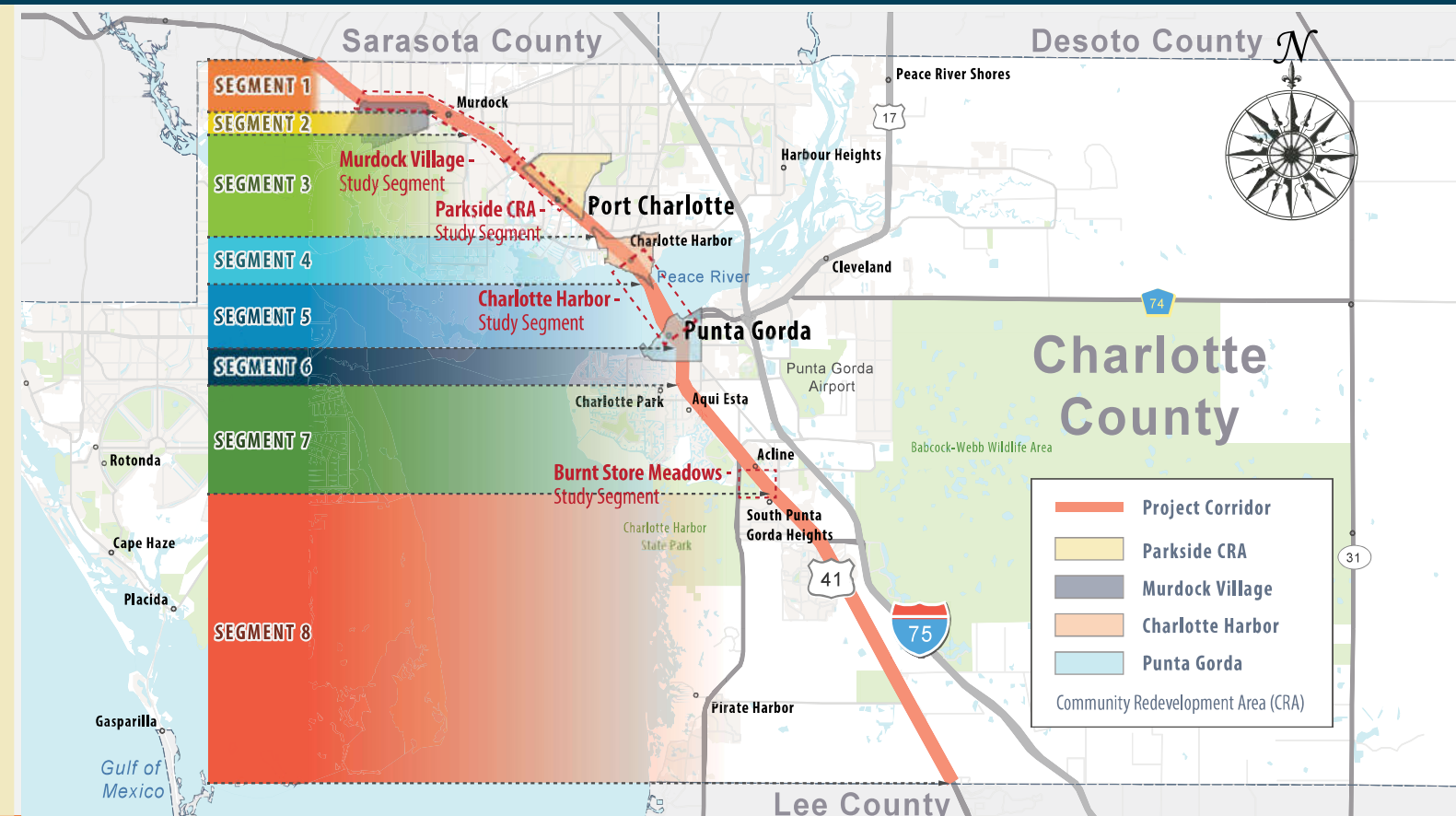
The US 41 – Charlotte County CVP was a collaborative effort between FDOT, Charlotte County, and the City of Punta Gorda. The CVP reflects input the project team received from local stakeholder partners and the public from 2019-2021 and it documents community concerns, their vision, the rationale for why residents live in the area, and how future plans for the corridor will react in the future to these concerns, issues, and important opportunities.

The CVP is the result of an in-depth analysis of the area's community character, comprehensive plans, land use policies and strategies, development initiatives, and input from stakeholders, County and City staff, and the public. The project team listened to what was said and developed a series of best practices, countermeasures, and potential opportunities.

The study team sought answers to the questions, How could US 41 look in the future; and, What are the amenities, needs, and solutions the community is seeking?

In order to answer these questions, the CVP provides a series of concepts for the regional corridor that reflect current identified needs, and the changes in future contextual land use relationships. The concepts developed propose a series of near-term, mid-term, and long-term strategies. These strategies will be aligned with future local and FDOT projects to support the community's vision.

## Project Location Map



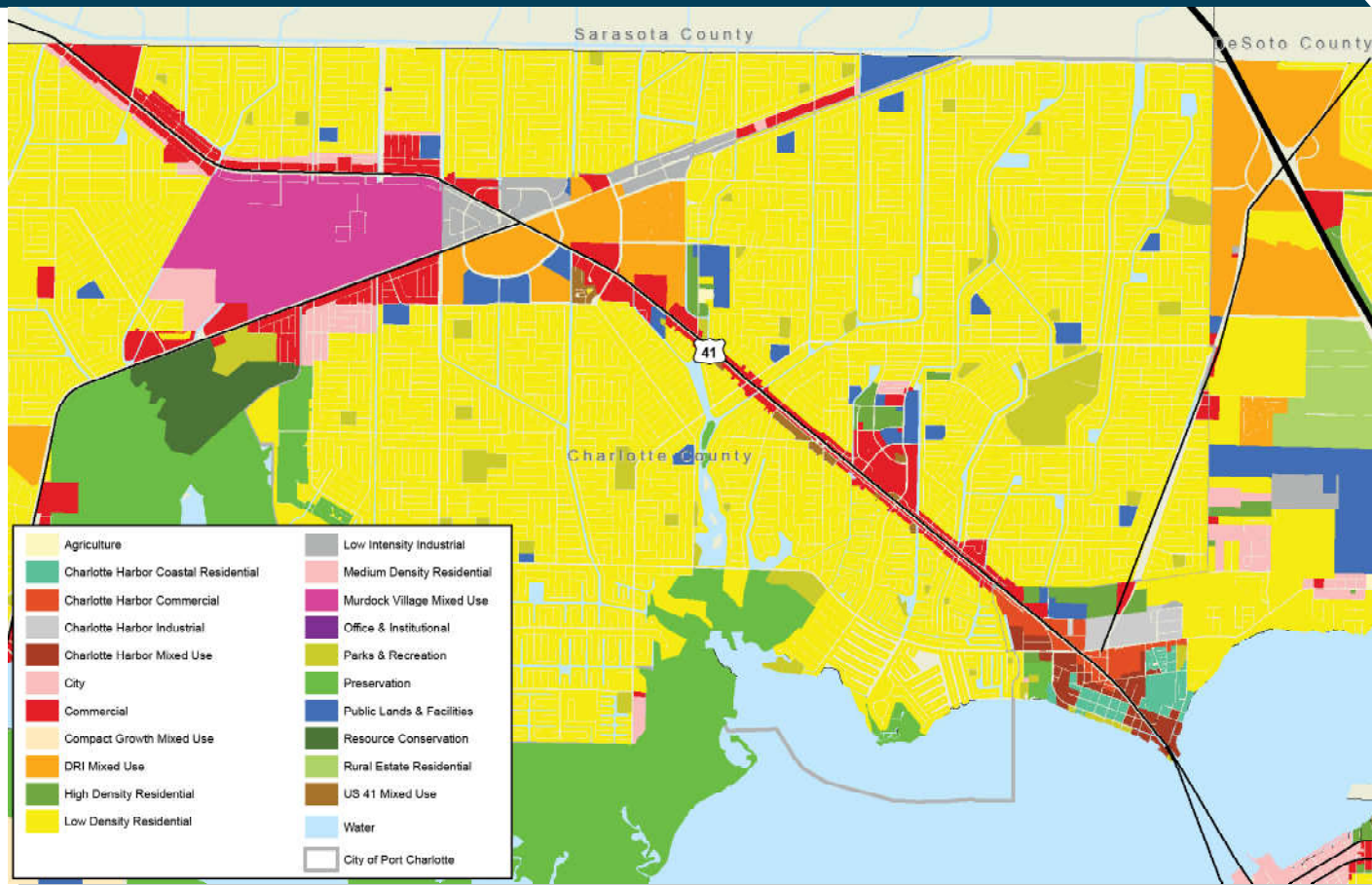


## Regional Demographics

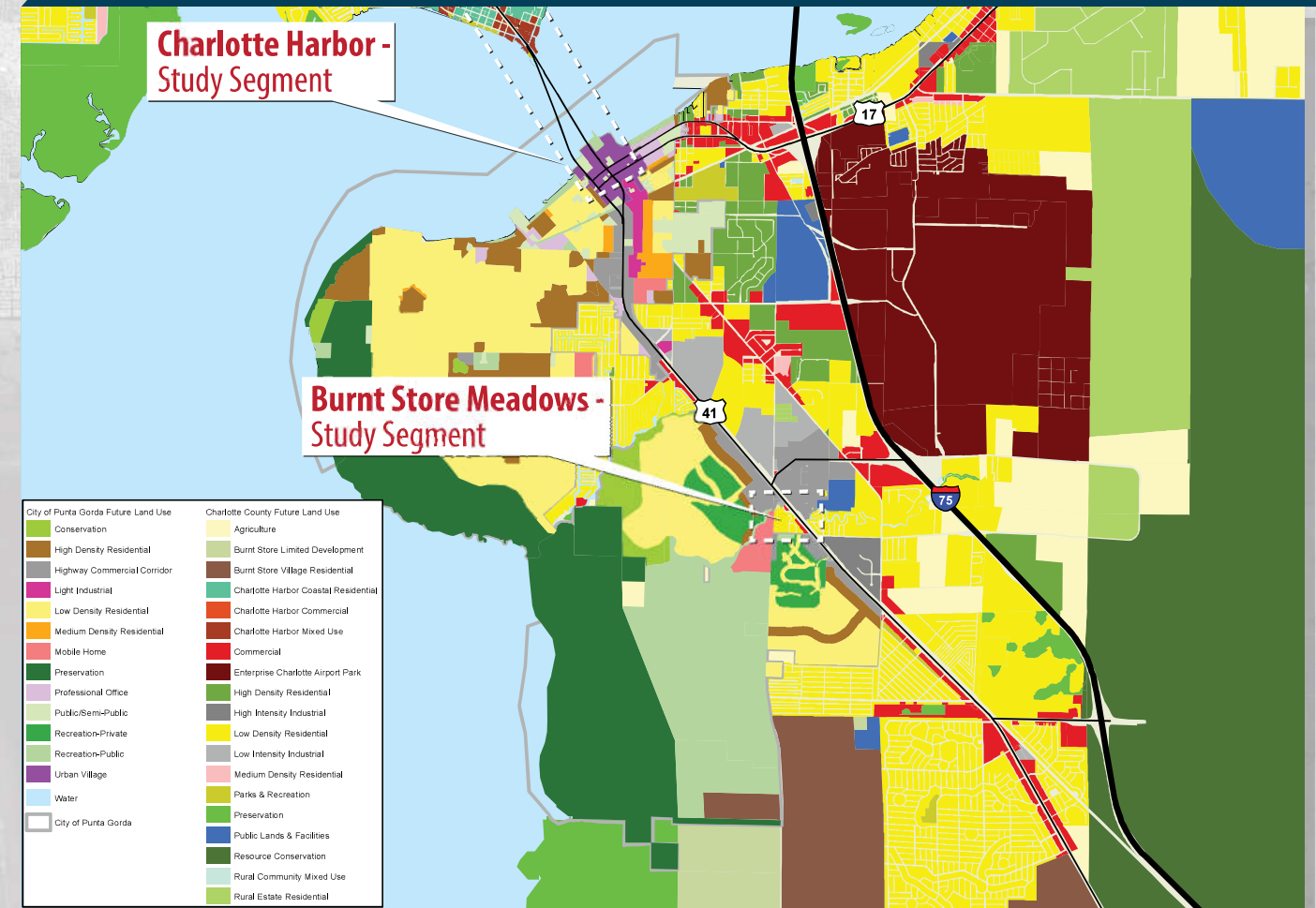
While there is a seasonal population of retirees in Charlotte County, the duration of their residency fluctuates during the winter months when the local population can increase by as much as 20%. Charlotte County has the oldest average age in Florida; however, recent demographic data shows the general population is getting younger. With a shift in the age demographic in the region future planned facility improvements should consider that each generation has different technological and transportation preferences. For example, some people in the community reflected a need for more electric vehicle charging stations, and this need has been included in the strategies. Also, it was noted that the new workforce coming to support the boost in tourism will need better options for travel, including fixed-route transit or local shuttles and parking. The community is already poised to offer these options, as this need has been identified and included in several plans recently completed or currently underway, including the Charlotte Rides 2020-2029 Transit Development Plan.

The land use map series demonstrates that while Punta Gorda's downtown area is fairly dense, the area south of Punta Gorda offers strong opportunity for change. This conclusion is reflected in the area's land development strategies, since there are over 5,000 units planned near the Lee County line. Updating the Charlotte County Comprehensive Plan to include a Thoroughfare Plan Map, affords the opportunity to develop a locally connected internal circulation networks, thereby lessening reliance on US 41.

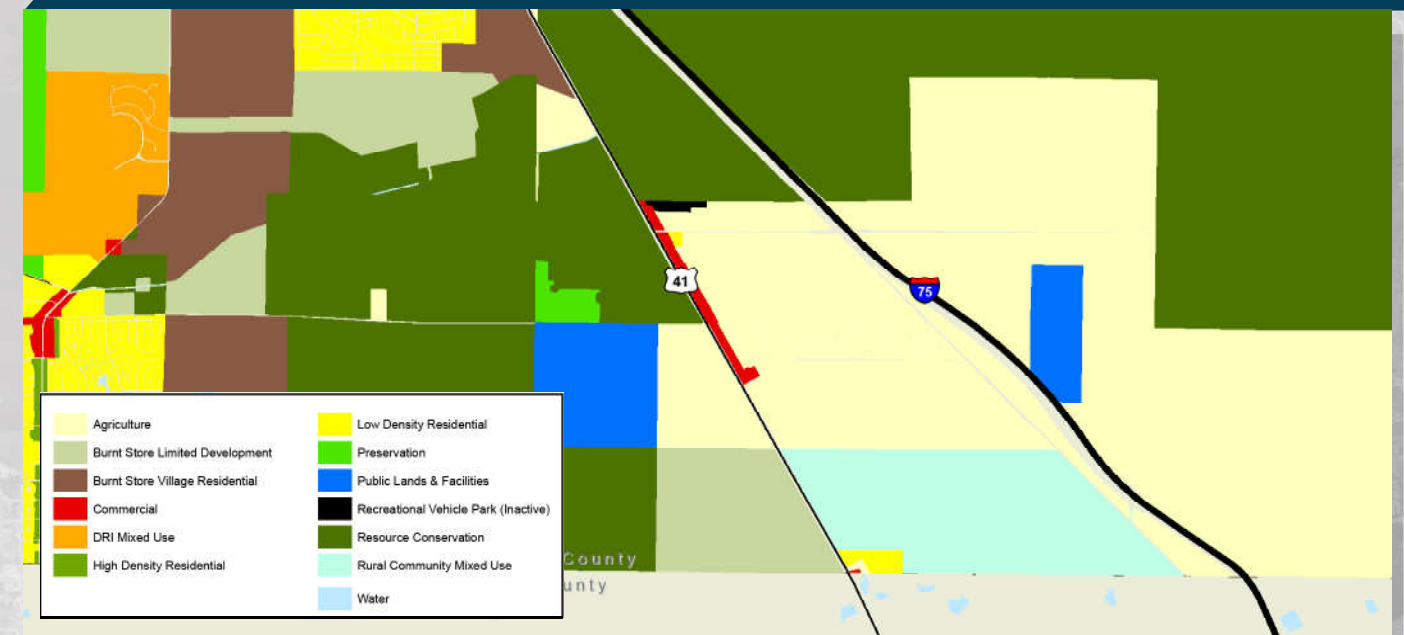
## Future Land Use - Port Charlotte Area



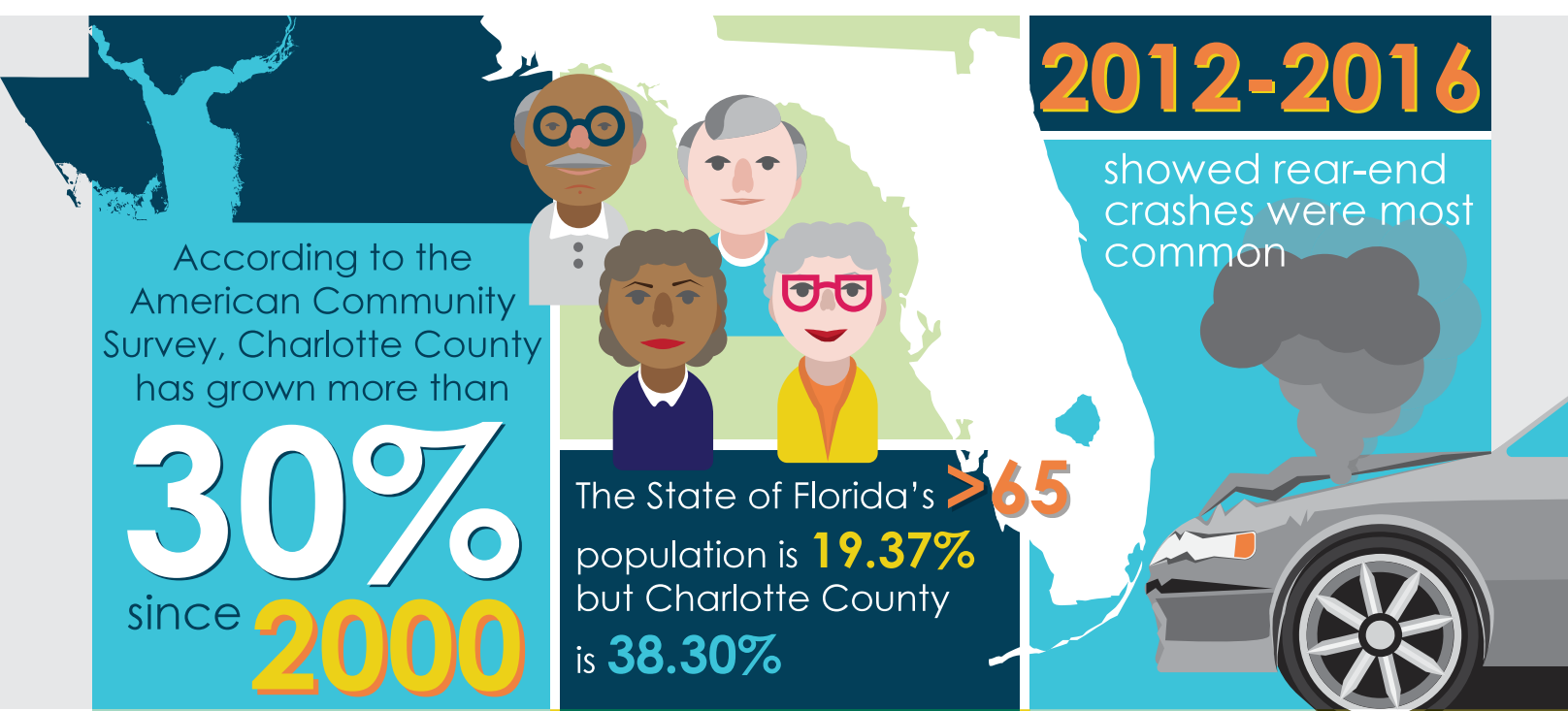
## Future Land Use - Punta Gorda Area



## Future Land Use - South of Punta Gorda Area







## Regional Framework of the US 41 Corridor

**Regional Transportation System.** The Corridor Vision Plan is a multimodal review of the transportation systems in the Charlotte County region. US 41 and I-75 are the only north-south facilities in western Charlotte County. US 41 provides regional access to Lee County, including the cities of Ft. Myers and Cape Coral to the south, and Sarasota County, including the City of North Port to the north. The Average Annual Daily Traffic (AADT) on the corridor varies between a high of approximately 48,000 vehicles near Murdock Circle to only 18,000 vehicles near the Lee County line. Stakeholders and the public informed the project team that Port Charlotte experiences heavy congestion year-round. Punta Gorda's traffic is more seasonal and the changes in traffic are due to the influx of residents in the winter months versus the summer months. Traffic data and analysis confirms these observations.

**Trails and Pedestrian Facilities.** There are portions of SunTrail and County multi-use trails within various segments of the US 41 corridor. In addition, FDOT currently has numerous sidewalk projects scheduled for construction along the corridor. During development of this corridor plan, the desire for additional sidewalks and safe road crossing facilities were indicated by the local community.

**Transit.** At this time, there is no existing fixed-route transit system in place; however, there is a paratransit service provided by Charlotte County. With an aging population in the region, additional transit access in the future would provide opportunities for seniors to access needed services, and could reduce local demand on US 41.

**Freight Access.** Freight trucking movement along US 41 in Charlotte County consists primarily of deliveries for local consumers, with the exception of the southern end of the corridor, which experiences heavier regional freight movements. It was noted by both the stakeholders and the public that trucks divert from I-75 in order to use US 41 south of Punta Gorda for easier access to Cape Coral.

**Rail Facilities.** The rail provider within Charlotte County is the Seminole Gulf Railway. As part of the regional system, there are railroad tracks that begin in Punta Gorda and continue along the east side of US 41 until reaching Tucker's Grade, where the railroad moves to the east. Freight is carried along this line and there is an occasional Dinner Train for Murder Mystery shows.

## Issues and Opportunities

Numerous transportation and land use plans have recently or are currently being developed / updated that will impact the US 41 corridor including the Charlotte County Comprehensive Plan, the 2045 MPO Long Range Transportation Plan, and the Punta Gorda City-wide Master Plan. Opportunities to engage the public through these efforts have been extensive and illuminated the community's desire to encourage redevelopment and enhance safety while maintaining a relaxed, low-key lifestyle. These plans either have or will provide a new approach to developing the communities of Charlotte County in the future. In addition to the 2045 MPO Long Range Transportation Plan updates, the MPO also prepared the Charlotte County Regional Bicycle Pedestrian Master Plan in 2018 which outlines a series of sidewalk and shared use path improvements. Several of the strategies in the CVP build upon the community's desire for a connected and safe sidewalk and pathway system, recognizing the importance of this network.

The transportation network in Charlotte County is aged and should be reevaluated. Due to the fact the only other north-south roadway in the project vicinity is I-75, a limited-access facility, US 41 is viewed as the community's main artery, around which new development will occur. The County can build upon the momentum from recent planning efforts to review the US 41 frontage road system that exists along part of the corridor and establish an enhanced connected local roadway network. Building a stronger more integrated local roadway network affords less reliance on US 41, which can provide relief in current and future traffic congestion.

## Community Planning and Outreach

In the summer of 2019, FDOT met with City of Punta Gorda and County staff, as well as a variety of community stakeholders from several volunteer organizations and Chambers of Commerce. From those conversations a series of concepts were developed to detail possible areas for future improvement. These concepts were solely for discussion purposes, and were taken to the public meetings held in October 2019. Revisions were made following the public meetings and additional stakeholder outreach was conducted in 2020 and 2021. The concepts outlined in this brochure have been updated to reflect that input. These are still considered conceptual and are included in this brochure for consideration for future improvements.

As part of the discussions with stakeholders, there also was emphasis on lighting, signage, wayfinding, and landscaping upgrades within the corridor. The stakeholders expressed a desire to see these improvements and a series of strategies have been crafted to address these elements.

Issues and opportunities identified through the stakeholder and community meetings included:

- Controlling and enforcement of speeding
- Enhancing lighting, signage, and wayfinding
- Facilitating freight movement
- Evaluating frontage roads
- Modifying traffic signal timing
- Providing for speed mitigation at Peace River
- Developing and enhancing local road network connections
- Considering provision of transit services
- Providing for trails, sidewalks, and safe pedestrian crossings
- Developing concepts for enhanced landscapes and beautification



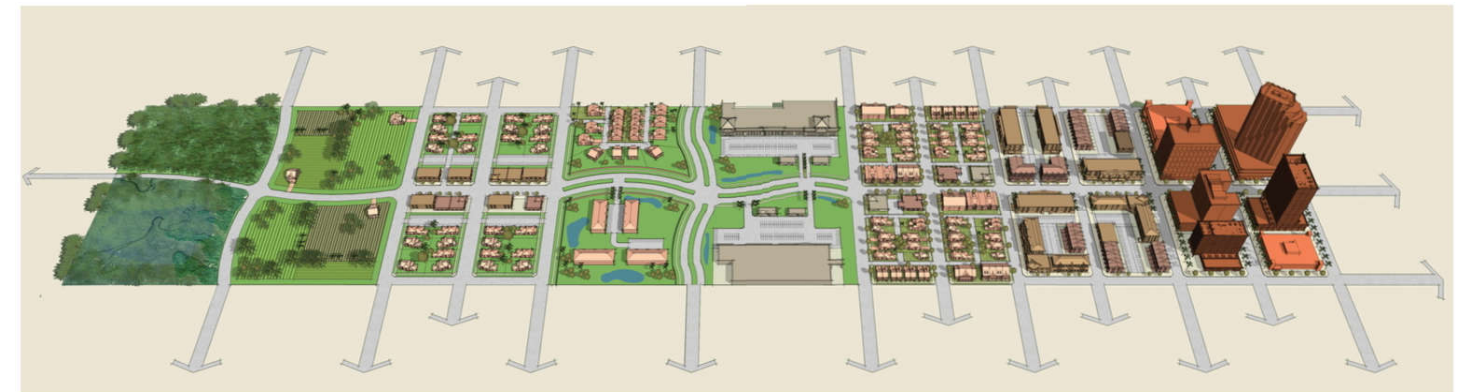
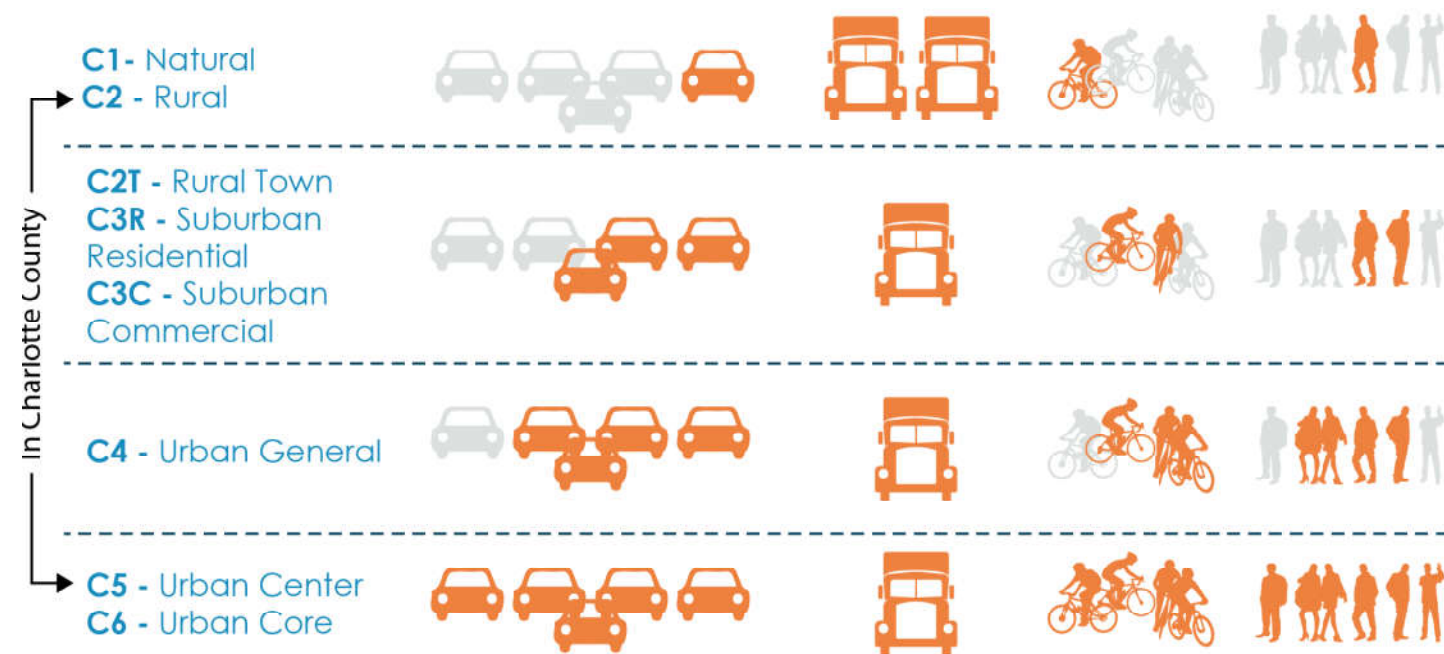
## The Community's Vision for the Corridor

During the public meetings, individuals who participated were asked a series of questions that ultimately yielded a strong Vision Statement, combining many of the concerns that center on the appearance and functionality of the corridor:

**The communities in Charlotte County and Punta Gorda desire to see US 41 as a Green Spine – an attractive and safe cross-county roadway that encourages beautification, mode choice, and reinvestment.**

## Framing the Vision through Context Classification

The portion of US 41 within Charlotte County is almost 28 miles in length and consists of diverse land use types and character. The physical composition of the roadway facility types and associated land use contexts vary throughout the corridor and proposed treatments for the facilities were identified and analyzed based on these contexts and varying needs, community desires, and opportunities. The corridor was divided into eight segments, each with their own distinct context and character. The continuous US 41 route passes through identifiable areas, ranging from rural to town center context types. Each classification has different types of roadway facility, rights-of-way use, and mode issues and treatments. For this study of future needs, based on existing conditions and desired future improvements, the segments of the corridor have been classified based on the anticipated future context type.



**C1-Natural** Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

**C2-Rural** Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

**C2T-Rural Town** Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

**C3R-Suburban Residential** Mostly residential uses within large blocks and a disconnected or sparse roadway network.

**C3C-Suburban Commercial** Mostly non-residential uses with large building footprints and large parking lots within a disconnected or sparse roadway network.

**C4-Urban General** Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

**C5-Urban Center** Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

**C6-Urban Core** Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

## Proposed Corridor Improvements Based on Context Classifications

### Segment 1. Westport (from Sarasota County line to Collingswood Boulevard)

**Existing Context Classification:** C3R, C3C

**Posted Speed Limit:** 50 mph

**Proposed Context Classification:** C3R, C3C

**Target Speed Recommended:** 45 mph

This segment passes through long stretches with edges of suburban residential subdivisions and is dominated by pass-through traffic beginning from the North Port commercial/retail district and ending at the Port Charlotte Town Center. Intersections are regularly spaced about 1/3 mile apart and there are few paralleling grid streets to take local traffic from US 41. There are existing separated sidewalks on both sides. The Corridor Vision Plan recommends eliminating the inside shoulder and bike lane and then widening the sidewalks to form a sidepath. A gateway at the Sarasota County Line is also recommended.

### Segment 2. Port Charlotte Town Center (from Collingswood Boulevard to Murdock Circle)

**Existing Context Classification:** C3C

**Posted Speed Limit:** 45 mph

**Proposed Context Classification:** C4

**Target Speed Recommended:** 35 mph

The Port Charlotte Town Center mall and shopping district is the hub of commercial/retail activity in the community and is dominated by the Port Charlotte Town Center Mall and the full range of common US big box retail/wholesale facilities surrounding it. The ring road of Murdock Circle, Enterprise Drive, and Paulson Drive provides options for local traffic circulation around the entirety of the Town Center. El Jobean Road and Veterans Boulevard intersect at the mid-point of the Town Center at a major intersection. Since there are multiple major intersection conflict points at and around the Town Center, the development of a system of interconnected frontage and backage roads would help unsnarl the local traffic from the pass-thru traffic on US 41, El Jobean Road, and Veterans Boulevard. One option around the Town Center mall would be to redevelop the parent parcel into smaller out parcels or a walkable outdoor lifestyle center as commercial/retail trends for downsizing malls continues. By facilitating internal circulation within the major blocks in the Town Center district, a reduction of traffic on the major arterials could be managed.



### Segment 3. Promenade (from Murdock Circle to Edgewater Boulevard)

**Existing Context Classification: C3C**

**Posted Speed Limit: 45 mph**

**Proposed Context Classification: C3C**

**Target Speed Recommended: 40-45 mph**

The Promenade district includes portions with a frontage road system that could be expanded to provide a multi-way boulevard that would separate low speed local traffic from higher speed US 41 pass thru traffic. The frontage roads can also provide safe access to perimeter commercial/retail uses from adjacent neighborhoods without the need to use US 41 for access. Although the speeds on US 41 would not be further limited beyond existing, the speeds along the service/frontage roads could be much slower. Control of pedestrian crossing access points, pedestrian signal locations and timing, and phasing will be critical. Because businesses along the higher speed portions of US 41 would rely on signage, a comprehensive way-finding system could facilitate business, parking, and access management. Furthermore, the addition of shade would beautify the area and is essential to encourage more pedestrian and bicycle activity.

### Segment 4. Charlotte Harbor (from Edgewater Boulevard to Peace River)

**Existing Context Classification: C3**

**Posted Speed Limit: 45 mph**

**Proposed Context Classification: C3**

**Target Speed Recommended: 40 mph**

With the new Sunseeker development and projects envisioned by the Charlotte Harbor CRA, this segment is undergoing rapid change from a suburban context to a more urban context. The 2045 LRTP envisions a road diet from six-lanes to 4-lanes south of Kings Highway and that would facilitate a lower target speed and the means to provide bike/ped and traffic crossing between the residential areas west of the corridor to the commercial/retail centers opposite. The intersection with Kings Highway would be a prominent location for an introductory gateway feature introducing both the northern portions of the corridor in Port Charlotte, and the southern portions from Punta Gorda south. The designation of a “crossing zone” with reduced speeds, enhanced roadside and gateway features would aid in creating a walkable pedestrian walkable district. Although the context is not expected to change dramatically over time, there is potential for additional residential development. As such, Multimodal improvements are needed.

### Segment 5. Downtown Punta Gorda (from Peace River to William Street)

**Existing Context Classification: C3C, C4, C5**

**Posted Speed Limit: 30-35 mph (45 mph on bridges)**

**Proposed Context Classification: C5**

**Target Speed Recommended: 20-30 mph (40 mph on bridges)**

After crossing the Peace River Bridge, the southern portion of Segment 5 ends in the small town of Punta Gorda. Once a sleepy retirement community, this area has transformed into a desired destination in recent years. Unfortunately, this area was hit hard physically and economically by both Hurricane Charley in 2004 and the recession of 2007–2009. While the City of Punta Gorda sustained significant physical damage from Hurricane Charley and economic damage from the recession, the City has since experienced a renaissance including new retail and restaurant storefronts opening within the downtown core with emphasis on walkability. The Punta Gorda community shared they would like to enhance the quality of life while promoting the southwest Florida retirement lifestyle. The CVP includes strategies from Plan Punta Gorda to address how to keep traffic moving

safely (perhaps by slowing existing speed limits), supporting various modes of travel, and improving wayfinding and signage. Importantly, bike/ped shared use path connections across the Peace River Bridge noted in Plan Punta Gorda would help to connect and unify the riverfront portions of the corridor.

### Segment 6. Crossings. (from William Street to Airport Road)

**Existing Context Classification: C3**

**Posted Speed Limit: 40 mph**

**Proposed Context Classification: C4**

**Target Speed Recommended: 35 mph**

Segment 6 transitions south from Punta Gorda through commercial/retail/industrial corridor with uses that rely on access to US 41 but which can also benefit from access management, reduced speeds, safe pedestrian and bicycle facility development, and land use redevelopment to encourage interconnected network circulation. The designation of a “crossing zone” with reduced speeds and enhanced roadside features would aid in creating a pedestrian walkable district. Opportunities exist for gateway features to downtown Punta Gorda, and at Airport Road, to introduce this segment of the corridor and encourage slower and safer traffic conditions.

### Segment 7. South Punta Gorda (from Airport Road to Taylor Road)

**Existing Context Classification: C3**

**Posted Speed Limit: 40 mph**

**Proposed Context Classification: C4**

**Target Speed Recommended: 35 mph**

Segment 7 transitions from urbanizing contexts around Airport Road, south through suburban contexts where existing speeds are highway speeds and where target speeds would be reduced to 45 mph. The context is not expected to change dramatically over time, but multimodal improvements are needed to provide safe crossing from a proposed shared use path on the western side to the existing US 41 Multi-use Trail on the east side. The operational improvements and signalization at major intersections indicated in the Punta Gorda Vision Plan will aid in managing traffic to allow safe multimodal bike/ped facilities to be incorporated along the corridor.

### Segment 8. Preserve (from Taylor Road to the Lee County Line)

**Existing Context Classification: C2, C3R**

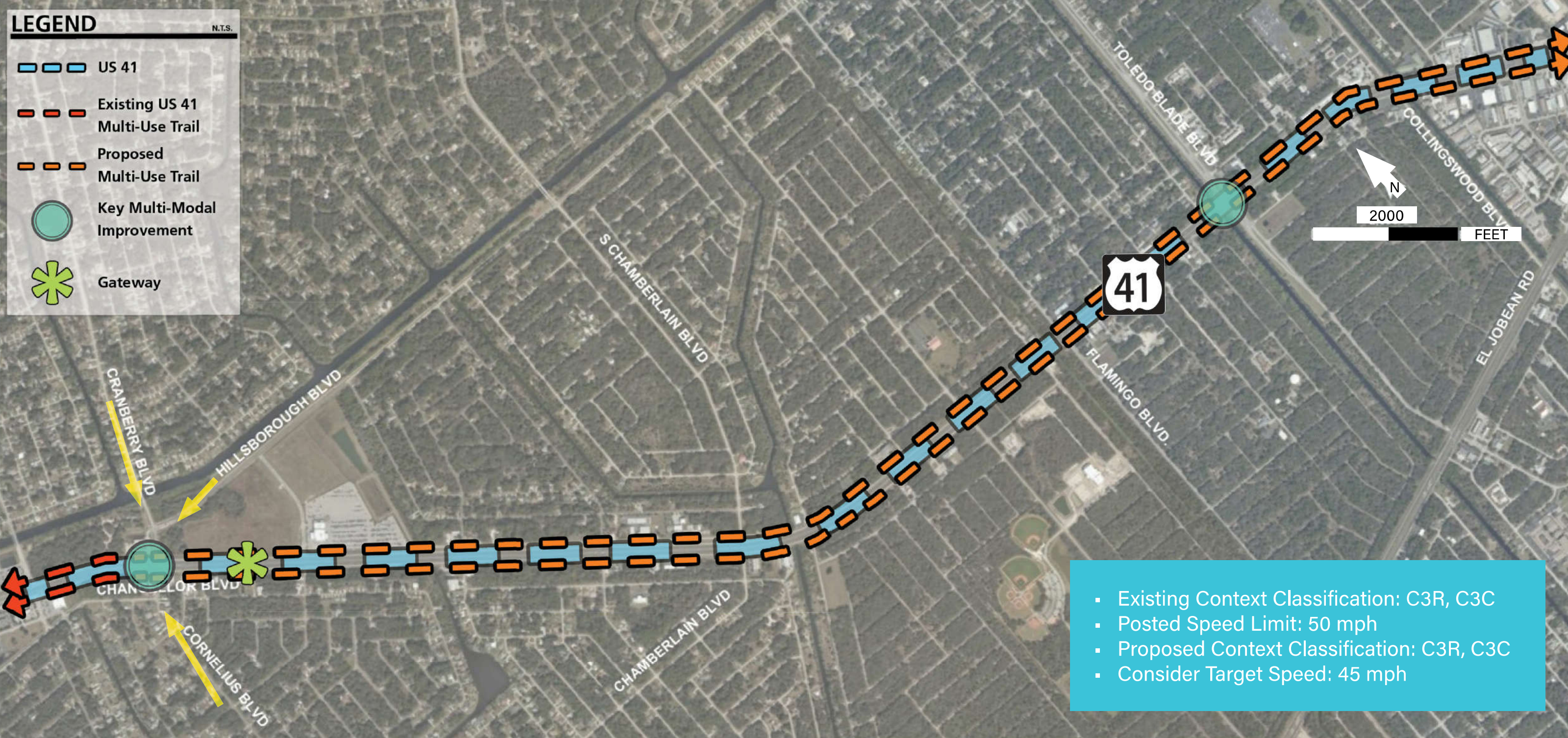
**Posted Speed Limit: 60-65 mph**

**Proposed Context Classification: C2, C3R, C3C**

**Target Speed Recommended: 45-65 mph**

Segment 8 transitions south from suburban contexts into a rural C2 Context high speed facility with posted highway speeds of 65 mph. Prior to development pressures beginning along the corridor, the formalizing of access management and land use controls should be accomplished. The conversion of the acute angle US 41/Tucker’s Grade intersection into a multilane roundabout would mitigate highway speeds and facilitate safer intersection traffic management. The roundabout and surrounding right-of-way would provide an excellent location for a northbound gateway to the more suburban and urban districts south and in Punta Gorda and could introduce southbound travelers to an “Old Florida” environment. A Rural Parkway could enhance the experience.



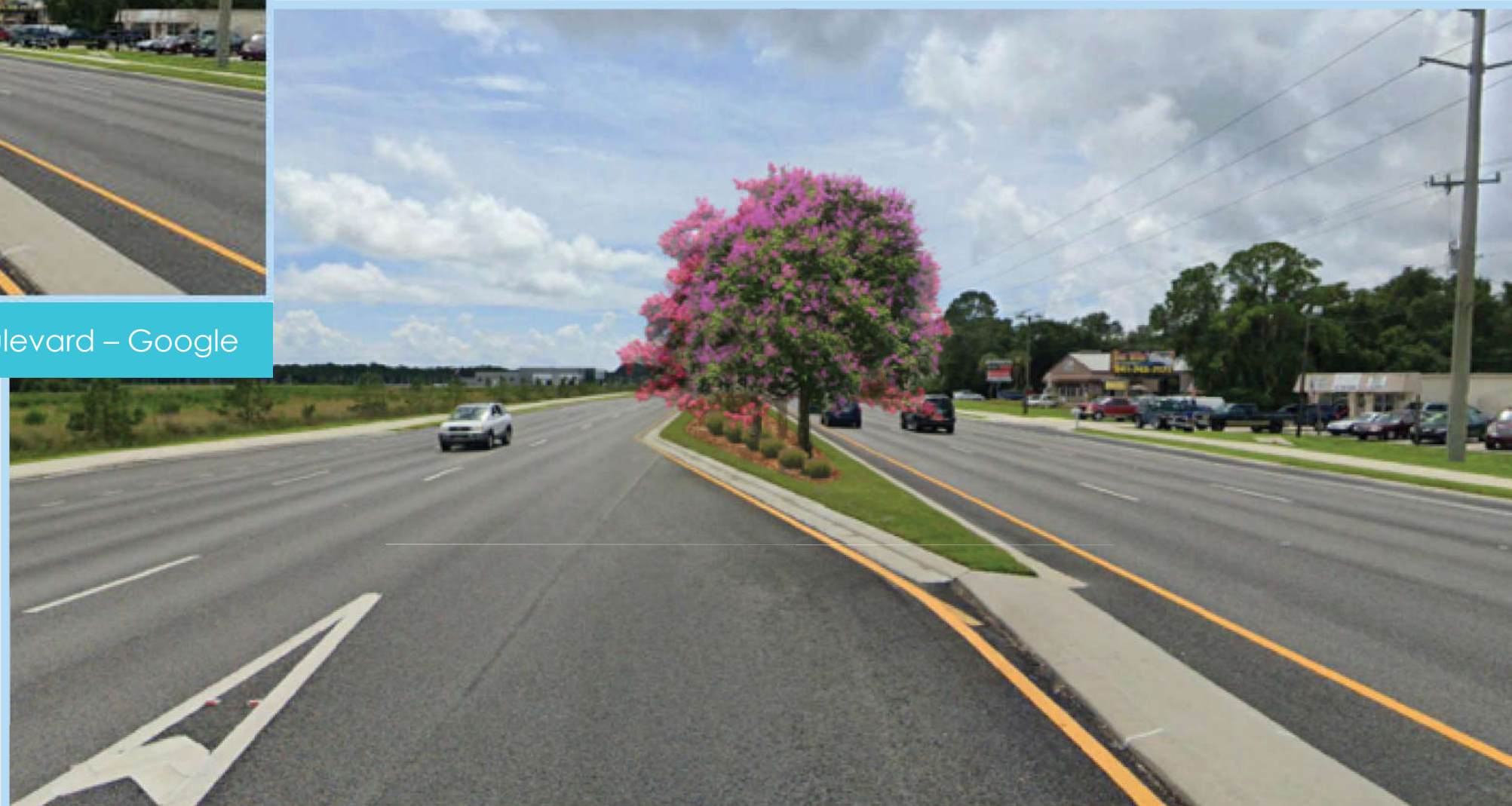


## Segment 1 - Westport (Sarasota County Line – Collingswood Blvd)





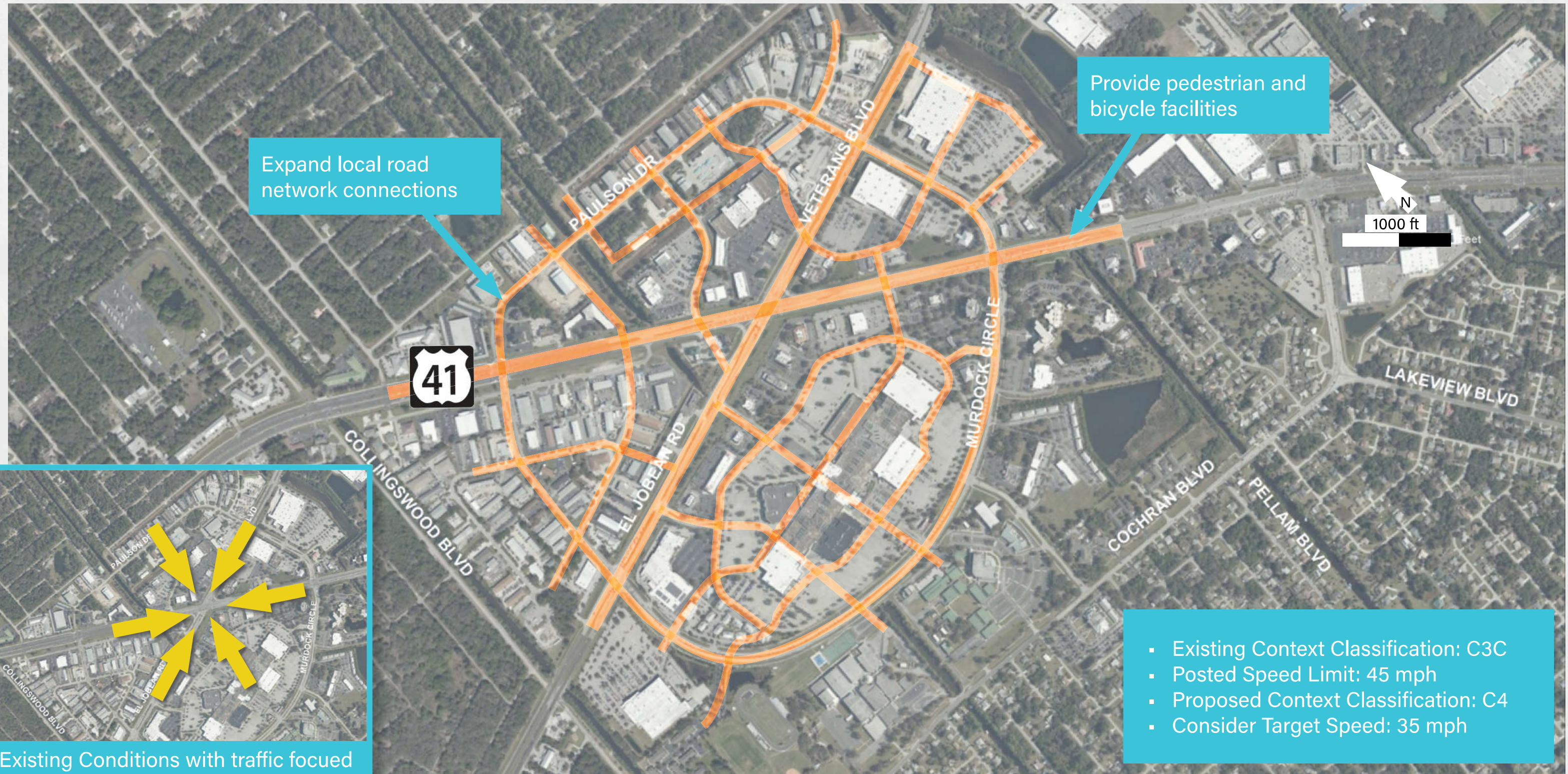
US 41 looking south from Cornelius/Cranberry Boulevard – Google



Rendering of potential US 41 median gateway and shared use paths connecting with US 41 trails in North Port Boulevard – Google Earth

## Segment 1 - Westport (Sarasota County Line – Collingswood Blvd)

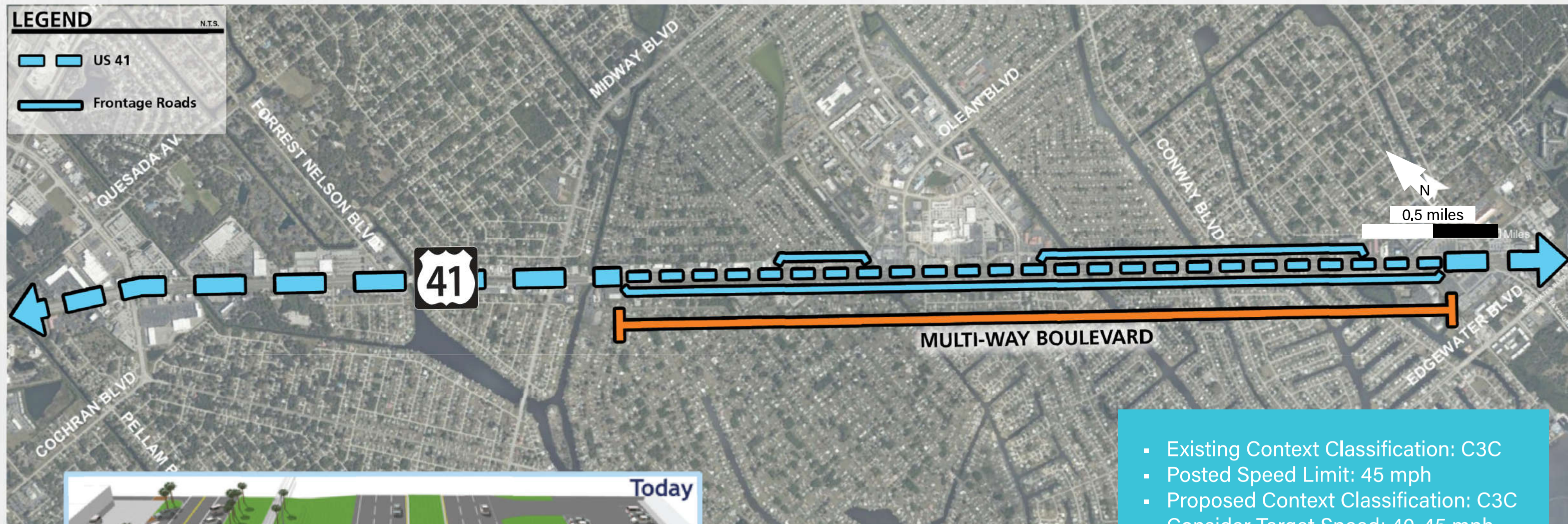




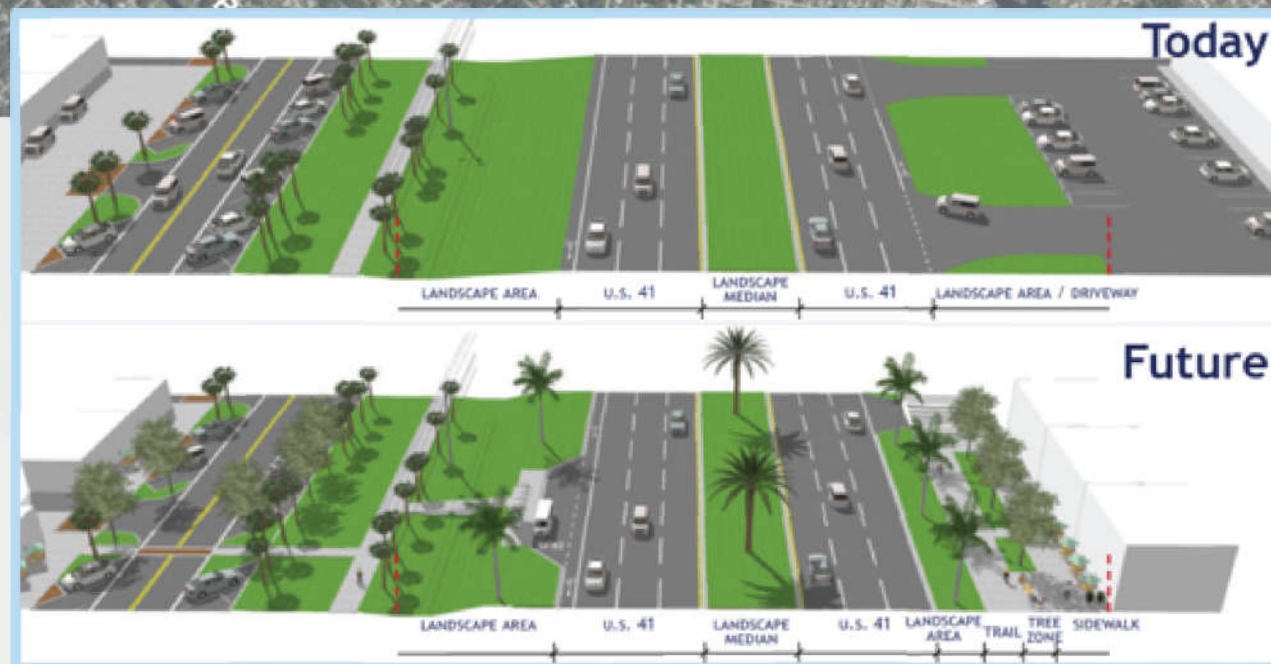
## Segment 2

(Collingswood Boulevard – Murdock Circle) Town Center





- Existing Context Classification: C3C
- Posted Speed Limit: 45 mph
- Proposed Context Classification: C3C
- Consider Target Speed: 40-45 mph



## Segment 3

(Murdock Circle – Edgewater Boulevard) Promenade





## Segment 3 (Murdock Circle – Edgewater Boulevard) Promenade





## Segment 4

(Edgewater Boulevard – Peace River) Charlotte Harbor





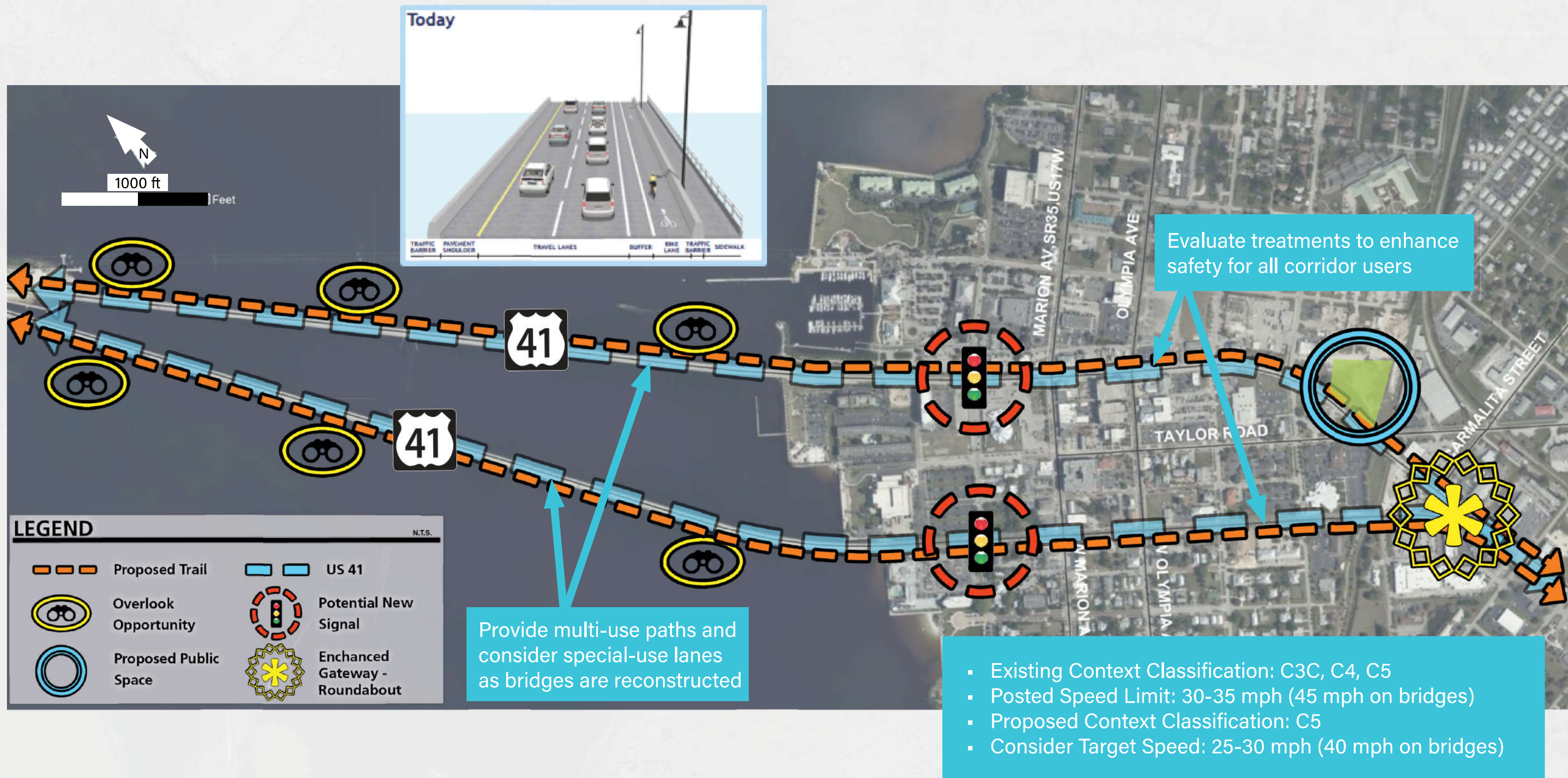
Before



After

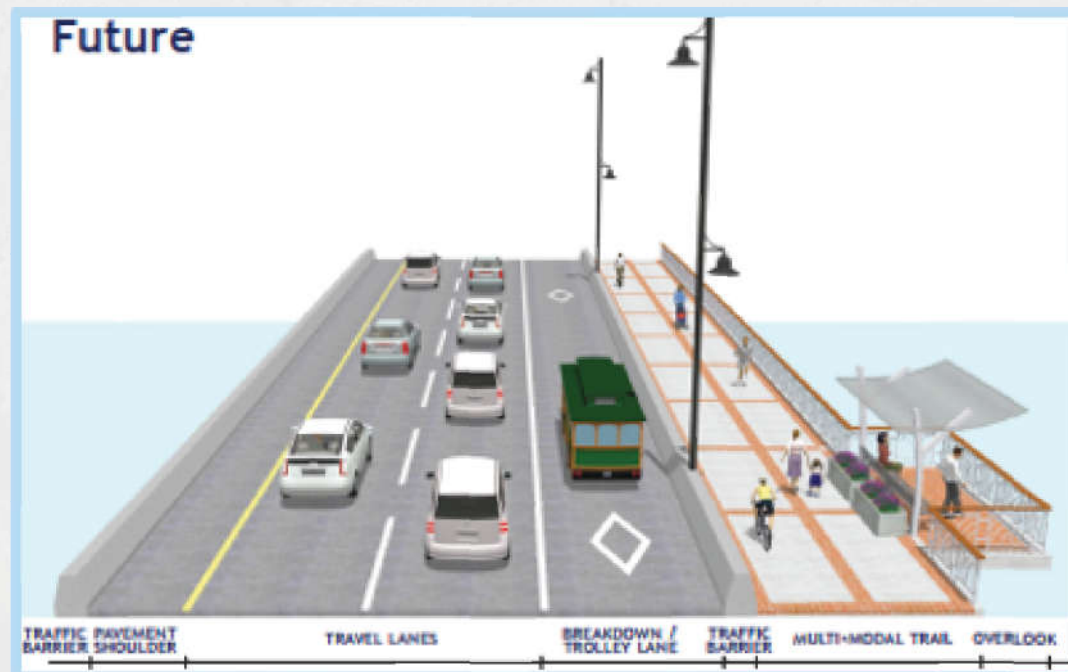
## Segment 4 (Edgewater Boulevard – Peace River) Charlotte Harbor





## Segment 5 (Peace River – William Street) Downtown





Rendering of proposed US 41 shared-use path



Rendering of shared-use path on future SR 16 Bridge over St. Johns River - FDOT

## Segment 5 (Peace River – William Street) Downtown





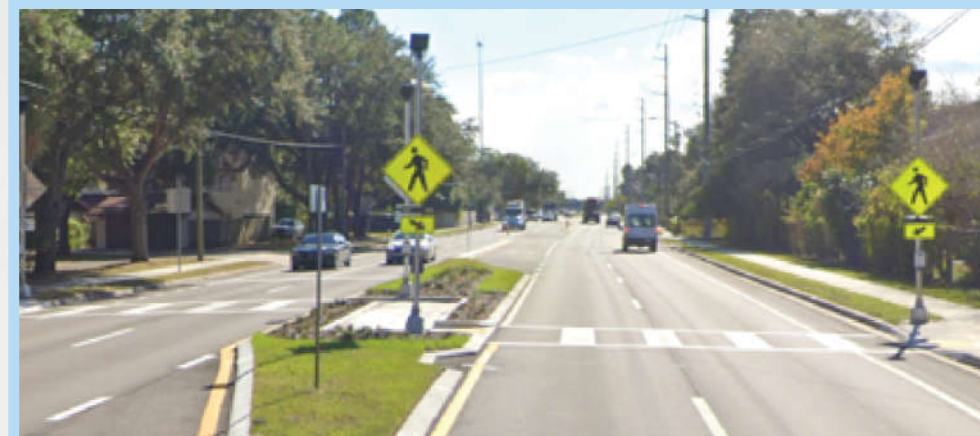
## Segment 6

(William Street – Airport Road) Crossings





Existing US 41 Gateway to downtown Punta Gorda



Example of mid-block crosswalk with pedestrian safety island



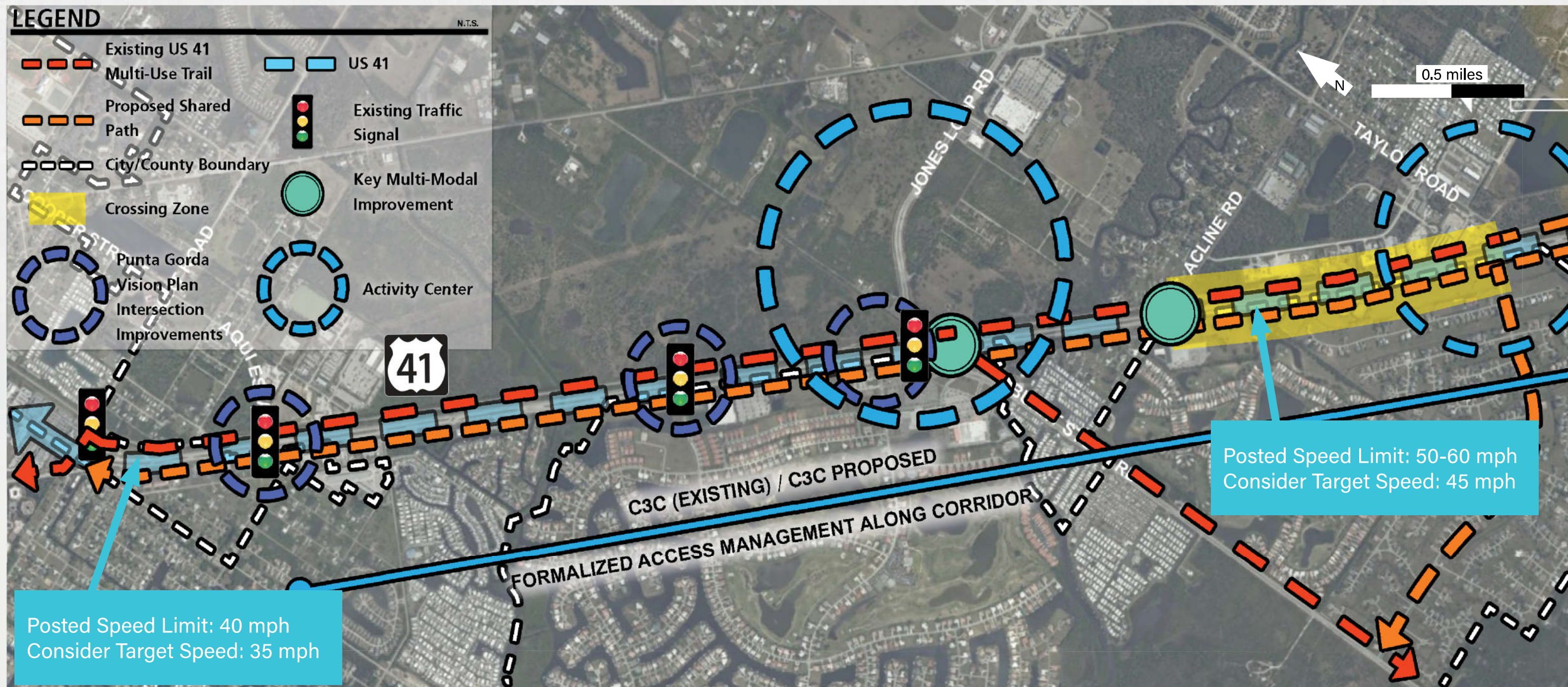
Existing enhanced median landscaping on US 41



Examples of protected intersections with enhanced path crossings

## Segment 6 (William Street – Airport Road) Crossings

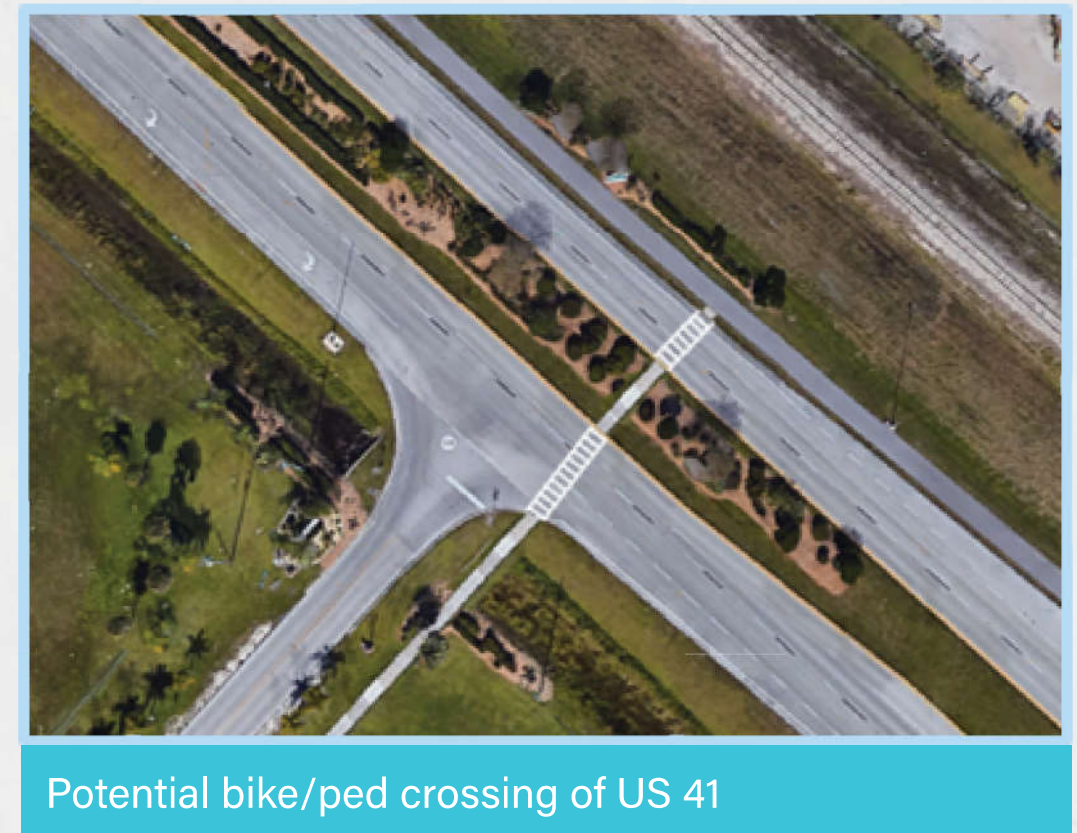
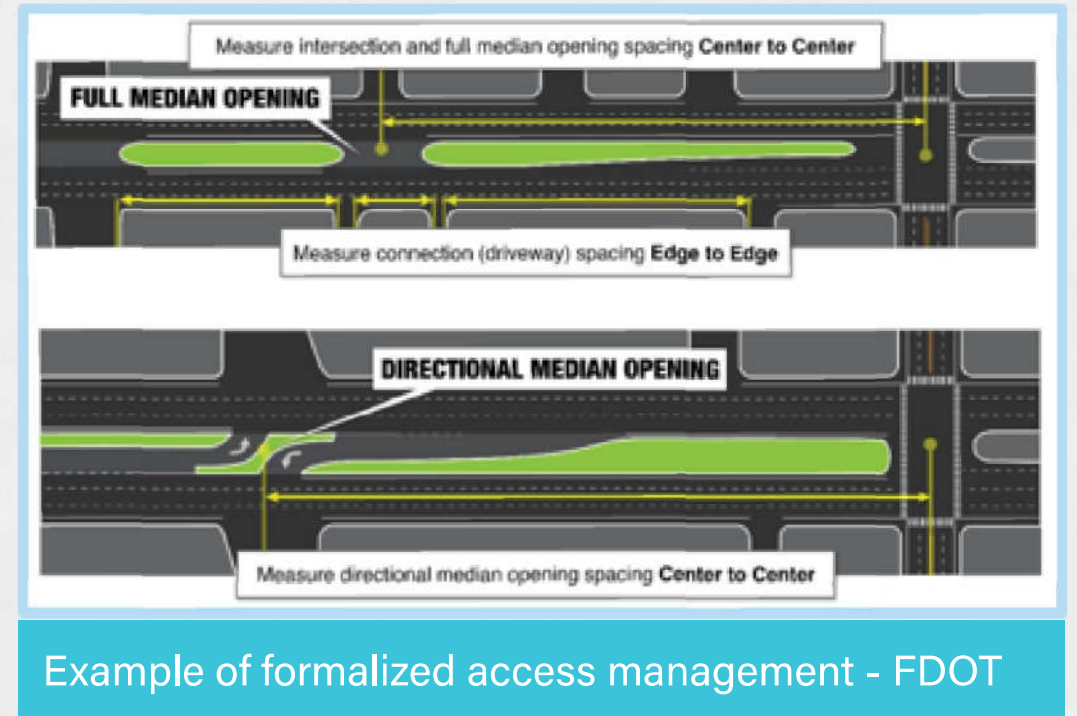
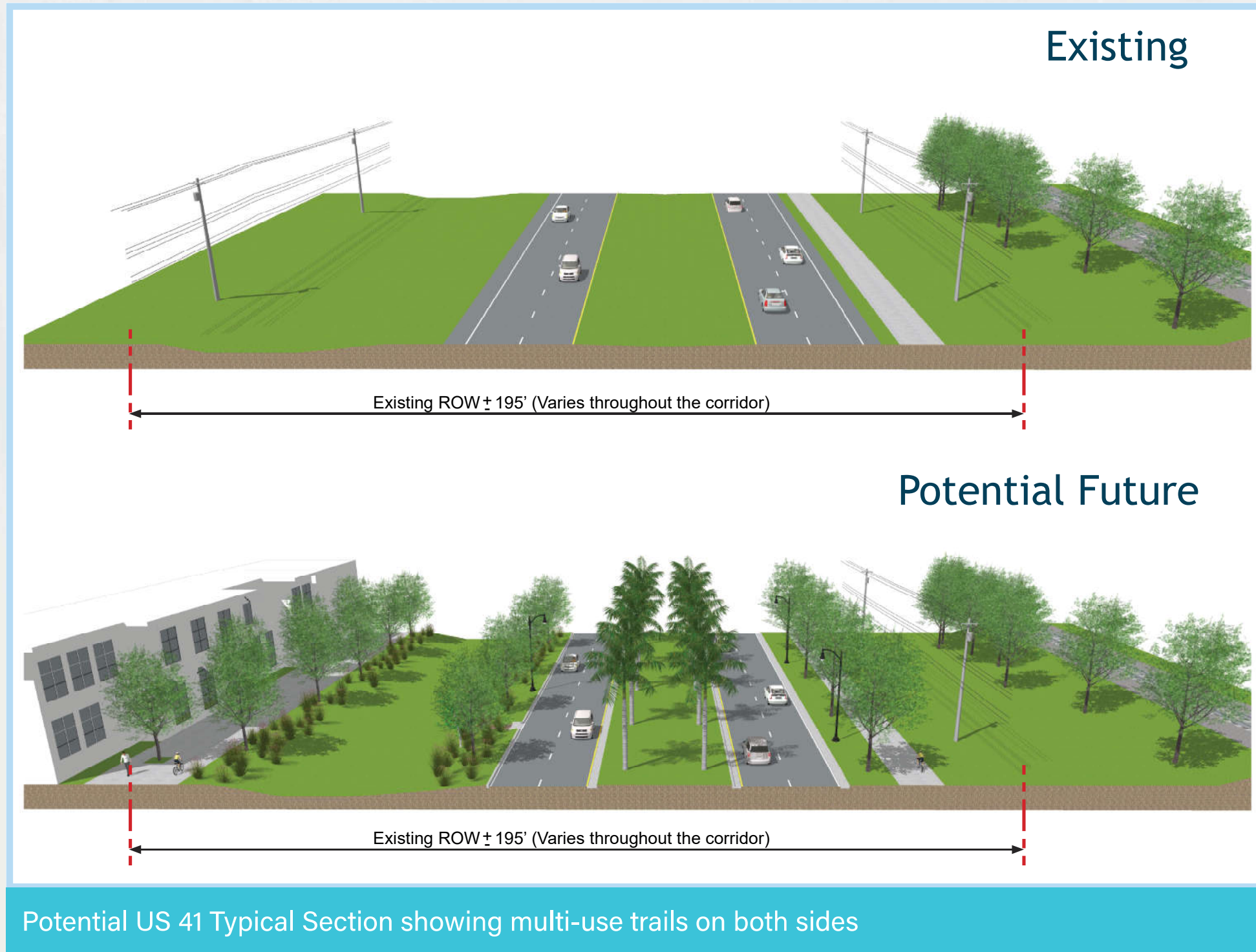




## Segment 7

(Airport Road – Taylor Road) South Punta Gorda

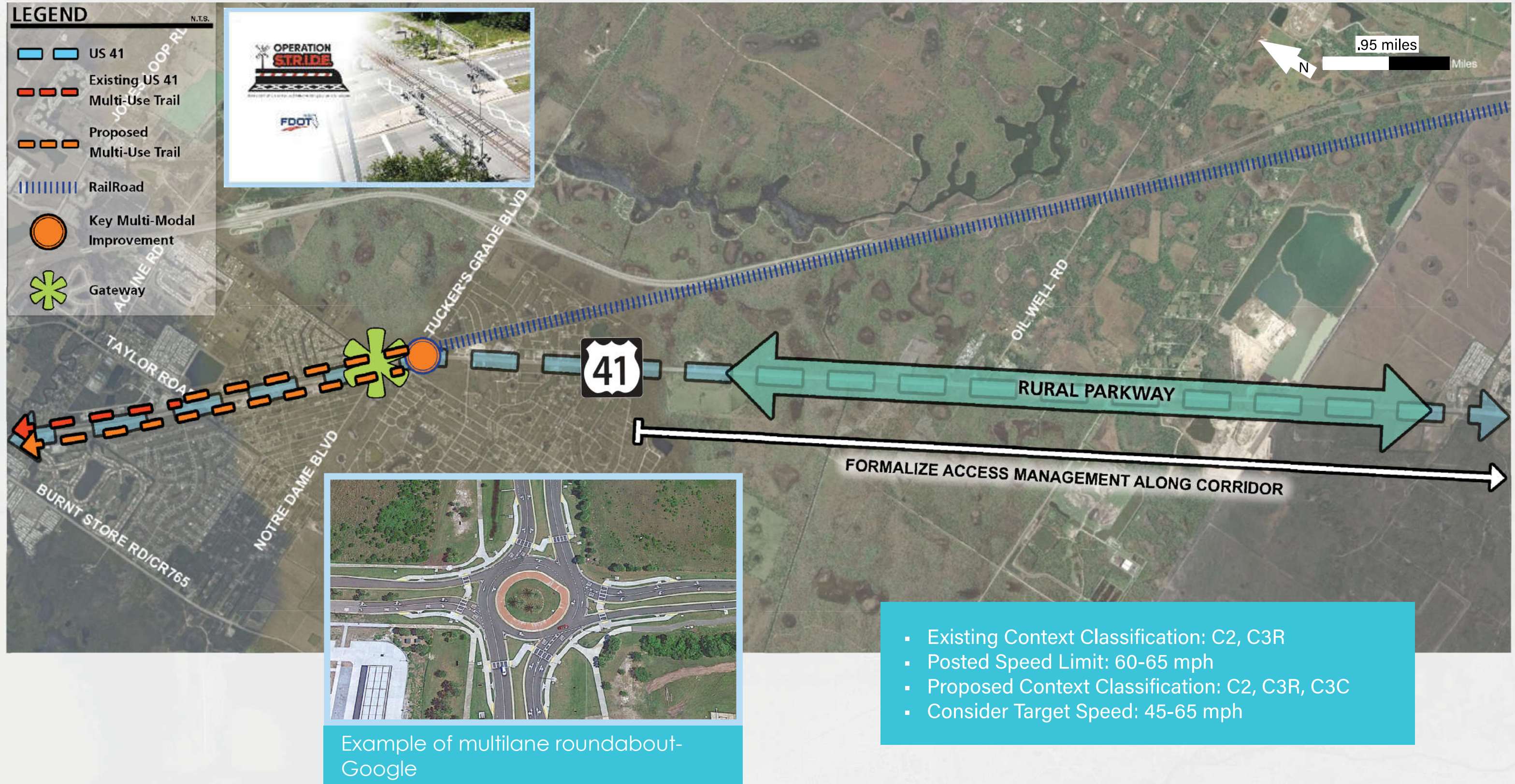




## Segment 7

(Airport Road – Taylor Road) South Punta Gorda





## Segment 8

(Taylor Road – Lee County Line) Preserve





## Segment 8

(Taylor Road – Lee County Line) *Preserve*



# Strategies by Segment – US 41 Pilot Corridor Vision Plan

Near-Term  
3-5 Years

Mid-Term  
5-10 Years

Long-Term  
10+ Years

## Segment 1: Westport

Create a sense of place by transforming US 41 near the county line into a gateway feature by widening the median and enhancing the landscaping.	Near-Term
Continue the multimodal improvements recently implemented by neighboring Sarasota County by removing the bike lanes and mirroring the existing shared-use paths on both sides of US 41.	Mid-Term
Increase safety and mobility of the corridor by enhancing the US 41/Toledo Boulevard and US 41/Cranberry Boulevard intersections with strategic multi-modal improvements.	Mid-Term
Assess the current posted speed limit (50 mph) and explore the potential to incorporate design features that would support a speed reduction to 45 mph.	Mid-Term
Consider mandating shared driveways where feasible to improve cross access along the corridor.	Near-Term

## Segment 2: Town Center

Provide additional roadway network opportunities by expanding and enhancing the local connections within Murdock Circle. This will minimize the use of US 41 for local circulation.	Long-Term
Encourage reinvestment and redevelopment within the community by enhancing bicycle and pedestrian features within the network to stimulate additional pedestrian and retail activity and reflect national retail trends. Attracting local users to the area will in turn attract businesses.	Mid-Term
Continue shared-use paths along US 41 to further enhance bicycle and pedestrian connectivity.	Mid-Term
Consider additional signalization in the area.	Near-Term
Assist transitioning of the area to a more urbanized node by targeting a speed limit of 35 mph and incorporate over time design features on US 41 that support this target speed.	Long-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Near-term

## Segment 3: Promenade

Create a unified corridor aesthetic through a landscaping plan to capitalize on the underutilized areas between the main and frontage roads. These areas can be transformed with landscaping and human-scale features to provide additional, attractive public space and encourage retail and recreational use. The areas should also include wide shared-use paths.	Long-Term
Develop a wayfinding plan to provide increased access and visibility for businesses through a unique wayfinding signage program that will complement the character of the area.	Mid-Term
Strengthen and utilize public-private-partnerships to achieve the goals of enhancing, beautifying, and increasing the functionality of the corridor.	Long-Term
Assess the current posted speed limit (45 mph) and explore the potential to incorporate design features that would support a speed reduction to 40 mph.	Near-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Mid-Term

## Segment 4: Charlotte Harbor

Provide multi-modal continuity by constructing a multi-use trail on both sides of US 41.	Near-Term
Evaluate operational adjustments in Charlotte Harbor area from Peace River Bridge to Kings Highway.	Mid-Term
Increase pedestrian safety and usability of the corridor by pursuing midblock crossing opportunities from Main Street to Sibley Bay St.	Near-Term
Install new signal in the vicinity of the Sunseeker Resort.	Near-Term
Provide a gateway feature at Kings Highway that will establish a sense of place for the segment as well as provide an opportunity for beautification and enhanced landscaping.	Mid-Term
Explore the potential the potential to incorporate design features that would support slight speed reduction from 45 mph to 40 mph. This would support and complement economic development and redevelopment in the area.	Near-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Mid-Term

## Segment 5: Downtown

If bridges are replaced, include dedicated bicycle and pedestrian features such as a shared-use path and river overlook locations.	Long-Term
Provide additional beautification and placemaking by enhancing the existing gateway feature at the convergence of the one-way pairs.	Near-Term
Explore the potential to incorporate design features to support slightly reducing the current posted speed limit of 45 to 40 to support the continued densification on both sides of the river.	Mid-Term
Incorporate design features to support reducing the current posted speed limit in downtown from 30-35 to 20-30 to support the continued redevelopment and investment of the area.	Near-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Mid-Term

## Segment 6: Crossings

Conduct mid-block crossing feasibility analysis to provide additional safe pedestrian crossing opportunities between signals.	Mid-Term
Encourage the densification and redevelopment of the area by enhancing the landscaping and streetscaping.	Near-Term
Increase safety of the segment by providing a protected intersection for the trail crossing at Airport Road.	Near-Term
Beautify the entrances of the corridor by enhancing the gateways at either end of the segment.	Near-Term
Provide additional shade and lighting features for pedestrians and cyclists.	Near-Term
Complement the transition to the C4 context classification by incorporating design features that would support a reducing the speed limit from 40 mph to 35 mph.	Near-Term
Encourage shared driveways and cross access as parcels redevelop.	Near-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Near-Term

## Segment 7: South Punta Gorda

Consider mandating shared driveways and cross access where feasible to protect the capacity of the roadway while preserving safety.	Near-Term
Provide safe crossing opportunities from residential areas to the existing multi-use trail on the east side of US 41.	Mid-Term
Construct a shared-use path along the west side of US 41.	Long-Term
As development comes in, conduct ICE analyses to explore options for enhanced multimodal intersection improvements.	Mid-Term
Further the development of an activity center near Royal Poinciana to help transition the area from rural to suburban consistent with Plan Punta Gorda.	Mid-Term
Capitalize on the suburban context of the segment by creating a walkable, bikeable, and beautiful segment with enhanced landscaping and a connecting multi-use trail network. This may include modifying the existing drainage system, enhanced landscaping, and/or connecting to the multi-use trail network.	Long-Term
Evaluate the potential of incorporating design features that support the lowering the speed limit to 45 mph to 35 mph consistent with existing and planned built environment.	Long-Term
Continue investment in ITS infrastructure in collaboration with FDOT to provide enhanced services and real-time information on traffic conditions along the corridor.	Near-Term

## Segment 8: Preserve

Enhance the rural scenery and context-appropriate landscaping improvements along the medians and roadsides to enhance the rural-preserve concept for the segment.	Mid-Term
Explore the potential to conduct an ICE analysis for multimodal intersection improvement at US 41/Tuckers Grade to increase mobility and safety of the segment. A roundabout at this location could provide the opportunity to develop a unique gateway feature into town.	Mid-Term
As the area around Tuckers Grade transitions from the rural context to suburban, consider incorporating design features that support reducing the speed limit to 45 mph near the residential areas.	Mid-Term
Increase the multi-modal opportunities for the segment by extending the existing multi-use trail to the railroad and build a new multi-use trail along the southside. Explore the potential of a gateway trailhead location as this could be the entrance/ terminus of the existing trail.	Long-Term
Enhance the safety and visibility of the railroad crossing by constructing a dynamic envelope consistent with FDOT's Operation STRIDE. Dynamic envelopes visually highlight the railroad crossing zone to increase safety for drivers, bicyclists, pedestrians, and the trains.	Near-Term
Develop a formalized access management strategy along the segment to provide consistency and predictability for all roadway users.	Mid-Term