

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
<p>Goal 7.1: The City of Punta Gorda will closely coordinate Transportation, Future Land Use Plans and Land Development in order to support a safe, convenient, energy efficient multi-modal transportation system.</p>	<p>Goal 7.1: The City of Punta Gorda will closely coordinate Transportation, Future Land Use Plans, and Land Development in order to support a safe, convenient, <u>and</u> energy efficient multi-modal transportation system.</p>	<p>Goal 7.1: The City of Punta Gorda will closely coordinate Transportation, Future Land Use Plans, and Land Development in order to support a safe, convenient, and energy efficient multi-modal transportation system.</p>	<p>Grammar</p>
<p>Objective 7.1.1.1: Punta Gorda will include sidewalk and bicycle facility needs and priorities in the transportation planning and capital programming process. Efforts to create a contiguous sidewalk and bicycle facility network will be a priority in order to address future development and redevelopment needs.</p>	<p>No changes</p>	<p>Unchanged</p>	
<p>Policy 7.1.1.1: Punta Gorda will include sidewalk and bicycle facility needs in the development of capital improvement priorities for safety and congestion management. <i>(Measurement: Presence of sidewalk and bicycle facility projects in capital improvements program.)</i></p>	<p>Policy 7.1.1.1: <u>As a part of its ongoing capital improvement program, the city will incrementally design and construct a low-stress minimum grid network of trails and bicycle facilities and include sidewalk and bicycle facility needs in the development of capital improvement priorities for safety and congestion management. (Measurement: Number of new miles of multi-use trails, sidewalks, and bicycle facilities constructed annually and the presence of sidewalk and bicycle facility projects in capital improvements program.)</u></p> <p>Policy 7.1.1.1: Punta Gorda will include sidewalk and bicycle facility needs in the development of capital improvement priorities for safety and congestion management. (Measurement: Presence of sidewalk and bicycle facility projects in capital improvements program.)</p>	<p>Policy 7.1.1.1: As a part of its ongoing capital improvement program, the city will incrementally design and construct a low-stress minimum grid network of trails and bicycle facilities and include sidewalk and bicycle facility needs in the development of capital improvement priorities for safety and congestion management. <i>(Measurement: Number of new miles of multi-use trails, sidewalks, and bicycle facilities constructed annually and the presence of sidewalk and bicycle facility projects in capital improvements program.)</i></p>	<p>Provide greater detail and introduce the recommendation of a “low-stress” network of trails and bicycle facilities from the 2019 Citywide Master Plan</p>
	<p>Policy 7.1.1.2: <u>Punta Gorda will continue to study the feasibility of a long-term vision network of trails and bicycle facilities as conceived of and mapped in the 2019 Citywide Master Plan. (Measurement: Presence of a vision bicycle network in city’s long-range planning efforts.)</u></p>	<p>Policy 7.1.1.2: Punta Gorda will continue to study the feasibility of a long-term vision network of trails and bicycle facilities as conceived of and mapped in the 2019 Citywide Master Plan. <i>(Measurement: Presence of a vision bicycle network in city’s long-range planning efforts.)</i></p>	<p>Ensure that the city will continue to study a more comprehensive network of trails and bicycle facilities in the long-term per the recommendations in the 2019 Citywide Master Plan</p>
<p>Policy 7.1.1.2: Punta Gorda will include sidewalks and bicycle facilities which serve schools and parks as a funding priority over other facilities and will include sidewalks and bicycle facilities on collector and arterial streets serving commercial facilities as the next highest priority for provision of these facilities. <i>(Measurement: Reflection of these priorities in teh scheduling of sidewalk and bikeways projects in Punta Gorda.)</i></p>	<p>Policy 7.1.1.32: Punta Gorda will include sidewalks and bicycle facilities which serve schools and parks as a funding priority over other facilities and will include sidewalks and bicycle facilities on collector and arterial streets serving commercial facilities as the next highest priority for provision of these facilities. <i>(Measurement: Reflection of these priorities in tehthe scheduling of sidewalk and bikeways projects in Punta Gorda.)</i></p>	<p>Policy 7.1.1.3: Punta Gorda will include sidewalks and bicycle facilities which serve schools and parks as a funding priority over other facilities and will include sidewalks and bicycle facilities on collector and arterial streets serving commercial facilities as the next highest priority for provision of these facilities. <i>(Measurement: Reflection of these priorities in the scheduling of sidewalk and bikeways projects in Punta Gorda.)</i></p>	<p>Spelling & numbering</p>
<p>Policy 7.1.1.3: Punta Gorda will include sidewalks and bicycle facilities in all roadway widening projects associated with urban area collector and arterial roadways as well as construction of any new roadways. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in such widening projects.)</i></p>	<p>Policy 7.1.1.43: Punta Gorda will include sidewalks and bicycle facilities in all roadway widening projects associated with urban area collector and arterial roadways as well as <u>in the</u> construction of any new roadways. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in such widening projects.)</i></p>	<p>Policy 7.1.1.4: Punta Gorda will include sidewalks and bicycle facilities in all roadway widening projects associated with urban area collector and arterial roadways as well as in the construction of any new roadways. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in such widening projects.)</i></p>	<p>Grammar & numbering</p>
<p>Policy 7.1.1.4: Whenever roadway maintenance projects are undertaken, including resurfacing Punta Gorda will consider the inclusion/acceleration of sidewalk and bicycle facility projects where cost effective. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in roadway maintenance projects.)</i></p>	<p>Policy 7.1.1.54: Whenever roadway maintenance projects are undertaken, including resurfacing, Punta Gorda will consider the inclusion/acceleration of sidewalk and bicycle facility projects where <u>cost</u>-effective. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in roadway maintenance projects.)</i></p>	<p>Policy 7.1.1.5: Whenever roadway maintenance projects are undertaken, including resurfacing, Punta Gorda will consider the inclusion/acceleration of sidewalk and bicycle facility projects where cost-effective. <i>(Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in roadway maintenance projects.)</i></p>	<p>Spelling & numbering</p>

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<p>Policy 7.1.1.5: The City will modify the future land use designations to include and support a mixture of land uses which provide for compact and contiguous growth patterns that will reduce automobile trips and promote bicycling and walking as modes of transportation. <i>(Measurement: Development of a mixed use future land use categories.)</i></p>	<p>Policy 7.1.1.65: The City will modify the future land use designations to include and support a mixture of land uses which<u>that</u> provide for compact and contiguous growth patterns that will reduce automobile trips and promote bicycling and walking as modes of transportation. <i>(Measurement: Development of a mixed-use future land use categories.)</i></p>	<p>Policy 7.1.1.6: The City will modify the future land use designations to include and support a mixture of land uses that provide for compact and contiguous growth patterns that will reduce automobile trips and promote bicycling and walking as modes of transportation. <i>(Measurement: Development of a mixed-use future land use categories.)</i></p>	Grammar & numbering
	<p>Policy 7.1.1.7: <u>Punta Gorda will ensure bicycle parking requirements in its Land Development Code that establish standard short and long-term parking ratios for all new non-residential and multi-family residential projects or a percentage of any required parking minimums to be met with bicycle facilities, and incentivize the addition of covered bicycle parking and employer based shower and locker facilities. <i>(Measurement: Existence of above parking requirements in the Land Development Code.)</i></u></p>	<p>Policy 7.1.1.7: Punta Gorda will ensure bicycle parking requirements in its Land Development Code that establish standard short and long-term parking ratios for all new non-residential and multi-family residential projects or a percentage of any required parking minimums to be met with bicycle facilities, and incentivize the addition of covered bicycle parking and employer based shower and locker facilities. <i>(Measurement: Existence of above parking requirements in the Land Development Code.)</i></p>	Ensure that development provides adequate bicycle parking and amenities to help support more recreational and commuter bicycle riding (policy also included in the FLU Element)
	<p>Policy 7.1.1.8: <u>As identified in the 2019 Citywide Master Plan, the City will incrementally study, design, and construct intersection improvements, including:</u></p> <ul style="list-style-type: none"> • <u>Roundabout on Aqui Esta Dr and Bal Harbor Blvd;</u> • <u>New signalized intersection at Retta Esplanade and US 41 Northbound;</u> • <u>New high visibility crosswalks and stop sign and/or pedestrian activated signal at Retta Esplanade and US 41 Southbound;</u> • <u>New high-visibility crosswalks, pedestrian crossing signals, and median/refuge islands on US 41 at Aqui Esta Dr, Monaco Dr, and Madrid Blvd; and</u> • <u>New public space and offset intersection at Taylor Rd and US 41.</u> <p><i>(Measure: Construction of the above intersection improvements.)</i></p>	<p>Policy 7.1.1.8: As identified in the 2019 Citywide Master Plan, the City will incrementally study, design, and construct intersection improvements, including:</p> <ul style="list-style-type: none"> • Roundabout on Aqui Esta Dr and Bal Harbor Blvd; • New signalized intersection at Retta Esplanade and US 41 Northbound; • New high visibility crosswalks and stop sign and/or pedestrian activated signal at Retta Esplanade and US 41 Southbound; • New high-visibility crosswalks, pedestrian crossing signals, and median/refuge islands on US 41 at Aqui Esta Dr, Monaco Dr, and Madrid Blvd; and • New public space and offset intersection at Taylor Rd and US 41. <p><i>(Measure: Construction of the above intersection improvements.)</i></p>	Reinforce the implementation key intersection improvements identified and recommended in the 2019 Citywide Master Plan
<p>Objective 7.1.2: Punta Gorda shall adhere to design standards when designing or approving sidewalks and bicycle facilities to encourage use and improve accessibility and safety.</p>	<p>Objective 7.1.2: Punta Gorda shall adhere to design standards when designing or approving <u>street improvements</u>, sidewalks, and bicycle facilities to encourage use and improve accessibility and safety.</p>	<p>Objective 7.1.2: Punta Gorda shall adhere to design standards when designing or approving street improvements, sidewalks, and bicycle facilities to encourage use and improve accessibility and safety.</p>	Grammar
<p>Policy 7.1.2.1: To enhance accessibility, Punta Gorda will incorporate curb ramps, pedestrian demand signals, audio and tactile pedestrian signal systems and other devices as required or recommend ensuring full compliance with the Americans with Disabilities Act (ADA) standards. <i>(Measurement: Incorporation of such standards in design of sidewalk and other pedestrian improvements.)</i></p>	<p>Policy 7.1.2.1: To enhance accessibility, Punta Gorda will incorporate curb ramps, pedestrian demand signals, audio and tactile pedestrian signal systems, and other devices as required or recommend ensuring full compliance with the Americans with Disabilities Act (ADA) standards. <i>(Measurement: Incorporation of such standards in <u>the</u> design of sidewalk and other pedestrian improvements.)</i></p>	<p>Policy 7.1.2.1: To enhance accessibility, Punta Gorda will incorporate curb ramps, pedestrian demand signals, audio and tactile pedestrian signal systems, and other devices as required or recommend ensuring full compliance with the Americans with Disabilities Act (ADA) standards. <i>(Measurement: Incorporation of such standards in the design of sidewalk and other pedestrian improvements.)</i></p>	Grammar
<p>Policy 7.1.2.2: Punta Gorda shall limit intersection radii associated with bicycle/pedestrian facilities so as to reduce road crossing distances for pedestrians and to slow motor vehicle traffic for turns (10 to 20 mph). Where this policy contradicts freight policies, Punta Gorda will seek to accommodate all modes through the use of median refuges and other innovative techniques. <i>(Measurement: Record of this consideration in design of such facilities.)</i></p>	<p>Policy 7.1.2.2: <u>The City will implement any remaining ADA capital improvement projects identified in the City of Punta Gorda ADA Transition Plan (November 2018). <i>(Measurement: Construction of all remaining CIP identified in the 2018 ADA Transition Plan.)</i></u></p> <p>Policy 7.1.2.2: Punta Gorda shall limit intersection radii associated with bicycle/pedestrian facilities so as to reduce road crossing distances for pedestrians and to slow motor vehicle traffic for turns (10 to 20 mph). Where this policy contradicts freight policies, Punta Gorda will seek to accommodate all modes through the use of median refuges and other innovative techniques. <i>(Measurement: Record of this consideration in design of such facilities.)</i></p>	<p>Policy 7.1.2.2: The City will implement any remaining ADA capital improvement projects identified in the City of Punta Gorda ADA Transition Plan (November 2018). <i>(Measurement: Construction of all remaining CIP identified in the 2018 ADA Transition Plan.)</i></p>	Traffic calming and pedestrian safety measures are now covered in Policy 7.1.2.5, so this new policy serves as an extension of Policy 7.2.1 to ensure that planned ADA improvements are completed

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<p>Policy 7.1.2.3: Punta Gorda will incorporate raised medians to provide safe havens for pedestrians into the design of urban collector and arterial multi-lane roads. <i>(Measurement: Record of this consideration in design of such facilities.)</i></p>	<p>Policy 7.1.2.3: <u>In accordance with the Complete Streets Resolution of 2013, the City will revise and maintain the street standards contained in Chapter 20: Streets & Sidewalks and Chapter 20a: Subdivisions of the Code of Ordinances. (Measurement: Street Standards in the Code of Ordinances that implement the 2013 Complete Streets Resolution.)</u></p> <p>Policy 7.1.2.3: Punta Gorda will incorporate raised medians to provide safe havens for pedestrians into the design of urban collector and arterial multi-lane roads. <i>(Measurement: Record of this consideration in design of such facilities.)</i></p>	<p>Policy 7.1.2.3: In accordance with the Complete Streets Resolution of 2013, the City will revise and maintain the street standards contained in Chapter 20: Streets & Sidewalks and Chapter 20a: Subdivisions of the Code of Ordinances. <i>(Measurement: Street Standards in the Code of Ordinances that implement the 2013 Complete Streets Resolution.)</i></p>	<p>Ensure that streets are designed for the safety and comfort of all types of traveler through the City's Code of Ordinances, specifically the street standards and the Complete Streets Ordinance</p>
	<p>Policy 7.1.2.4: <u>Punta Gorda will work with the Florida Department of Transportation's District 1 Office to adopt the City's Recommended Context Classification Map, Map #60, which will help ensure new, more context-sensitive design standards for state roads that run through Punta Gorda (US 41 and US 17). (Measurement: FDOT adoption of City's updated Context Classification Map.)</u></p>	<p>Policy 7.1.2.4: Punta Gorda will work with the Florida Department of Transportation's District 1 Office to adopt the City's Recommended Context Classification Map, Map #60, which will help ensure new, more context-sensitive design standards for state roads that run through Punta Gorda (US 41 and US 17). <i>(Measurement: FDOT adoption of City's updated Context Classification Map.)</i></p>	<p>Enable the implementation of traffic calming measures, as well as pedestrian and bicycle infrastructure improvements on FDOT controlled roads, in appropriate/desired areas</p>
	<p>Policy 7.1.2.5: <u>The City will continue to implement traffic calming design tools as needed and in addition to street narrowing projects and one-way to two-way conversions, in areas with higher speed traffic and pedestrian activity. Design tools include:</u></p> <ul style="list-style-type: none"> • <u>Reducing turning radii so as to reduce road crossing distances for pedestrians and to slow motor vehicle traffic for turns (10 to 20 mph);</u> • <u>Adding in pedestrian refuges, raised medians, pinch points, bulbouts, midblock crossings, speed humps / bumps, speed tables, elevated crosswalks, elevated intersections, and mini roundabouts;</u> • <u>Constructing shared streets; and</u> • <u>Re-paving streets with rougher and slower pavers. (Action 1.6) – there is an existing City ordinance with a list of street segments for conversion to brick streets. So this could be a “continue to implement” policy</u> <p><i>(Measurement: Use of such tools in street improvement projects.)</i></p>	<p>Policy 7.1.2.5: The City will continue to implement traffic calming design tools as needed and in addition to street narrowing projects and one-way to two-way conversions, in areas with higher speed traffic and pedestrian activity. Design tools include:</p> <ul style="list-style-type: none"> • Reducing turning radii so as to reduce road crossing distances for pedestrians and to slow motor vehicle traffic for turns (10 to 20 mph); • Adding in pedestrian refuges, raised medians, pinch points, bulbouts, midblock crossings, speed humps / bumps, speed tables, elevated crosswalks, elevated intersections, and mini roundabouts; • Constructing shared streets; and • Re-paving streets with rougher and slower pavers. (Action 1.6) – there is an existing City ordinance with a list of street segments for conversion to brick streets. So this could be a “continue to implement” policy <p><i>(Measurement: Use of such tools in street improvement projects.)</i></p>	<p>Expand upon what used to be Policy 7.1.2.2 and specify design tools that can be used to achieve safer streets for all users</p>
<p>Objective 7.1.3: Parking facilities which promote intermodal access and increase modal choice will be a priority in Punta Gorda.</p>	<p>Objective 7.1.3: Parking facilities which that promote intermodal access and increase modal choice will be a priority in Punta Gorda.</p>	<p>Objective 7.1.3: Parking facilities that promote intermodal access and increase modal choice will be a priority in Punta Gorda.</p>	<p>Grammar</p>
<p>Policy 7.1.3.1: Alternative parking solutions such as valet parking, shared access parking, parking exemption zones, on street parking and other public parking investments will be made. <i>(Measurement: Implementation of these parking strategies.)</i></p>	<p>Policy 7.1.3.1: Alternative parking solutions such as valet parking, shared access parking, parking exemption zones, on –street parking, and other public parking investments will be made. <i>(Measurement: Implementation of these parking strategies.)</i></p>	<p>Policy 7.1.3.1: Alternative parking solutions such as valet parking, shared access parking, parking exemption zones, on-street parking, and other public parking investments will be made. <i>(Measurement: Implementation of these parking strategies.)</i></p>	<p>Grammar</p>
<p>Policy 7.1.3.2: The City will use existing planning documents as guidance for the production of public parking to accommodate redevelopment and infill objectives within the CRA and other areas of the City. <i>(Measurement: Number of capital projects which provide parking.)</i></p>	<p>No changes</p>	<p>Unchanged</p>	
<p>Policy 7.1.3.3: All parking facilities shall be required to serve the pedestrian by providing clear connections to adjacent destinations.</p>	<p>No changes</p>	<p>Unchanged</p>	

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<i>(Measurement: Development of design requirements for parking facilities that encourage efficient pedestrian movement and access.)</i>			
Policy 7.1.3.4: Alternative parking options including parallel parking, surface parking, shared on-site and off-site parking, Park Once strategies, valet parking, other innovative techniques, will be encouraged through the provisions of the Land Development Regulations for all new development and redevelopment. <i>(Measurement: Existence of a variety of parking options within the Land Development Regulations.)</i>	Policy 7.1.3.4: Alternative parking options including parallel parking, surface parking, shared on-site and off-site parking, p Park o Once strategies, valet parking, <u>and</u> other innovative techniques, will be encouraged through the provisions of the Land Development Regulations for all new development and redevelopment. <i>(Measurement: Existence of a variety of parking options within the Land Development Regulations.)</i>	Policy 7.1.3.4: Alternative parking options including parallel parking, surface parking, shared on-site and off-site parking, park once strategies, valet parking, and other innovative techniques will be encouraged through the provisions of the Land Development Regulations for all new development and redevelopment. <i>(Measurement: Existence of a variety of parking options within the Land Development Regulations.)</i>	Grammar
Policy 7.1.3.5: Punta Gorda will require all parking facilities associated with new development and redevelopment adhere to the aesthetic and design standards outlined in the City's Land Development Regulations. <i>(Measurement: Application of Land Development Regulations requiring aesthetic and design standards through the Development Review process.)</i>	No changes	Unchanged	
Objective 7.1.4: The City will continue to implement its street tree program through planting and maintenance of street trees and maintaining requirements for street tree installation in association with private development.	No changes	Unchanged	
Policy 7.1.4.1: Punta Gorda will seek out and apply for state and Federal funding, including grants for beautification of public streets. <i>(Measurement: Beautification funding received by the city.)</i>	Policy 7.1.4.1: Punta Gorda will seek out and apply for state and f Federal funding, including grants for <u>the</u> beautification of public streets. <i>(Measurement: Beautification funding received by the city.)</i>	Policy 7.1.4.1: Punta Gorda will seek out and apply for state and federal funding, including grants for the beautification of public streets. <i>(Measurement: Beautification funding received by the city.)</i>	Grammar & spelling
Policy 7.1.4.2: Punta Gorda will require the provision of street trees as part of all new development and redevelopment through the Development Review Committee process. <i>(Measurement: Application of Land Development Regulations requiring street trees through the Development Review process.)</i>	No changes	Unchanged	
	Policy 7.1.4.3: <u>Punta Gorda will establish a Street Tree Program that allows individual citizens, business owners, and community groups to contribute to Punta Gorda's urban canopy by purchasing new trees and their initial mulch, while the city commits to maintaining and watering the trees. (Measurement: Number of inquiries into the Street Tree Program and number of new street trees planted as a result of the program.)</u>	Policy 7.1.4.3: Punta Gorda will establish a Street Tree Program that allows individual citizens, business owners, and community groups to contribute to Punta Gorda's urban canopy by purchasing new trees and their initial mulch, while the city commits to maintaining and watering the trees. <i>(Measurement: Number of inquiries into the Street Tree Program and number of new street trees planted as a result of the program.)</i>	Encourage the planting of street trees by committing the city to maintain trees planted by individual property owners and residents
	Policy 7.1.4.4: <u>To better maintain existing and plant new street trees, Punta Gorda will manage a comprehensive inventory and map of trees and utilities in the public right-of-way on a street-by-street and block-by-block basis. (Measurement: Existence of a comprehensive citywide inventory of trees and utilities in the public right-of-way.)</u>	Policy 7.1.4.4: To better maintain existing and plant new street trees, Punta Gorda will manage a comprehensive inventory and map of trees and utilities in the public right-of-way on a street-by-street and block-by-block basis. <i>(Measurement: Existence of a comprehensive citywide inventory of trees and utilities in the public right-of-way.)</i>	Ensure proper and effective maintenance of existing and future city trees
Policy 7.1.4.3: The City will require the use of drought-tolerant species and/or native species for use in street landscaping. <i>(Measurement: Number of native and drought tolerant species in city's right of way landscaping.)</i>	Policy 7.1.4.5: The City will require the use of drought-tolerant species and/or native species for use in street landscaping. <i>(Measurement: Number of native and drought tolerant species in <u>the Ceity's</u> right-of-way landscaping.)</i>	Policy 7.1.4.5: The City will require the use of drought-tolerant species and/or native species for use in street landscaping. <i>(Measurement: Number of native and drought tolerant species in the City's right-of-way landscaping.)</i>	Grammar & numbering

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Objective 7.1.5: Punta Gorda will acquire or otherwise protect existing and future rights-of-way from building encroachment.	No changes	Unchanged	
Policy 7.1.5.1: The City will include advanced right-of-way acquisition as a priority in capital budgeting. <i>(Measurement: Right-of-way acquisition included in capital improvements program.)</i>	Policy 7.1.5.1: The City will include advanced right-of-way acquisition as a priority in capital budgeting. <i>(Measurement: Right-of-way acquisition included in <u>the</u> capital improvements program.)</i>	Policy 7.1.5.1: The City will include advanced right-of-way acquisition as a priority in capital budgeting. <i>(Measurement: Right-of-way acquisition included in the capital improvements program.)</i>	Grammar
Policy 7.1.5.2: The City will continue to allow roadway impact fee credits in exchange for rights-of-way needed for future transportation improvements. <i>(Measurement: Record of DRC (Development Review Committee) application review where such exchange was considered.)</i>	No changes	Unchanged	
Policy 7.1.5.3: Punta Gorda will maintain appropriate building setbacks through Land Development Regulations for all new development and redevelopment. <i>(Measurement: Record of application of setbacks for all new development and redevelopment.)</i>	No changes	Unchanged	
Policy 7.1.5.4: The City will continue implementing best practices in access management standards for arterial, collector, and local streets to maintain an appropriate balance for site access and safe and efficient multi-modal transportation function through the planning and development review processes. <i>(Measurement: Review and consideration of updating current access management standards.)</i>	No changes	Unchanged	
Objective 7.1.6: Punta Gorda when considering annexations will ensure any such annexations support a safe, convenient, energy efficient multi-modal transportation system.	Objective 7.1.6: Punta Gorda, when considering annexations, will ensure any such annexations support a safe, convenient, <u>and</u> energy-efficient multi-modal transportation system.	Objective 7.1.6: Punta Gorda, when considering annexations, will ensure any such annexations support a safe, convenient, and energy-efficient multi-modal transportation system.	Grammar
Policy 7.1.6.1: Punta Gorda will require right of way dedication as part of annexations that will require additional public roadways to facilitate any new development. <i>(Measurement: Record of right of way dedications included as part of the annexation and land development processes.)</i>	Policy 7.1.6.1: Punta Gorda will require right-of-way dedication as part of annexations that will require additional public roadways to facilitate any new development. <i>(Measurement: Record of right-of-way dedications included as part of the annexation and land development processes.)</i>	Policy 7.1.6.1: Punta Gorda will require right-of-way dedication as part of annexations that will require additional public roadways to facilitate any new development. <i>(Measurement: Record of right-of-way dedications included as part of the annexation and land development processes.)</i>	Spelling
Policy 7.1.6.2: Punta Gorda will require the upgrading of existing roadways to meet minimum design and aesthetic standards including sidewalks and bicycle facilities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right of way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.1.6.2: Punta Gorda will require the upgrading of existing roadways to meet minimum design and aesthetic standards including sidewalks and bicycle facilities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.1.6.2: Punta Gorda will require the upgrading of existing roadways to meet minimum design and aesthetic standards including sidewalks and bicycle facilities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Spelling
Policy 7.1.6.3: Punta Gorda will consider transportation system safety and efficiency when considering any proposed annexation. <i>(Measurement: Record of analysis of transportation safety and efficiency in the annexation process.)</i>	No changes	Unchanged	
	Objective 7.1.7: <u>In accordance with recommendations from the 2019 Citywide Master Plan, Punta Gorda will implement pedestrian safety and connectivity improvements for key streets and intersections Downtown that will ensure a more vibrant and walkable commercial core.</u>	Objective 7.1.7: In accordance with recommendations from the 2019 Citywide Master Plan, Punta Gorda will implement pedestrian safety and connectivity improvements for key streets and intersections Downtown that will ensure a more vibrant and walkable commercial core.	New objective that specifies pedestrian safety and connectivity improvements to be implemented

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	<u>Policy 7.1.7.1: The City will design and construct intersection improvements at Retta Esplanade and US 41 to improve pedestrian and bicycle safety while crossing. (Measure: Construction of intersection improvements at Retta Esplanade and US 41 and number of crashes at this intersection annually.)</u>	Policy 7.1.7.1: The City will design and construct intersection improvements at Retta Esplanade and US 41 to improve pedestrian and bicycle safety while crossing. (Measure: Construction of intersection improvements at Retta Esplanade and US 41 and number of crashes at this intersection annually.)	Reinforce the implementation of safety improvements at Retta Esplanade and US41
	<u>Policy 7.1.7.2: Punta Gorda will work with the Florida Department of Transportation's District 1 Office to enhance safety by reducing the speed limit and the number of lanes on US 41 as it passed through the Downtown. (Measure: Number of speeding tickets and crashes on US 41 in Downtown Punta Gorda annually.)</u>	Policy 7.1.7.2: Punta Gorda will work with the Florida Department of Transportation's District 1 Office to enhance safety by reducing the speed limit and the number of lanes on US 41 as it passed through the Downtown. (Measure: Number of speeding tickets and crashes on US 41 in Downtown Punta Gorda annually.)	Reinforce the implementation of safety improvements along US41 as it passes through Downtown
	<u>Policy 7.1.7.3: To help slow down traffic and reduce confusion for new residents and visitors, the City will continue to study the feasibility of reducing speed limits on Marion Ave and Olympia Ave and restoring those streets to two-way traffic from W Henry St to US 17. (Measure: Existence of a completed traffic feasibility study for Marion and Olympia Ave one-way to two-way conversion.)</u>	Policy 7.1.7.3: To help slow down traffic and reduce confusion for new residents and visitors, the City will continue to study the feasibility of reducing speed limits on Marion Ave and Olympia Ave and restoring those streets to two-way traffic from W Henry St to US 17. (Measure: Existence of a completed traffic feasibility study for Marion and Olympia Ave one-way to two-way conversion.)	Call for additional feasibility studies to understand the benefits and impact of restoring Marion and Olympia to two-way traffic
Goal 7.2: The long-term end toward which the City's transportation programs and activities are directed is the provision of a safe, convenient, energy efficient multi-modal transportation system.	Goal 7.2: The long-term end toward which the City's transportation programs and activities are directed is the provision of a safe, convenient, <u>and</u> energy-efficient multi-modal transportation system.	Goal 7.2: The long-term end toward which the City's transportation programs and activities are directed is the provision of a safe, convenient, and energy-efficient multi-modal transportation system.	Grammar
Objective 7.2.1: Punta Gorda will design each component of the transportation network in coordination with other components to achieve convenience, efficiency, cost effectiveness, and safety.	Objective 7.2.1: Punta Gorda will design each component of the transportation network in coordination with other components to achieve convenience, efficiency, cost-effectiveness, and safety.	Objective 7.2.1: Punta Gorda will design each component of the transportation network in coordination with other components to achieve convenience, efficiency, cost-effectiveness, and safety.	Spelling
Policy 7.2.1.1: Through coordination with the future land use map, planning will ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with a full range of transportation modes and services. (Measurement: Future land use reflects modal choice.)	No changes	Unchanged	
Policy 7.2.1.2: Opportunities to provide facilities which provide more than one mode shall take funding priority over those that do not. (Measurement: Record that Punta Gorda has supported this prioritization of projects through the Metropolitan Planning Organization (MPO) process.)	Policy 7.2.1.2: Opportunities to provide facilities which-that provide more than one mode shall take funding priority over those that do not. (Measurement: Record that Punta Gorda has supported this prioritization of projects through the Metropolitan Planning Organization (MPO) process.)	Policy 7.2.1.2: Opportunities to provide facilities that provide more than one mode shall take funding priority over those that do not. (Measurement: Record that Punta Gorda has supported this prioritization of projects through the Metropolitan Planning Organization (MPO) process.)	Grammar
Policy 7.2.1.3: Punta Gorda will incorporate sidewalks and bicycle facilities into road capacity improvement and maintenance projects for urban and transition area collector and arterial streets. (Measurement: Record of sidewalks incorporated into design of such facilities.)	Policy 7.2.1.3: Punta Gorda will incorporate sidewalks and bicycle facilities into road capacity improvement and maintenance projects for urban and transition area collector and arterial streets. (Measurement: Record of sidewalks incorporated into <u>the</u> design of such facilities.)	Policy 7.2.1.3: Punta Gorda will incorporate sidewalks and bicycle facilities into road capacity improvement and maintenance projects for urban and transition area collector and arterial streets. (Measurement: Record of sidewalks incorporated into the design of such facilities.)	Grammar
Policy 7.2.1.4: Punta Gorda will evaluate facilities which serve unique transportation functions (such as the airport, rail or transit terminals) for additional transportation functions and as intermodal terminals. Road and transit improvements will be coordinated with the future needs of intermodal terminals. (Measurement: Record of planning and construction of intermodal facilities.)	Policy 7.2.1.4: Punta Gorda will evaluate facilities which-that serve unique transportation functions (such as the airport, rail, or transit terminals) for additional transportation functions and as intermodal terminals. Road and transit improvements will be coordinated with the future needs of intermodal terminals. (Measurement: Record of planning and construction of intermodal facilities.)	Policy 7.2.1.4: Punta Gorda will evaluate facilities that serve unique transportation functions (such as the airport, rail, or transit terminals) for additional transportation functions and as intermodal terminals. Road and transit improvements will be coordinated with the future needs of intermodal terminals. (Measurement: Record of planning and construction of intermodal facilities.)	Grammar

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Policy 7.2.1.5: Utilize the Florida Department of Transportation approved transportation model to coordinate road and transit improvements with existing and proposed population densities, housing, employment patterns, and land uses. <i>(Measurement: Coordination with the MPO in transportation modeling.)</i>	No changes	Unchanged	
Policy 7.2.1.6: The City will develop strategies that support the potential implementation of alternative street level of service (LOS) strategies. <i>(Measurement: Strategies developed which promote alternative modes of transportation, land use mixes, urban design and transportation system connectivity.)</i>	Policy 7.2.1.6: The City will develop strategies that support the potential implementation of alternative street level of service (LOS) strategies. <i>(Measurement: Strategies developed which promote alternative modes of transportation, land use mixes, urban design, and transportation system connectivity.)</i>	Policy 7.2.1.6: The City will develop strategies that support the potential implementation of alternative street level of service (LOS) strategies. <i>(Measurement: Strategies developed which promote alternative modes of transportation, land use mixes, urban design, and transportation system connectivity.)</i>	Grammar
Objective 7.2.2: Punta Gorda will provide opportunities for modal choice in new public rights-of-way.	No changes	Unchanged	
Policy 7.2.2.1: Punta Gorda will evaluate new transportation facilities based on provision of modal choice and not based solely on ability to relieve automobile congestion. <i>(Measurement: Record of project evaluation according to modal choice opportunity, through the MPO process.)</i>	Policy 7.2.2.1: Punta Gorda will evaluate new transportation facilities based on <u>the</u> provision of modal choice and not based solely on <u>the</u> ability to relieve automobile congestion. <i>(Measurement: Record of project evaluation according to modal choice opportunity, through the MPO process.)</i>	Policy 7.2.2.1: Punta Gorda will evaluate new transportation facilities based on the provision of modal choice and not based solely on the ability to relieve automobile congestion. <i>(Measurement: Record of project evaluation according to modal choice opportunity, through the MPO process.)</i>	Grammar
Policy 7.2.2.2: Right-of-way provisions existing in Punta Gorda's Land Development Regulations will be enforced to enhance the city's effort in maximizing modal choice opportunities. <i>(Measurement: Evidence of facilitating additional transportation modes in the right-of-way provision on the Land Development Regulations.)</i>	No changes	Unchanged	
Policy 7.2.2.3: The Alternative Transportation Plan will be updated to provide guidelines for the implementation of Complete Streets. <i>(Measurement: Evidence of regular updates to the Alternative Transportation Plan.)</i>	No changes	Unchanged	
Objective 7.2.3: Punta Gorda will support plans of the Charlotte County Airport Authority and the MPO to expand aviation and surface access facilities concurrently with service demand, by participating in the MPO's Technical Advisory Committee (TAC).	No changes	Unchanged	
Policy 7.2.3.1: Playing an important role in the present and future economy of the City, Punta Gorda will assist and support efforts to expand aviation facilities, surface access, and land use compatibility on Development Authority Land. <i>(Measurement: Record of participation by City representatives on MPO Board and MPO-TAC on issues concerning aviation and intermodal facilities at the Charlotte County Airport.)</i>	No changes	Unchanged	
Objective 7.2.4: Punta Gorda will promote safety at railroad crossings and explore alternative treatments and aesthetics consistent with the city's vision.	Objective 7.2.4: Punta Gorda will promote safety at railroad crossings and explore alternative treatments and aesthetics consistent with the <u>C</u> city's vision.	Objective 7.2.4: Punta Gorda will promote safety at railroad crossings and explore alternative treatments and aesthetics consistent with the City's vision.	Spelling
Policy 7.2.4.1: Railroad crossing improvements (signage, warnings, and pavement) will be included in City capital improvement priorities. <i>(Measurement: Inclusion of railroad crossing improvement projects in projects evaluated for capital improvements programming.)</i>	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Objective 7.2.5: Punta Gorda will incorporate opportunities to improve rail freight and passenger service into City planning programs.	No changes	Unchanged	
Policy 7.2.5.1: Punta Gorda will continue to cooperate with existing or future passenger rail providers toward providing access to passenger rail service. <i>(Measurement: Planning and development of an intermodal facility within the MPO area that provides access to passenger rail service.)</i>	No changes	Unchanged	
Policy 7.2.5.2: Punta Gorda will participate in MPO and Florida Department of Transportation (FDOT) studies evaluating improvements to freight rail service in Punta Gorda and Charlotte County. These improvements may include a regional facility to transfer goods between rail and truck and provision of industrial-zoned land with access to rail. <i>(Measurement: Record of participation of Punta Gorda representatives on MPO Board and MPO-Technical Advisory Committee (TAC).)</i>	No changes	Unchanged	
Objective 7.2.6: Punta Gorda will enhance movement of freight by identifying important freight routes to develop funding priorities in the transportation planning and capital improvement programming process.	Objective 7.2.6: Punta Gorda will enhance <u>the</u> movement of freight by identifying important freight routes to develop funding priorities in the transportation planning and capital improvement programming process.	Objective 7.2.6: Punta Gorda will enhance the movement of freight by identifying important freight routes to develop funding priorities in the transportation planning and capital improvement programming process.	Grammar
Policy 7.2.6.1: Punta Gorda will evaluate intermodal connections, including surface transportation access to aviation, rail and seaport facilities. <i>(Measurement: Record of planning and construction of intermodal facilities.)</i>	Policy 7.2.6.1: Punta Gorda will evaluate intermodal connections, including surface transportation access to aviation, rail, and seaport facilities. <i>(Measurement: Record of planning and construction of intermodal facilities.)</i>	Policy 7.2.6.1: Punta Gorda will evaluate intermodal connections, including surface transportation access to aviation, rail, and seaport facilities. <i>(Measurement: Record of planning and construction of intermodal facilities.)</i>	Grammar
Policy 7.2.6.2: Punta Gorda will identify where residential use and freight traffic conflicts persist, to mitigate these conflicts through prohibition of truck traffic, designation of alternative truck routes, or other means. <i>(Measurement: Written evaluation of freight truck routes where these conflict with residential traffic and data, such as existing restrictions on trucks and crash data.)</i>	Policy 7.2.6.2: Punta Gorda will identify where residential use and freight traffic conflicts persist, to mitigate these conflicts through <u>the</u> prohibition of truck traffic, designation of alternative truck routes, or other means. <i>(Measurement: Written evaluation of freight truck routes where these conflict with residential traffic and data, such as existing restrictions on trucks and crash data.)</i>	Policy 7.2.6.2: Punta Gorda will identify where residential use and freight traffic conflicts persist, to mitigate these conflicts through the prohibition of truck traffic, designation of alternative truck routes, or other means. <i>(Measurement: Written evaluation of freight truck routes where these conflict with residential traffic and data, such as existing restrictions on trucks and crash data.)</i>	Grammar
Policy 7.2.6.3: Punta Gorda will consider critical and designated truck routes when developing priorities for pavement and bridge maintenance. Load-limited bridges on critical and designated truck routes will be reviewed as an aspect of bridge maintenance priorities. <i>(Measurement: Record of evaluation of these factors in establishing bridge and pavement maintenance priorities.)</i>	No changes	Unchanged	
Objective 7.2.7: Punta Gorda will cooperate, subject to compliance with land development regulations, with private agencies which may provide port services in Punta Gorda by incorporating the comments of such agencies in waterfront development planning pursuant to the Conservation and Coastal Management Elements and other related policies.	Objective 7.2.7: Punta Gorda will cooperate, subject to compliance with land development regulations, with private agencies <u>which-that</u> may provide port services in Punta Gorda by incorporating the comments of such agencies in waterfront development planning pursuant to the Conservation and Coastal Management Elements and other related policies.	Objective 7.2.7: Punta Gorda will cooperate, subject to compliance with land development regulations, with private agencies that may provide port services in Punta Gorda by incorporating the comments of such agencies in waterfront development planning pursuant to the Conservation and Coastal Management Elements and other related policies.	Grammar
Policy 7.2.7.1: The City of Punta Gorda will remain open to the development of privately owned and operated water dependant transportation services compliant with local land use and community visioning. <i>(Measurement: Annual determination of whether any such developments or changes in use have occurred and whether such was reported to the MPO.)</i>	Policy 7.2.7.1: The City of Punta Gorda will remain open to the development of privately owned and operated water- <u>dependantdependent</u> transportation services compliant with local land use and community visioning. <i>(Measurement: Annual determination of whether any such developments or changes in use have occurred and whether such was reported to the MPO.)</i>	Policy 7.2.7.1: The City of Punta Gorda will remain open to the development of privately owned and operated water-dependent transportation services compliant with local land use and community visioning. <i>(Measurement: Annual determination of whether any such developments or changes in use have occurred and whether such was reported to the MPO.)</i>	Spelling

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Objective 7.2.8: Punta Gorda when considering annexations will ensure any such annexations support waterfront development planning regarding safe, convenient, energy efficient multi-modal transportation system pursuant to the Conservation and Coastal Management Elements and other related policies.	Objective 7.2.8: Punta Gorda when considering annexations will ensure any such annexations support waterfront development planning regarding safe, convenient, <u>and</u> energy-efficient multi-modal transportation system pursuant to the Conservation and Coastal Management Elements and other related policies.	Objective 7.2.8: Punta Gorda when considering annexations will ensure any such annexations support waterfront development planning regarding safe, convenient, and energy-efficient multi-modal transportation system pursuant to the Conservation and Coastal Management Elements and other related policies.	Grammar
Policy 7.2.8.1: Punta Gorda will review for water development planning opportunities which require right of way dedication as part of annexations that will require additional public roadways that facilitate any new development and increase transportation system safety and efficiency. <i>(Measurement: Record of water development planning opportunities which require right of way dedications included as part of the annexation and land development processes.)</i>	Policy 7.2.8.1: Punta Gorda will review for water development planning opportunities which-that require right-of-way dedication as part of annexations that will require additional public roadways that facilitate any new development and increase transportation system safety and efficiency. <i>(Measurement: Record of water development planning opportunities which require right-of-way dedications included as part of the annexation and land development processes.)</i>	Policy 7.2.8.1: Punta Gorda will review for water development planning opportunities that require right-of-way dedication as part of annexations that will require additional public roadways that facilitate any new development and increase transportation system safety and efficiency. <i>(Measurement: Record of water development planning opportunities which require right-of-way dedications included as part of the annexation and land development processes.)</i>	Grammar
Policy 7.2.8.2: Punta Gorda will require the upgrading of existing roadways and/or right of way dedication to meet minimum standards for modal choice including waterfront development planning opportunities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right of way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.2.8.2: Punta Gorda will require the upgrading of existing roadways and/or right-of-way dedication to meet minimum standards for modal choice including waterfront development planning opportunities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.2.8.2: Punta Gorda will require the upgrading of existing roadways and/or right-of-way dedication to meet minimum standards for modal choice including waterfront development planning opportunities as part of any annexation that includes proposed increases in development densities and intensities over pre-annexation development rights. <i>(Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Spelling
Policy 7.2.8.3: Punta Gorda will consider transportation system safety and efficiency when considering waterfront development planning opportunities within proposed annexation areas. <i>(Measurement: Record of waterfront development planning opportunities contained in the analysis of transportation safety and efficiency of the proposed annexation.)</i>	No changes	Unchanged	
Goal 7.3: The City of Punta Gorda will integrate and coordinate its transportation plans and activities into the planning processes of the State of Florida, the Southwest Florida Regional Planning Council (RPC), the Metropolitan Planning Organization, and Charlotte County.	No changes	Unchanged	
Objective 7.3.1: Punta Gorda will coordinate transportation planning with the Future Land Use Map, the Comprehensive Plan, the Florida Transportation Plan, the Southwest Florida Regional Policy Plan, and the Charlotte County-Punta Gorda MPO Long Range Transportation Plan.	No changes	Unchanged	
Policy 7.3.1.1: The City will participate as a member of the Metropolitan Planning Organization (MPO) and Regional Planning Council (RPC) planning process for system-wide facility needs. <i>(Measurement: Record of participation by City representatives on MPO Board and RPC.)</i>	No changes	Unchanged	
Policy 7.3.1.2: The MPO Board shall consist of three County Commissioners, one City Council member, and one Airport Authority Commissioner, or as provided by an adopted revised MPO Apportionment Plan. <i>(Measurement: Composition of MPO Board in accordance with policy.)</i>	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Policy 7.3.1.3: Punta Gorda will provide staff time input to the MPO through the Technical Advisory Committee (TAC) <i>(Measurement: Attendance at MPO meetings by Punta Gorda staff.)</i>	No changes	Unchanged	
Policy 7.3.1.4: Punta Gorda will provide technical advice to the MPO Bicycle and Pedestrian Advisory Committee (BPAC), the Citizens Advisory Committee (CAC), and the MPO Board. <i>(Measurement: Attendance at BPAC, CAC and MPO Board meetings by Punta Gorda staff.)</i>	Policy 7.3.1.4: Punta Gorda will provide technical advice to the MPO Bicycle and Pedestrian Advisory Committee (BPAC), the Citizens Advisory Committee (CAC), and the MPO Board. <i>(Measurement: Attendance at BPAC, CAC, and MPO Board meetings by Punta Gorda staff.)</i>	Policy 7.3.1.4: Punta Gorda will provide technical advice to the MPO Bicycle and Pedestrian Advisory Committee (BPAC), the Citizens Advisory Committee (CAC), and the MPO Board. <i>(Measurement: Attendance at BPAC, CAC, and MPO Board meetings by Punta Gorda staff.)</i>	Grammar
Objective 7.3.2: Punta Gorda will work with the MPO and utilize its processes to guide long range transportation decisions by incorporating the currently adopted MPO's Long Range Transportation Plan (LRTP) components that relate to the City of Punta Gorda into its Comprehensive Plan promoting the multimodal vision and goals of the City.	No changes	Unchanged	
Policy 7.3.2.1: Punta Gorda will consider the Federal, State and MPO planning guidance in local transportation planning. <i>(Measurement: Record of evaluation of alternative transportation projects, through the MPO process.)</i>	Policy 7.3.2.1: Punta Gorda will consider the Federal, State and MPO planning guidance in local transportation planning. <i>(Measurement: Record of evaluation of alternative transportation projects, through the MPO process.)</i>	Policy 7.3.2.1: Punta Gorda will consider the Federal, State and MPO planning guidance in local transportation planning. <i>(Measurement: Record of evaluation of alternative transportation projects through the MPO process.)</i>	Grammar
Policy 7.3.2.2: Punta Gorda will coordinate with Charlotte County through the MPO, joint meetings, Interlocal agreements, and through coordination of comprehensive plan amendments, to ensure efficient planning that is consistent with the city's vision. <i>(Measurement: The MPO and Punta Gorda will coordinate to enact consistent planning measures to achieve compact development facilitating multimodal transportation.)</i>	No changes	Unchanged	
Objective 7.3.3: Punta Gorda will analyze the Transportation Management System's results during the development of Transportation Plan updates, including their financial components, for inclusion in the plans and the local, state, and federal capital plans.	No changes	Unchanged	
Policy 7.3.3.1: Punta Gorda will provide data to the MPO concerning the Transportation Management System components: highway pavement condition, bridge condition, crash reports, traffic counts and congestion, transit facilities/equipment, and intermodal facilities. <i>(Measurement: Reports to MPO by Punta Gorda staff or other entities containing data in the aforementioned subject areas.)</i>	No changes	Unchanged	
Policy 7.3.3.2: Punta Gorda will include findings from the highway pavement, bridge, safety, congestion, public transportation, and intermodal management systems analysis in capital improvement priorities. <i>(Measurement: Record of evaluation of the aforementioned factors in the annual capital improvements program process.)</i>	No changes	Unchanged	
Policy 7.3.3.3: Punta Gorda will use life-cycle costs in the design and engineering of highway pavement and bridges, when such information is available. <i>(Measurement: Record of evaluation of such data in choosing which design alternatives to support through the MPO process.)</i>	No changes	Unchanged	
Policy 7.3.3.4: Punta Gorda will continue to coordinate with the MPO concerning the analysis of and need for Congestion Management	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Strategies. <i>(Measurement: Utilization of the aforementioned measures to analyze mobility in Punta Gorda and a record of this analysis.)</i>			
Policy 7.3.3.5: Punta Gorda will implement congestion management strategies to address transportation demand management (TDM), including commuter assistance, the county-wide traffic signal system, intersection improvements, possible para-transit improvements, sidewalks, bicycle facilities, access management, and growth management strategies. <i>(Measurement: Implementation of TDM activities as measured by traffic signal timing, amendments to land development regulations, construction of sidewalks/ bikeways, etc.)</i>	No changes	Unchanged	
Objective 7.3.4: Punta Gorda will provide adequate road capacity levels of service to accommodate present and anticipated future vehicular travel demand, based on adopted Level of Service (LOS) and ensure the impacts of development approvals occur concurrently with adequate roads and that maximum safety, efficiency, and cost effectiveness are achieved.	Objective 7.3.4: Punta Gorda will provide adequate road capacity levels of service to accommodate present and anticipated future vehicular travel demand, based on adopted Level of Service (LOS) and ensure the impacts of development approvals occur concurrently with adequate roads and that maximum safety, efficiency, and cost-effectiveness are achieved.	Objective 7.3.4: Punta Gorda will provide adequate road capacity levels of service to accommodate present and anticipated future vehicular travel demand, based on adopted Level of Service (LOS) and ensure the impacts of development approvals occur concurrently with adequate roads and that maximum safety, efficiency, and cost-effectiveness are achieved.	Spelling
Policy 7.3.4.1: The minimum acceptable level of service for all City classified roads is LOS "D". <i>(Measurement: Annual reporting of traffic counts and LOS measurement.)</i>	Policy 7.3.4.1: The minimum acceptable level of service for all City classified roads is LOS "D." <i>(Measurement: Annual reporting of traffic counts and LOS measurement.)</i>	Policy 7.3.4.1: The minimum acceptable level of service for all City classified roads is LOS "D." <i>(Measurement: Annual reporting of traffic counts and LOS measurement.)</i>	Grammar
Policy 7.3.4.2: Punta Gorda will maintain service levels for the Strategic Intermodal System (SIS) at service levels adopted by the State of Florida, should the corporate boundaries of Punta Gorda be expanded to include any SIS facilities. <i>(Measurement: Annual reporting of traffic counts and LOS measurement.)</i>	No changes	Unchanged	
Policy 7.3.4.3: Punta Gorda will consider roadways which operate below adopted levels of service in capital improvement priorities. <i>(Measurement: Record of consideration of such roadways in capital improvements program process.)</i>	Policy 7.3.4.3: Punta Gorda will consider roadways which-that operate below adopted levels of service in capital improvement priorities. <i>(Measurement: Record of consideration of such roadways in <u>the</u> capital improvements program process.)</i>	Policy 7.3.4.3: Punta Gorda will consider roadways that operate below adopted levels of service in capital improvement priorities. <i>(Measurement: Record of consideration of such roadways in the capital improvements program process.)</i>	Grammar
Policy 7.3.4.4: Punta Gorda will ensure the impacts of development approvals occur concurrently with development approvals. <i>(Measurement: Record of development review approvals.)</i>	No changes	Unchanged	
Policy 7.3.4.5: The City will monitor level of service conditions to determine when implementation of alternative street level of service (LOS) strategies needs to be established. <i>(Measurement: Annual reporting of the level of service condition as recorded by the County.)</i>	No changes	Unchanged	
Objective 7.3.5: If Roadways drop below adopted LOS, Punta Gorda will consult with the Florida Department of Transportation through the MPO to evaluate alternative forms of measuring level of service so long as the method conforms to approved methods by FDOT, FHWA, or the Transportation Research Board.	Objective 7.3.5: If r Roadways drop below adopted LOS, Punta Gorda will consult with the Florida Department of Transportation through the MPO to evaluate alternative forms of measuring level of service, so long as the method conforms to approved methods by FDOT, FHWA, or the Transportation Research Board.	Objective 7.3.5: If roadways drop below adopted LOS, Punta Gorda will consult with the Florida Department of Transportation through the MPO to evaluate alternative forms of measuring level of service, so long as the method conforms to approved methods by FDOT, FHWA, or the Transportation Research Board.	Spelling
Policy 7.3.5.1: The City will utilize protocols from the 2010 Highway Capacity Manual, as updated and as appropriate. <i>(Measurement: Methodology for LOS measurement.)</i>	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Policy 7.3.5.2: When roadway LOS drops below adopted levels, Punta Gorda will consult with the Florida Department of Transportation through the MPO to establish alternative measures for levels of service may be utilized to confirm the level of service, so long as the alternative measures are recognized by FDOT, FHWA, or the Transportation Research Board and accepted by the County and City. Alternative methods may include speed and delay studies. <i>(Measurement: Written evaluation of LOS alternative measurements when and where LOS failure is experienced.)</i>	No changes	Unchanged	
Objective 7.3.6: Punta Gorda will select projects to be funded under the capital improvements program based on criteria which ensure that priority needs are met.	Objective 7.3.6: Punta Gorda will select projects to be funded under the capital improvements program based on criteria which that ensure that priority needs are met.	Objective 7.3.6: Punta Gorda will select projects to be funded under the capital improvements program based on criteria that ensure that priority needs are met.	Grammar
Policy 7.3.6.1: The City will maintain within its 5-year Capital Improvement Program transportation projects which have been identified as priority needs. <i>(Measurement: Record of transportation priority projects in the Capital Improvements Program.)</i>	No changes	Unchanged	
Objective 7.3.7: Punta Gorda will manage access for urban collectors and all arterials to preserve the capacity of these facilities.	No changes	Unchanged	
Policy 7.3.7.1: When necessary and where they exist, Punta Gorda will acquire additional land for its urban collectors and all arterial roadways through acquisition of platted lots for future rights-of-way. <i>(Measurement: Number of lots acquired for ROW.)</i>	No changes	Unchanged	
Policy 7.3.7.2: Where appropriate, urban collector and arterial roadway facilities will be designed with medians. <i>(Measurement: Inclusion of medians in design plans for such facilities. Facilities with an approved Corridor Access Management Plan will adhere to requirements within the management plan.)</i>	Policy 7.3.7.2: Where appropriate, urban collector, and arterial roadway facilities will be designed with medians. <i>(Measurement: Inclusion of medians in design plans for such facilities. Facilities with an approved Corridor Access Management Plan will adhere to requirements within the management plan.)</i>	Policy 7.3.7.2: Where appropriate, urban collector, and arterial roadway facilities will be designed with medians. <i>(Measurement: Inclusion of medians in design plans for such facilities. Facilities with an approved Corridor Access Management Plan will adhere to requirements within the management plan.)</i>	Grammar
Policy 7.3.7.3: Promote pedestrian and bicycle safety through use of access management strategy. <i>(Measurement: Demonstrated use of access management standards that promote pedestrian and bicycle safety for roadway projects.)</i>	Policy 7.3.7.3: Promote pedestrian and bicycle safety through the use of access management strategies. <i>(Measurement: Demonstrated use of access management standards that promote pedestrian and bicycle safety for roadway projects.)</i>	Policy 7.3.7.3: Promote pedestrian and bicycle safety through the use of access management strategies <i>(Measurement: Demonstrated use of access management standards that promote pedestrian and bicycle safety for roadway projects.)</i>	Grammar
Objective 7.3.8: Capacity improvements will be designed to serve neighborhoods, not degrade them.	No changes	Unchanged	
Policy 7.3.8.1: Roadway widening projects, on local streets and residential collector roads, will be avoided, unless alternative solutions are determined to be worse overall because of their relative impact on other policies, such as natural resource protection. <i>(Measurement: Extent of residential development on roadways that are widened.)</i>	No changes	Unchanged	
Policy 7.3.8.2: The City will limit functionally classified roads other than Strategic Intermodal System (SIS) roadways to a maximum of four (4) through lanes. <i>(Measurement: Number of lanes on roads.)</i>	No changes	Unchanged	
Policy 7.3.8.3: The City will control access onto state roads in accordance with standards in land development regulations and will coordinate appropriately with the Florida Department of Transportation, through	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
the MPO. (Measurement: DRC (Development Review Committee) application reviews involving proposed projects with access on state roads.)			
Objective 7.3.9: Punta Gorda will work through the MPO to provide adequate access into the City from I-75 and support its regional integrity.	No changes	Unchanged	
Policy 7.3.9.1: Punta Gorda will participate as a member of the MPO in the development of I-75 to address the balance between access and movement. (Measurement: Record of participation by City representatives on MPO Board and MPO-TAC.)	Policy 7.3.9.1: Punta Gorda will participate as a member of the MPO in the development of I-75 to address the balance between access and movement. (Measurement: Record of participation by City representatives on <u>the</u> MPO Board and <u>the</u> MPO-TAC.)	Policy 7.3.9.1: Punta Gorda will participate as a member of the MPO in the development of I-75 to address the balance between access and movement. (Measurement: Record of participation by City representatives on the MPO Board and the MPO-TAC.)	Grammar
Policy 7.3.9.2: Punta Gorda will participate with regional, state, and federal efforts to address projected I-75 level of service problems, including efforts to increase Florida's share of Federal revenue. (Measurement: Record of participation by City representatives on MPO Board and MPO-TAC.)	Policy 7.3.9.2: Punta Gorda will participate with regional, state, and federal efforts to address projected I-75 level of service problems, including efforts to increase Florida's share of Federal revenue. (Measurement: Record of participation by City representatives on <u>the</u> MPO Board and <u>the</u> MPO-TAC.)	Policy 7.3.9.2: Punta Gorda will participate with regional, state, and federal efforts to address projected I-75 level of service problems, including efforts to increase Florida's share of Federal revenue. (Measurement: Record of participation by City representatives on the MPO Board and the MPO-TAC.)	Grammar
Objective 7.3.10: The City will provide improvements to hurricane evacuation corridors in the City.	No changes	Unchanged	
Policy 7.3.10.1: U. S. 17 will be maintained as an important evacuation route for City residents. (Measurement: Improvements to U. S. 17 in MPO work program and City capital improvements program that enhance the hurricane evacuation function.)	Policy 7.3.10.1: U- S - 17 will be maintained as an important evacuation route for City residents. (Measurement: Improvements to U- <u>S</u> - 17 in <u>the</u> MPO work program and <u>the</u> City's capital improvements program that enhance the hurricane evacuation function.)	Policy 7.3.10.1: US 17 will be maintained as an important evacuation route for City residents. (Measurement: Improvements to US 17 in the MPO work program and the City's capital improvements program that enhance the hurricane evacuation function.)	Spelling & grammar
Policy 7.3.10.2: Other routes, not designated as hurricane evacuation routes in the Transportation Element, may be considered for improvement for hurricane evacuation purposes. (Measurement: Improvements to other designated routes in MPO work program and City capital improvements program that enhance the hurricane evacuation function.)	Policy 7.3.10.2: Other routes, not designated as hurricane evacuation routes in the Transportation Element, may be considered for improvement for hurricane evacuation purposes. (Measurement: Improvements to other designated routes in <u>the</u> MPO work program and <u>the</u> City's capital improvements program that enhance the hurricane evacuation function.)	Policy 7.3.10.2: Other routes, not designated as hurricane evacuation routes in the Transportation Element, may be considered for improvement for hurricane evacuation purposes. (Measurement: Improvements to other designated routes in the MPO work program and the City's capital improvements program that enhance the hurricane evacuation function.)	Grammar
Policy 7.3.10.3: Consideration of hurricane evacuation corridor improvements on the following criteria: <ul style="list-style-type: none"> - The roadway heads inland and not along the coast - The roadway rises quickly out of areas affected by storm surge - Water crossings are minimized - The roadway follows ridge-lines - The roadway provides a direct route to high ground and shelter - The roadway is not affected by rainfall flooding - Constrained roadways are improved (Measurement: Record of consideration of aforementioned criteria in evaluation of hurricane evacuation corridor improvements.)	Policy 7.3.10.3: Consideration of hurricane evacuation corridor improvements on the following criteria: <ul style="list-style-type: none"> - The roadway heads inland and not along the coast - The roadway rises quickly out of areas affected by storm surge - Water crossings are minimized - The roadway follows ridge-lines - The roadway provides a direct route to high ground and shelter - The roadway is not affected by rainfall flooding - Constrained roadways are improved (Measurement: Record of consideration of aforementioned criteria in <u>the</u> evaluation of hurricane evacuation corridor improvements.)	Policy 7.3.10.3: Consideration of hurricane evacuation corridor improvements on the following criteria: <ul style="list-style-type: none"> - The roadway heads inland and not along the coast - The roadway rises quickly out of areas affected by storm surge - Water crossings are minimized - The roadway follows ridge-lines - The roadway provides a direct route to high ground and shelter - The roadway is not affected by rainfall flooding - Constrained roadways are improved (Measurement: Record of consideration of aforementioned criteria in the evaluation of hurricane evacuation corridor improvements.)	Grammar
Objective 7.3.11: Punta Gorda will limit transportation impacts within sensitive habitats, wetlands, listed species habitat, and undisturbed uplands.	No changes	Unchanged	
Policy 7.3.11.1: New transportation facilities will be sited to avoid sensitive habitats to the maximum extent feasible. (Measurement: Record of consideration of alternatives that minimize environmental effects of proposed transportation projects.	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Policy 7.3.11.2: Alternatives which avoid sensitive habitats will be selected when possible, and mitigation of impacts will be pursued when avoidance is not feasible. <i>(Measurement: Record of consideration of alternatives that minimize effects on sensitive habitats and/or the inclusion of mitigation plans of proposed transportation projects.)</i>	Policy 7.3.11.2: Alternatives which-that avoid sensitive habitats will be selected when possible, and mitigation of impacts will be pursued when avoidance is not feasible. <i>(Measurement: Record of consideration of alternatives that minimize effects on sensitive habitats and/or the inclusion of mitigation plans of proposed transportation projects.)</i>	Policy 7.3.11.2: Alternatives that avoid sensitive habitats will be selected when possible, and mitigation of impacts will be pursued when avoidance is not feasible. <i>(Measurement: Record of consideration of alternatives that minimize effects on sensitive habitats and/or the inclusion of mitigation plans of proposed transportation projects.)</i>	Grammar
Policy 7.3.11.3: Projects which have environmental benefits (examples include air quality improvements, wildlife under crossings, and water quality improvements), will be given preference through the project selection criteria. <i>(Measurement: Record of positive impacts environmental impacts for alternatives of all proposed transportation projects.)</i>	Policy 7.3.11.3: Projects which-that have environmental benefits (examples include air quality improvements, wildlife under crossings, and water quality improvements); will be given preference through the project selection criteria. <i>(Measurement: Record of positive impacts environmental impacts for alternatives of all proposed transportation projects.)</i>	Policy 7.3.11.3: Projects that have environmental benefits (examples include air quality improvements, wildlife under crossings, and water quality improvements) will be given preference through the project selection criteria. <i>(Measurement: Record of positive impacts environmental impacts for alternatives of all proposed transportation projects.)</i>	Grammar
Objective 7.3.12: Through the MPO, Punta Gorda will support the preservation of the Seminole Gulf rail corridor as a transportation corridor.	No changes	Unchanged	
Policy 7.3.12.1: The Seminole Gulf rail corridor, as shown on Map 53 and is hereby designated as a strategic regional transportation corridor. This designation recommended by the cities and counties along the rail corridor to recognize the regional nature of this asset and jointly commit to efforts to protect it in its entirety. This designation includes the rail corridor as a “transportation corridor” pursuant to F.S. 337.273. <i>(Measurement: City support of the rail corridor and transportation corridor designations.)</i>	Policy 7.3.12.1: The Seminole Gulf rail corridor, as shown on Map 53 and is hereby designated as a strategic regional transportation corridor. This designation <u>is</u> recommended by the cities and counties along the rail corridor to recognize the regional nature of this asset and jointly commit to efforts to protect it in its entirety. This designation includes the rail corridor as a “transportation corridor” pursuant to F.S. 337.273. <i>(Measurement: City support of the rail corridor and transportation corridor designations.)</i>	Policy 7.3.12.1: The Seminole Gulf rail corridor, as shown on Map 53 and is hereby designated as a strategic regional transportation corridor. This designation is recommended by the cities and counties along the rail corridor to recognize the regional nature of this asset and jointly commit to efforts to protect it in its entirety. This designation includes the rail corridor as a “transportation corridor” pursuant to F.S. 337.273. <i>(Measurement: City support of the rail corridor and transportation corridor designations.)</i>	Grammar
Policy 7.3.12.2: Encourage Florida DOT to purchase the real estate interests in the entire rail corridor from Arcadia to north Naples from its current owner, CSX Transportation Inc. to enhance future federal and state funding opportunities. <i>(Measurement: City support of the purchase of the rail corridor.)</i>	Policy 7.3.12.2: Encourage Florida DOT to purchase the real estate interests in the entire rail corridor from Arcadia to north Naples from its current owner, CSX Transportation Inc., to enhance future federal and state funding opportunities. <i>(Measurement: City support of the purchase of the rail corridor.)</i>	Policy 7.3.12.2: Encourage Florida DOT to purchase the real estate interests in the entire rail corridor from Arcadia to north Naples from its current owner, CSX Transportation Inc., to enhance future federal and state funding opportunities. <i>(Measurement: City support of the purchase of the rail corridor.)</i>	Grammar
Policy 7.3.12.3: Support efforts of the cities and counties along the corridor to enhance freight capability for the entire rail corridor and to add capability for other multi-modal options in the corridor. <i>(Measurement: City support of freight and multi-modal options along the entire rail corridor.)</i>	No changes	Unchanged	
Policy 7.3.12.4: Transportation Element Objectives 7.1.1, 7.1.2 and 7.1.3 demonstrates the City of Punta Gorda’s commitment to multi-modal options including sidewalks and bicycle facilities throughout the City. <i>(Measurement: Retention of policies that encourage multi-modal options.)</i>	Policy 7.3.12.4: Transportation Element Objectives 7.1.1, 7.1.2, and 7.1.3 demonstrates the City of Punta Gorda’s commitment to multi-modal options, including sidewalks and bicycle facilities throughout the City. <i>(Measurement: Retention of policies that encourage multi-modal options.)</i>	Policy 7.3.12.4: Transportation Element Objectives 7.1.1, 7.1.2, and 7.1.3 demonstrates the City of Punta Gorda’s commitment to multi-modal options, including sidewalks and bicycle facilities throughout the City. <i>(Measurement: Retention of policies that encourage multi-modal options.)</i>	Grammar
Policy 7.3.12.5: The City of Punta Gorda will formally oppose any attempts at abandonment of the rail corridor before the U.S. Surface Transportation Board, and will support use of federal rails-to-trails authority to railbank the corridor, if abandonment ever succeeds, in order to preserve the corridor for possible future rail service. <i>(Measurement: City opposition to any attempt to abandon the rail corridor.)</i>	Policy 7.3.12.5: The City of Punta Gorda will formally oppose any attempts to at abandonment of the rail corridor before the U.S. Surface Transportation Board, and will support the use of federal rails-to-trails authority to railbank the corridor, if abandonment ever succeeds, in order to preserve the corridor for possible future rail service. <i>(Measurement: City opposition to any attempt to abandon the rail corridor.)</i>	Policy 7.3.12.5: The City of Punta Gorda will formally oppose any attempts to abandon the rail corridor before the U.S. Surface Transportation Board and will support the use of federal rails-to-trails authority to railbank the corridor, if abandonment ever succeeds, in order to preserve the corridor for possible future rail service. <i>(Measurement: City opposition to any attempt to abandon the rail corridor.)</i>	Grammar

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
Objective 7.3.13: Through the MPO, Punta Gorda will continue providing a coordinated and comprehensive approach to planning, developing, and meeting transportation service needs of transportation disadvantaged persons.	No changes	Unchanged	
Policy 7.3.13.1: The City supports and will continue to help fund through County tax dollars the Transportation Disadvantaged Program. <i>(Measurement: County tax dollars from City residents going toward the Transportation Disadvantaged Program.)</i>	No changes	Unchanged	
Objective 7.3.14: Punta Gorda will implement actions consistent with the recommendations of the Charlotte County Transit Development Plan (TDP) as adopted by the MPO to provide alternative transportation modes.	No changes	Unchanged	
Policy 7.3.14.1: Punta Gorda will maintain consistency with the TDP. <i>(Measurement: Projects built fulfilling the planned transit goals of the City.)</i>	No changes	Unchanged	
Policy 7.3.14.2: The City of Punta Gorda will remain open to providing the public framework to facilitate a privately owned and operated water taxi or expanded water ferry services. <i>(Measurement: Negotiations and/or execution of agreements for public/private cooperation on transportation projects.)</i>	No changes	Unchanged	
Policy 7.3.14.3: Punta Gorda will explore ways to achieve its transit goals including but not limited to public-private partnerships. <i>(Measurement: Existence of a transit circulator.)</i>	Policy 7.3.14.3: Punta Gorda will explore ways to achieve its transit goals, including but not limited to public-private partnerships. <i>(Measurement: Existence of a transit circulator.)</i>	Policy 7.3.14.3: Punta Gorda will explore ways to achieve its transit goals, including but not limited to public-private partnerships. <i>(Measurement: Existence of a transit circulator.)</i>	Grammar
Policy 7.3.14.4: Punta Gorda will support the existing transit system by requiring appropriate facilities as needed for new development. <i>(Measurement: Requirements for transit system accommodation in new development projects.)</i>	No changes	Unchanged	
Objective 7.3.15: Punta Gorda will base development of the capital improvements plan in coordination with the Long Range Transportation Plan Cost Feasible Plan.	Objective 7.3.15: Punta Gorda will base development of its the capital improvements plan in coordination with the Long Range Transportation Plan Cost Feasible Plan.	Objective 7.3.15: Punta Gorda will develop its capital improvements plan in coordination with the Long Range Transportation Plan Cost Feasible Plan.	Grammar
Policy 7.3.15.1: Punta Gorda will utilize the needs assessment to guide development of the capital improvements program when the cost-feasible projects are implemented. <i>(Measurement: Prioritization of Capital Improvement Program based on the needs assessment.)</i>	No changes	Unchanged	
Policy 7.3.15.2: Punta Gorda will utilize the needs assessment to guide right-of-way protection and acquisition. <i>(Measurement: Right-of-way acquisition and right-of-way protection based on needs assessment.)</i>	No changes	Unchanged	
Objective 7.3.16: Punta Gorda will continue to pursue multi-jurisdictional funding sources for shared facilities and will continue to seek funding for transportation facilities from a diversity of Federal, State and local sources.	Objective 7.3.16: Punta Gorda will continue to pursue multi-jurisdictional funding sources for shared facilities and will continue to seek funding for transportation facilities from a diversity of f Federal, s State, and local sources.	Objective 7.3.16: Punta Gorda will continue to pursue multi-jurisdictional funding sources for shared facilities and will continue to seek funding for transportation facilities from a diversity of federal, state, and local sources.	Grammar & spelling
Policy 7.3.16.1: Punta Gorda will support interlocal agreements between the City and the County for shared maintenance responsibilities on selected roadways. <i>(Measurement: Funds spent by</i>	No changes	Unchanged	

Current Goals, Objectives & Policies (2016)	Track Changes/Revisions	Proposed Goals, Objectives & Policies (2020)	Intent/Effect of Changes
<i>Punta Gorda for maintenance on roadways where there is a shared maintenance responsibility.)</i>			
Policy 7.3.16.2: Punta Gorda will work cooperatively with, MPO, and County to secure available and appropriate State and Federal grants. <i>(Measurement: Grant applications, resolutions, staff assistance, and presentations at hearings.)</i>	No changes	Unchanged	
Objective 7.2.17: Punta Gorda when considering annexations will integrate and coordinate its transportation plans and activities into the planning processes of the State of Florida, the Southwest Florida Regional Planning Council, the Metropolitan Planning Organization, and Charlotte County in order to ensure that such annexations support a safe, convenient, energy efficient multi-modal transportation system.	Objective 7.32.17: Punta Gorda, when considering annexations, will integrate and coordinate its transportation plans and activities into the planning processes of the State of Florida, the Southwest Florida Regional Planning Council, the Metropolitan Planning Organization, and Charlotte County in order to ensure that such annexations support a safe, convenient, <u>and</u> energy-efficient multi-modal transportation system.	Objective 7.3.17: Punta Gorda, when considering annexations, will integrate and coordinate its transportation plans and activities into the planning processes of the State of Florida, the Southwest Florida Regional Planning Council, the Metropolitan Planning Organization, and Charlotte County to ensure that such annexations support a safe, convenient, and energy-efficient multi-modal transportation system.	Numbering & grammar
Policy 7.1.17.1: Punta Gorda will coordinate with the appropriate agencies when right of way dedication as part of annexations will require additional public roadways that facilitate any new development and enhance the function of the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies of right of way dedications included as part of the annexation and land development processes.)</i>	Policy 7.31.17.1: Punta Gorda will coordinate with the appropriate agencies when <u>dedicating</u> right-of-way dedication as part of annexations will that require additional public roadways that to facilitate any new development and enhance the function of the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies of right-of-way dedications included as part of the annexation and land development processes.)</i>	Policy 7.3.17.1: Punta Gorda will coordinate with the appropriate agencies when dedicating right-of-way as part of annexations that require additional public roadways to facilitate new development and enhance the function of the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies of right-of-way dedications included as part of the annexation and land development processes.)</i>	Numbering & grammar
Policy 7.1.17.2: Punta Gorda will coordinate with the appropriate agencies when the upgrading of existing roadways and/or right of way dedication to meet minimum standards for modal choice as part of any annexation that affects the regional transportation network. <i>(Measurement: Record of coordination of appropriate agencies of right of way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.31.17.2: Punta Gorda will coordinate with the appropriate agencies when the upgrading of existing roadways and/or right-of-way dedication to meet minimum standards for modal choice as part of any annexation that affects the regional transportation network. <i>(Measurement: Record of coordination of appropriate agencies of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Policy 7.3.17.2: Punta Gorda will coordinate with the appropriate agencies when the upgrading of existing roadways and/or right-of-way dedication to meet minimum standards for modal choice as part of any annexation that affects the regional transportation network. <i>(Measurement: Record of coordination of appropriate agencies of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.)</i>	Numbering & spelling
Policy 7.1.17.3: Punta Gorda will coordinate with the appropriate agencies in consideration of transportation system safety and efficiency issues included in proposed annexations affecting the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies regarding analysis of transportation safety and efficiency.)</i>	Policy 7.31.17.3: Punta Gorda will coordinate with the appropriate agencies in consideration of transportation system safety and efficiency issues included in proposed annexations affecting the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies regarding <u>the</u> analysis of transportation safety and efficiency <u>in the regional network</u>.)</i>	Policy 7.3.17.3: Punta Gorda will coordinate with the appropriate agencies in consideration of transportation system safety and efficiency issues included in proposed annexations affecting the regional transportation network. <i>(Measurement: Record of coordination with appropriate agencies regarding the analysis of transportation safety and efficiency in the regional network.)</i>	End of this sentence was missing in the existing Comprehensive Plan and has been added back