



Transportation Element

City of Punta Gorda Comprehensive Plan 2045

Ordinance 2013-2024

February 7, 2024

Table of Contents

Table of Contents 1

I. EXECUTIVE SUMMARY 3

 Introduction..... 3

 Purpose 3

 Relationship to the City’s Comprehensive Plan 4

II. LEGISLATION 5

 Federal Regulations 5

 State Regulations 6

 Local Regulations:..... 6

 City Ordinance 6

 Other Local Plans 6

III. DATA and ANALYSIS..... 8

 Population 8

 Table 7.1 – City of Punta Gorda and Charlotte County
Population 8

 Table 7.2 – City’s Applied Growth Rate (Source: City of Punta
Gorda Urban Design)..... 9

 Table 7.4 – Age Group Characteristics..... 9

 Seasonal Population..... 9

 Table 7.5 – City of Punta Gorda’s Seasonal Population (2010
– 2045)..... 10

 Employment 10

 Table 7.6 – City of Punta Gorda’s Employment Projections
(2010 – 2040)..... 10

 Table 7.7 – Charlotte County-Punta Gorda Employment
Forecast by Employee Type (2015-2045) 11

Modal Choice 11

Table 7.8 – Means of Transportation to Work, 2012-2016. 12

Table 7.9 – Commuting Distances for Persons Working in
Punta Gorda, 2015 12

Walking 13

 Land Use..... 14

 Existing Facilities and Future Needs 14

Map #50 – Punta Gorda Existing Sidewalk Network 15

Map #51 – Punta Gorda Existing Sidewalk Network and
Future Needs..... 15

Map #52 – 2019 Citywide Master Plan Recommended Trail
Network 16

Table 7.10 – Existing Sidewalk Network 17

Bicycling..... 17

Map #53 – Punta Gorda Existing Bicycle Facilities..... 18

Map #54 – Punta Gorda Existing Bicycle Facilities and Future
Needs 19

 Land Use..... 19

 Existing Facilities and Future Needs 19

Table 7.11 – Existing Bicycle Facilities 20

Transit 20

Figure 1 – Charlotte County-Punta Gorda MPO’s 2045 Long-
Range Transportation Plan – Needs Plan Transit Projects... 21

 Land Use..... 21

 Existing Facilities and Future Needs 22

Intermodal Facilities 22

 Parking Facilities 22

Map #55 – Intermodal Facilities – Parking, Marina, Rail and Airport..... 23

Figure 2 – City of Punta Gorda Downtown Parking Study:
Candidate Parking Solutions..... 24

 Marinas 24

 Rail 24

 Punta Gorda Airport 25

 Streets..... 25

 Land Use 26

Map #56 – Punta Gorda Existing Street Network 27

Map #57 – Punta Gorda Proposed Street Network 27

Map #58 – Punta Gorda Constrained Corridors 28

 Existing Levels of Service..... 28

 Future Needs..... 30

Map #59 – Punta Gorda Existing and Committed Street Network Level of Service – 2045 30

Map # 60 – 2045 Transportation Plan Cost Feasible Needs 32

Table 7.11 – Context Classification Area Characteristics... 33

Map #61 – City of Punta Gorda Recommended Context Classifications..... 35

Hurricane Evacuation 35

Table 7.13 – Clearance Times for Operational Scenarios for Charlotte County..... 36

 Future Needs..... 36

Table 7.14 - Cost Feasible Plan Selected Road Projects 37

Alternative Level of Service Methodologies 38

Implementation Strategies 39

IV. GOALS, POLICIES, and OBJECTIVES 40

I. EXECUTIVE SUMMARY

Existing urban development patterns have seriously compromised sustainable growth, the quality of life, and the economic viability of cities. The practices of land use segregation and automobile-dependent design have resulted in the wide-spread loss of open space; increased traffic congestion and air pollution; environmental degradation; increased housing and transportation costs; inadequate provision of schools and public services; and growing areas of declining property values, crime, and poverty. The resultant loss of community identity adds to these problems by discouraging citizen awareness and community affairs participation.

The City seeks to ensure that growth forms an integral part of a community of functional neighborhoods and retail centers; increases community identity to promote civic awareness and responsibility; and enhances the quality of life for the entire city to ensure the greatest possible economic and social benefits for all residents.

The existing Land Development Regulations and other City plans, such as the Community Redevelopment Area Plan, consider future growth and promote a coherent built environment that respects local and regional architecture. The land use plans of the City rely on the establishment and maintenance of an integrated and balanced transportation system based on pedestrian, bicycle, transit, and automobile use. In order to further the goal of creating a truly multimodal city, the transportation network must respect the natural environment and through the protection and replenishment of city greenscape and tree canopy by landscaping of both the public realm and private development projects.

Looking ahead to future growth goals in the city of Punta Gorda, the downtown area should be viewed as a park once area, where pedestrian movement is encouraged, and vehicle transit is secondary to pedestrian activity. Multimodal planning will be necessary, and the current groundwork in the city supports this

idea. Planning guidelines should continue to encourage walkable retail districts with significant office and residential components.

The *Transportation Element* contains the data and analysis necessary to move toward general conformity of goals, objectives, and policies, with those in the MPO Long-Range Transportation Plan, while providing the City with the policies needed to develop compact and contiguous development.

The City's *Transportation Element* was completed with assistance from the Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO). The MPO Long-Range Transportation Plan fulfills the State and Federal requirements for transportation elements in the comprehensive plans of Charlotte County and Punta Gorda. The scope and content of the MPO's product is shaped by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Introduction

The City encourages the development of a network of interconnecting streets that work to disperse traffic while connecting and integrating neighborhoods with the existing urban fabric of the City. The City also encourages the development of a network of sidewalks and bicycle lanes that provide an attractive alternative and safe mode of travel for cyclists and pedestrians. Interconnecting street networks encourage walking and bicycling, enhance transit service opportunities, improve traffic safety through slower speed design, and promote the reduction of vehicle miles traveled within the street network.

Purpose

The purpose of the *Transportation Element* is to develop a multimodal built around the street network that will safely and efficiently accommodate walking, bicycling, and public transportation as well as automotive traffic. The plan is

intended to assist in developing streets that are integral components of community design. Streets shall be detailed to compliment neighborhoods and commercial centers and shall be pedestrian in scale. Streets are encouraged to be designed with on-street parking.

This element evaluates the existing transportation facilities throughout the city of Punta Gorda, reviews the connectivity of the neighborhoods and district within the city, establishes policy guidelines for use by staff and other decision-makers and creates standards for the provision of facilities as needed to meet the demand for safe and efficient travel.

Relationship to the City’s Comprehensive Plan

The *Transportation Element* is closely related to other elements of the City’s Comprehensive Plan. They are identified below:

- ❖ The *Future Land Use Element* must coordinate with the *Transportation Element* to ensure that roads are sited in the most appropriate areas possible and that these roads are designed in a manner that minimizes impacts on the surrounding land, uses and promote a pedestrian and bicycle-friendly community. The traffic model, used to develop the Charlotte County – Punta Gorda Metropolitan Planning Organization’s 2040 and 2045 Transportation Plans, relies on population and employment projections based upon the Future Land Use Maps for both the City of Punta Gorda and Charlotte County.
- ❖ The *Conservation Element* inventories and describes the city’s existing and proposed natural preserves and conservation areas within and adjacent to the city. It provides the underlying foundation and detailed policies regarding conservation, use, and protection of natural resources. This element also contains key data and

goals concerning exceptional natural resource areas, wildlife corridors, and other issues having implications for future road projects. Consideration of impacts on wildlife crossings, water quality, and species habitats must also be reviewed for any roadway development.

- ❖ The *Coastal Management Element* identifies hurricane evacuation issues and addresses the effectiveness of the routes which are dependent on an interconnected and functional roadway network. Consideration of impacts on wildlife crossings, water quality, and species habitats must be reviewed for any roadway development.
- ❖ The *Infrastructure Element* utilizes the data obtained from the Utilities Department when road improvements are proposed. Specifically:
 - Stormwater – Drainage systems necessary to meet the recommended level of service standards for stormwater quality and conveyance and coordination with Charlotte County for improvements to systems in basins that serve the city but are outside its jurisdiction.
 - Potable Water – Potable water treatment facilities are necessary to serve the water demand generated by the population of the City Utilities Service Area. In order to plan for these facilities policies must be established and recommendations must be made for capital improvements that ensure adequate potable water supply and delivery. Opportunities to establish, maintain and/or improve water distribution infrastructure should be

- considered when planning for transportation improvements.
 - Sewers – Wastewater treatment infrastructure and facilities are necessary to dispose of treated domestic wastewater generated by the population of the City Utilities Service Area. In order to plan for wastewater infrastructure and facilities, policies must be established, and recommendations must be made for capital improvements that ensure adequate capacity to treat domestic wastewater. Opportunities to establish, maintain and/or improve wastewater treatment infrastructure should be considered when planning for transportation improvements.
- ❖ The *Recreation and Open Spaces Element* identifies the strong community desire for greater bicycle and pedestrian connectivity between neighborhoods and commercial areas to provide both recreation and transportation.
- ❖ The *Intergovernmental Coordination Element* identifies the coordination efforts needed between the local and regional agencies regarding transportation issues.
- ❖ The *Historic Element* enhances the City’s strategy to preserve and protect Punta Gorda’s locally designated historic districts and landmarks by connecting key destination points through the Punta Gorda Pathways concept. These multi-use recreational trails will enable residents and visitors access to the city’s most valued and important assets.

- ❖ The *Capital Improvements Element* ensures “concurrency,” is achieved within a five (5) year concurrency related capital improvements schedule and capital improvements program. The capital improvements schedule and capital improvements program are tools used by the City as tools for managing growth and maintaining or improving the level of service.

// LEGISLATION

Federal Regulations

The City collaborates with a multitude of agencies on a diverse range of issues. The majority of these entities recognize the significance of addressing and rectifying conflicting goals, objectives, and policies. As such, they voluntarily incorporate processes and procedures that enhance the coordination efforts between all participating parties.

United States Department of Transportation (USDOT)

Federal legislation, which authorizes funding for surface transportation programs, can influence planning philosophy. The current Federal Transportation Act is the Fixing America’s Surface Transportation Act, or the FAST Act. The FAST Act was signed into law in December of 2015 after the adoption of the 2040 Transportation Plan of the Charlotte County-Punta Gorda MPO in October of 2015. The 2045 Long Range Transportation Plan was adopted on October 5th, 2020. Both the 2040 and 2045 Transportation Plan are based on the provisions of the previous Federal Transportation Act MAP-21 (<https://www.transportation.gov/map21>) and the policy guidance of the Florida Transportation Plan.

State Regulations

There are many State regulations governing land use and development impacts that relate to the transportation needs in the city of Punta Gorda. While the City strives to abide by all Florida State Statutes, the City seeks to curb suburban sprawl and promote compact and contiguous development through coordinated transportation and land use decisions supported by the Florida Statutes. The 2045 Transportation Plan of the Charlotte County-Punta Gorda MPO Plan is also required to be consistent with the goals and objectives of the Florida Transportation Plan.

Local Regulations:

City Ordinance

The following section includes a short summary of local ordinances that regulate streets and transportation in Punta Gorda.

Chapter 20, Streets and Sidewalks

Currently, Chapter 20, Streets and Sidewalks, of the City's local development code is inconsistent with Chapter 26, Land Development Regulations. Chapter 26 has been updated to reflect the City's balanced approach to facilitating all modes of travel. Chapter 20, which deals with public works projects, needs revision in order to support the City's multimodal focus more fully. The revision of Chapter 20 would support the provisions of Chapter 26 and other City transportation planning efforts.

Chapter 26, Article 9, Streets

This section of the Land Development Regulations (LDR's) encourages the development of a network of interconnecting streets that work to disperse traffic while connecting and

integrating neighborhoods with the existing urban fabric of the city. Equally important, the Ordinance encourages the development of a network of sidewalks and bicycle lanes that provide an attractive and safe mode of travel for cyclists and pedestrians. Interconnecting street networks encourage alternate modes of transportation to the automobile, enhance transit service opportunities, improve traffic safety through promoting slower speeds, and potentially reducing vehicle miles traveled within the street network.

The purpose of this Ordinance is to build streets that are integral components of community design. Streets shall be designed with a focus on detail which compliments neighborhoods and commercial centers and shall be pedestrian in scale. Streets are encouraged to be designed with on-street parking. Landscaped public rights-of-way encourage pedestrian and cyclist activity by providing shade and buffering from motorists and enhancing a sense of place.

The City of Punta Gorda intends to update portions of Chapter 26 to implement recommendations in the 2019 Citywide Master Plan, including adopting a form-based code for certain areas within the city. The description of Chapter 26 below reflects the pre-existing status of Chapter 26 in the year 2023.

Other Local Plans

2000 Eastside and Downtown Planning Study

A plan which focused on the update to the 1990 Downtown Community Redevelopment Plan. It contained two key focal points within the Community Redevelopment Area, the East Side Residential Neighborhood, and the Central Retail District.

2005 CRA Charrette

In the aftermath of Hurricane Charley, the citizens of Punta Gorda came together in order to establish a vision for the future

of the city. These efforts were first led through the actions of the Community Redevelopment Agency (CRA) during February of 2005. The CRA sought direct community input through a Charrette process that resulted in the 2005 CRA Charrette document, which built on the visioning efforts first established in the 2000 Eastside and Downtown Planning Study.

2005 Citizens Master Plan

In an overwhelming show of community pride and resiliency the citizen founded advocacy group TEAM Punta Gorda was formed. The primary mission of TEAM Punta Gorda “is to serve as a collaborative resource uniting our citizens in accelerating revitalization to achieve the potential of our unique waterfront community.”

2009 Parks and Recreation Master Plan

Adopted in 2009, the Park and Recreation Master Plan provides an inventory of existing and proposed park sites; evaluates each site for its design as a passive or active park; details how the community wants to use each park (for festivals, art markets, relaxing, sports activities, etc.) with amenities added accordingly; and evaluates its level of service (LOS) to the residents. The benefits identified in the City’s Park and Recreation Master Plan promote the city’s sense of place by providing a strong foundation on which the parks & recreation system can continue to grow and develop, creating a boater’s destination and increasing business opportunities. This development is essential for a sustainable community. Our health, community, economy, and environment all benefit from investments in a well-developed parks and recreation system.

Complete Streets Resolution

In 2014, the City adopted a Complete Streets Ordinance to ensure that the safety of all roadway users would be at the forefront of any transportation planning, engineering, construction, or infrastructure rehabilitation project within the city. This ordinance marked the renewal of a long standing city commitment to bicycle and pedestrian modes of transport as well as enhancing the quality of life for all residents and visitors through investment in roadway safety.

2019 Punta Gorda Climate Action Plan

The Punta Gorda Climate Action Plan was completed in June of 2019 and adopted as an addendum to the 2009 City of Punta Gorda Adaptation Plan. Funded by a NOAA Resiliency Planning grant, and contracted out to Taylor Engineering Inc., this Climate Action Plan includes a vulnerability analysis for city-owned critical infrastructure given different inundation scenarios, a living shoreline technical guide, and updated adaptation strategies for pre-defined Adaptation Focus Areas.

Plan Punta Gorda: Citywide Master Plan (2019)

With new concerns regarding the economic and fiscal sustainability of the city given its existing tax base, job growth, demographics, and neighboring planned developments, the City of Punta Gorda commissioned an update to the 2005 Citizens Master Plan, with a focus on economic feasibility and budgetary impacts. The Citywide Master Plan was accepted by City Council in November 2019 and includes recommendations and strategies regarding housing, commercial development, historic preservation, land use, boating, streets and mobility, and open space. A dedicated public planning process was initiated for this Master Plan to allow community members to engage with each other, City staff, leadership, and planning consultants and envision the future of Punta Gorda together.

The plan also includes a comprehensive list of strategies and actions items to achieve this future vision, as well as an implementation matrix that includes key information on how to enact the plan over time.

III. DATA and ANALYSIS

Population

Florida’s population has increased yearly from the 1940s through the 2020 Census. The Office of Economic and Demographic Research (EDR) reports a variety of statistics of all Florida Counties and Cities including population estimates. The population projections used by the City are based on the 2020

Census population and the 2020 (EDR) estimate. The city projections are also based on the numbers used and published by the Charlotte County-Punta Gorda Metropolitan Planning Organization in the 2040 and 2045 Transportation Plans.

Staff reviewed the city’s population growth since 1990. Census population figures identified in Table 7.1 - City of Punta Gorda and Charlotte County Population, for the years 1990, 2000, 2010 and 2020 to create population projections for 2030, 2040, and 2045. These projections are shown for the city of Punta Gorda, Unincorporated Charlotte County, the countywide total and the city of Punta Gorda percent share of the total county population.

Table 7.1 – City of Punta Gorda and Charlotte County Population

Place	1990	2000	2010	2020	2030*	2040*	2045*
City of Punta Gorda	10,747	14,344	16,641	19,471	21,768	24,337	25,773
Unincorporated County	100,228	127,283	143,337	167,376	187,126	209,207	221,550
Total	110,975	141,627	159,978	186,847	208,894	233,544	247,323
% of Share	10%	10%	10%	10%	10%	10%	10%

*Population projections
 Source: The US Census Bureau, and The Office of Economic and Demographic Research (EDR)

Projections for the city of Punta Gorda were then developed using the University of Florida Bureau of Business and Economic Research (BEER) estimates as the baseline numbers. City staff used a mathematical extrapolation technique. Mathematical extrapolation techniques involve the manipulation of data on a given population, without comparison to other populations, in order to project a trend. Extrapolation techniques require

historical data series, measured at two or more intervals, which can be plotted or arranged to show a pattern or trend. The City used a linear growth rate of 1.18 percent per year for population projections, illustrated in Table 7.2 - City’s Applied Growth Rates, to generate the population projections in Table 7.3 - City of Punta Gorda’s Population Estimates and Projections.

Table 7.2 – City’s Applied Growth Rate (Source: City of Punta Gorda Urban Design)

Year	% Change
One Year	1.18%
Five Year	5.90%
Ten Year	11.80%

Source: City of Punta Gorda Urban Design

Punta Gorda is considered a retirement community by most residents and observers. This view is supported by the demographics for the city, with almost half of the total population in the 65 and over age cohort and a median age of

65.5. These figures are significantly higher than the figures for the State of Florida, as illustrated in Table 7.4 - Age Group Characteristics.

Table 7.4 – Age Group Characteristics

	Total Population	Male	Female	65+	18+	Under 5	Median
Florida	22,244,823	49.2%	50.8%	21.1%	80.3%	5.1%	42.2
Punta Gorda	19,981	46.4%	53.6%	50.4%	88.9%	3.6%	65.2

Source: The 2020 Decennial Survey and The 2021 ACS Demographic and Housing Estimates

Seasonal Population

The part-time residents of Florida are typically present during the winter months and produce a significant increase in the population base. These “snowbird” residents usually cause a spike in the population from mid-November through mid-April. They may own a second home in the region or may have a long term rental arrangement. The Southwest Florida Regional Planning Council estimates that during the season, winter

residents may increase the six County Region’s population by as much as twenty-two percent (22%). SWFRPC based this estimate on a combination of taxable sales, the number of homes held for seasonal use, and the ratio of seasonal households to total households. Although precise numbers are not readily available, it was estimated that the city’s seasonal population is similar and is included in the overall County prediction and shown in Table 7.5 - City of Punta Gorda’s Seasonal Population (2010 – 2045).

Table 7.5 – City of Punta Gorda’s Seasonal Population (2010 – 2045)

Year	2010	2015	2016	2017	2018	2019	2020	2030*	2040*	2045*
Punta Gorda	16,641	17,675	17,884	18,095	18,308	19,961	19,471	21,768	24,337	25,773
Unincorp. County	143,337	149,466	151,096	152,744	154,410	161,809	167,376	187,126	205,648	221,550
Seasonal	35,195	36,771	37,175	37,584	37,998	39,989	41,106	45,957	50,597	54,411
Total County + Seasonal Population	195,173	203,912	206,155	208,423	210,716	221,759	227,953	254,851	280,582	301,734

*Population projection

Source: City of Punta Gorda Urban Design, US Census, Bureau of Economic and Business Research (BEBR) University of Florida, and Southwest Florida Regional Planning Council

Employment

With high levels of retirement and seasonal populations it can be easy to overlook another significant component of Punta Gorda’s character, employment. Within the context of Charlotte County, Punta Gorda is a major employment center. In 2010 a total of 12,328 employees could be found with the traffic

analysis zones that encompass the city. In 2015, that number was 48,959 employees for the whole county. Through 2045 employment growth is expected to continue, as illustrated in Table 7.7 - Charlotte County-Punta Gorda Employment Forecast by Employee Type (2015-2045). With a limited workforce living within the city, workforce commuting trips will be a factor in transportation planning for the city.

Table 7.6 – City of Punta Gorda’s Employment Projections (2010 – 2040)

Categories	2010	%	2020	%	2030	%	2040	%
Industrial Employees	956	6%	1,026	5%	1,096	5%	1,164	4%
Commercial Employees	3,273	20%	3,463	18%	3,653	17%	3,836	14%
Service Employees	8,099	49%	8,799	47%	9,499	45%	10,201	38%
Total Employees	12,328		13,288		14,248		15,201	
Population	16,641		18,742		20,953		27,178	

Source: Charlotte County-Punta Gorda MPO Traffic Analysis Zone Employment Data 2010 and 2040.

Table 7.7 – Charlotte County-Punta Gorda Employment Forecast by Employee Type (2015-2045)

Categories	2015	2045	Growth
Industrial Employment	4,874	7,546	2,672
Commercial Employment	14,174	23,673	9,499
Service Employment	29,911	45,832	15,921
Total Employees	48,959	77,051	28,092
Source: Charlotte County-Punta Gorda 2045 Long Range Transportation Plan			

Modal Choice

Transportation is generally a derived demand. In an urban context people travel out of necessity. Travel is the means to go to work, school, the doctor, or the store. Existing patterns of development influence travel mode selection. Table 7.8 – Means of Transportation to Work, 2012-2016 shows how 78.7% of employed residents in Punta Gorda go to work in their cars, whereas only 7.1% walked, rode a bike, took a cab, or used some other means of transportation. Areas that have a mix of land uses in close proximity to one another with adequate connectivity tend to offer increased modal choice. In many parts of Southwest Florida, modal choice is limited due to segregated land uses and poor connectivity of the street network. These factors limit the viability of walking, bicycling and transit as reasonably attractive modes of travel.

The practices of land use segregation and low density/low-intensity and automobile-dependent design have resulted in a wide-spread loss of open space; increased traffic congestion and air pollution; environmental degradation; increased

housing, transportation and infrastructure costs; inadequate provision of schools and public services; increased rates of obesity; increased urban heat island effects and changed microclimates; decreased transportation choices; increased vulnerability of the local economy resulting from energy price spikes; and growing areas of declining property values, crime, and poverty. The resultant loss of community identity adds to these problems by discouraging citizen awareness of and participation in community affairs. The City seeks to ensure that infill development and redevelopment form an integral part of a community of functional, aesthetically appealing neighborhoods and retail centers.

One of the primary goals of the City is to strengthen the downtown area as a “park once” environment, where bicycle and pedestrian movement is encouraged and auto vehicle travel is secondary to the movement of people. Multimodal planning is necessary to ensure the City provides facilities to adequately support this strategy. The City has worked hard to establish the current groundwork which encourages modal choice and balanced investment in the city’s transportation infrastructure. Planning guidelines related to transportation and land use

decisions and investment should continue to encourage walkable retail districts with significant office and residential components, as well as a complete streets strategy. A high degree of interconnectivity is included to facilitate the movement of people to and from desired destinations without having to rely exclusively on automobiles.

In addition to the downtown, the City's current Land Development Regulations permit and encourage the

establishment of neighborhood nodes. These nodes of commercial and mixed-use activity provide the opportunity for residents to meet their daily needs closer to home. This strategy offers the opportunity to reduce the number of vehicle miles traveled (VMT) by reducing automotive trip length and by making walking or bicycling more attractive modes for such trips.

Table 7.8 - Means of Transportation to Work, 2012-2016

Means of Transportation	Employed Residents	%	Employed Residents	%	Employed Residents	%	Employed Residents	%
Car, Truck, or Van	3,801	78.7%	5,449	81.6%	49,116	87.9%	676,524	88.5%
Driving alone	3,428	71.0%	5,040	75.5%	43,924	78.6%	604,875	79.1%
Carpool	373	7.7%	409	6.1%	5,192	9.3%	71,649	9.4%
Public Transit	20	0.4%	23	0.3%	88	0.2%	8,891	1.2%
Walking	79	1.6%	114	1.7%	564	1.0%	8,905	1.2%
Bicycle, Taxicab, Other	266	5.5%	349	5.2%	2,089	3.7%	20,511	2.7%
Home Office	663	13.7%	740	11.1%	4,007	7.2%	49,556	6.5%
Total	4,829	10%	6,675	100%	55,864	100%	764,387	100%

Note: ¹Southwest Florida includes Charlotte, Collier, Lee, Manatee and Sarasota counties.
 Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS); Partners for Economic Solutions, 2017.

Table 7.9 - Commuting Distances for Persons Working in Punta Gorda, 2015

Commuting Distances	Less than 10 Miles	%	10 to 24 Miles	%	25 to 50 Miles	%	More than 50 Miles	%	Total
Workers by Monthly Earnings									
<\$1,250	825	52.3%	296	18.8%	148	9.4%	309	19.6%	1,578
\$1,251 to \$3,333	1,673	56.1%	651	21.8%	225	7.5%	432	14.5%	2,981
>\$3,333	1,616	50.2%	978	30.4%	329	10.2%	294	9.1%	3,217
Workers by Worker Age									

TRANSPORTATION ELEMENT

<30 years	647	50.4%	264	20.6%	120	9.3%	253	19.7%	1,284
30 to 54 years	2,056	50.3%	1,129	27.6%	364	8.9%	539	13.2%	4,088
>54 years	1,411	58.7%	532	22.1%	218	9.1%	243	10.1%	2,404
Workers by Industry Group									
Goods-producing industries	108	50.5%	57	26.6%	24	11.2%	25	11.7%	214
Trade, transportation, and utilities	497	41.3%	233	19.4%	138	11.5%	334	27.8%	1,202
Other services	3,509	55.2%	1,635	25.7%	540	8.5%	676	10.6%	6,360
Total Workers									
All Workers	4,114	52.9%	1,925	24.8%	702	9.0%	1,035	13.3%	7,776

Source: U.S. Census Bureau, Work Area Profile Reports, 2019; Partners for Economic Solutions, 2019.

Walking

Typically transportation planners will speak about “pedestrians” or “pedestrian movement,” making it sound as if an alien species is invading the community. However, the “pedestrian” is just a person walking whether on two legs or with a cane, or in a wheelchair, a person traveling to get to a destination. Walking is the original mode of travel. Unfortunately, walking has been made more and more difficult by transportation planning that seeks only to accommodate more and more automobiles traveling faster and faster. The City of Punta Gorda began down a different transportation planning path over twenty years ago in the early 1990s with the development of a comprehensive citywide sidewalk improvement program.

Since that first sidewalk plan the City of Punta Gorda has sought to make the pedestrian environment a priority in the City’s overall planning process. Spaces that are pedestrian in scale, safe, and aesthetically pleasing are primary to economically viable development and redevelopment in the city. Design standards are in place to assure new development considers the

goals of the City to allow people to take a walk for recreation or transportation. The City’s commitment to creating a safer and more comfortable walking environment is further reinforced in the 2019 Citywide Master Plan’s Top 10 Priorities, which included actions such as updating the City’s street standards in accordance to the Complete Street’s Resolution of 2014, filling in gaps in the existing sidewalk network, establishing a Street Tree Program, adopting a new FDOT Context Classification Map, and improving pedestrian crossings throughout downtown.

Transportation choice is key within the built environment of Punta Gorda, and provisions herein attempt to make walking traffic as equally viable a transportation mode as automobile transportation. In the end, modal choice in the transportation plan of the city is about empowering the residents and visitors with the freedom to choose the appropriate mode of travel for them based on their individual needs.

Land Use

Land uses shall promote the walkability of the city, creating a cohesive community with safe, purposeful walkways, green spaces, and multi-use paths, linking pedestrians to shops and services throughout Punta Gorda. Land use shall encourage increased walking traffic and allow for mixed use densities, linking people with services without generating unnecessary automobile trips. A more pedestrian friendly street configuration standard as well as wider sidewalks, parallel parking (where applicable) and building treatments such as arcades and porches, will encourage an environment where the person walking and the automobile coexist safely and seamlessly. Current land use in Punta Gorda is generally in line with this philosophy especially in the Community Redevelopment Area (Map #6); within the CRA a wide variety of existing land uses in a compact area in a well-connected grid street pattern encourage pedestrian activity. Additionally the existing Land Development Regulations (LDR) provide framework for a built environment that will further encourage pedestrian activity including specific design standards for typical street configurations as illustrated. In the near future, the City seeks to update its Land Development Regulations to include a Form-Based Code with building to street relationships and street design standards that would offer to align with the City's goals for promoting walkability.

Existing Facilities and Future Needs

The City of Punta Gorda has conducted inventory studies as well as needs assessment through the Alternative Transportation Plan and the ongoing sidewalk capital improvements program. Table 7.9 - Existing Sidewalk Network and Map #50 - Punta Gorda Existing Sidewalk Network, illustrate the existing system and Map #51 - Punta Gorda Existing Sidewalk Network and Future Needs, identifies the future needs in the context of the existing system.

The existing system is composed of the following major types of facilities:

1. Neighborhood sidewalks

These facilities provide connectivity in and around the various neighborhoods of the city; are typically only five (5) feet wide, and due to right of way constraints generally occur on only one side of the street.

2. Business district sidewalks

These sidewalks serve business oriented areas of the city; occur on both sides of the street; are separated from busy streets by parking or landscape buffer; and are typically wider than the five (5) foot minimum found on neighborhood sidewalks.

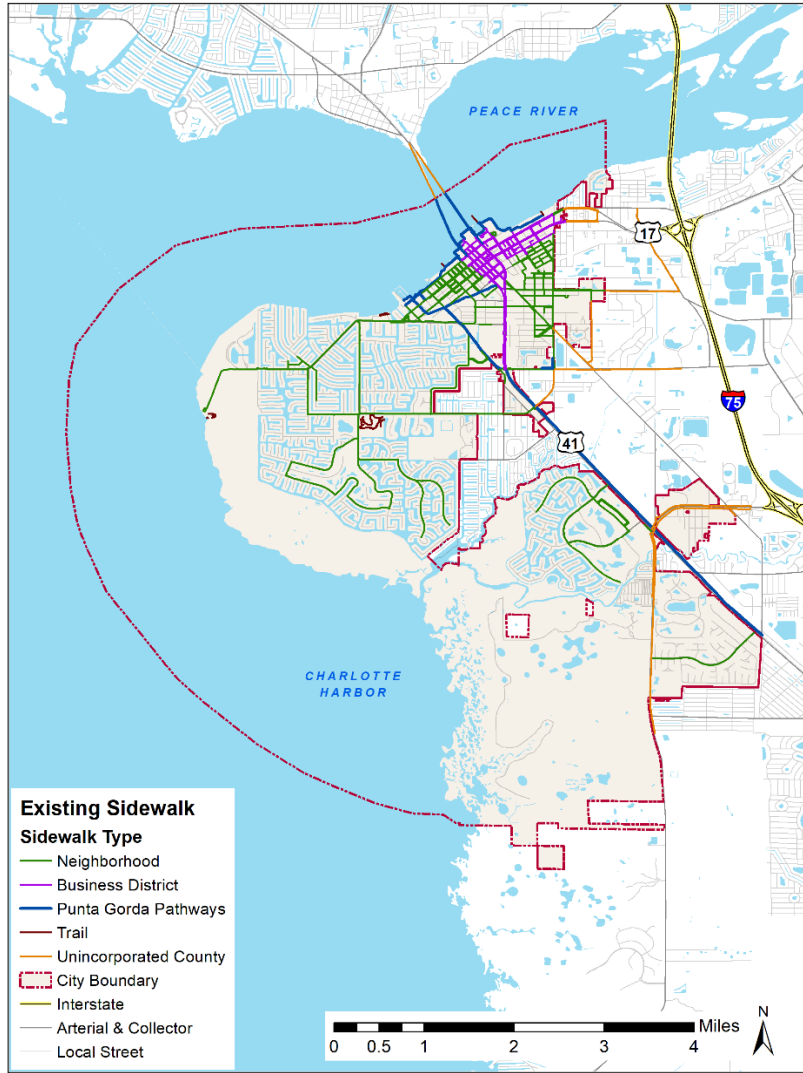
3. Punta Gorda Pathways

These pathways are a system of shared use paths that connect major commercial areas and neighborhoods; are a minimum of ten (10) feet in width; and are designed to minimize street crossings in order to accommodate longer trips safely. (Map # 44 - Punta Gorda Pathways)

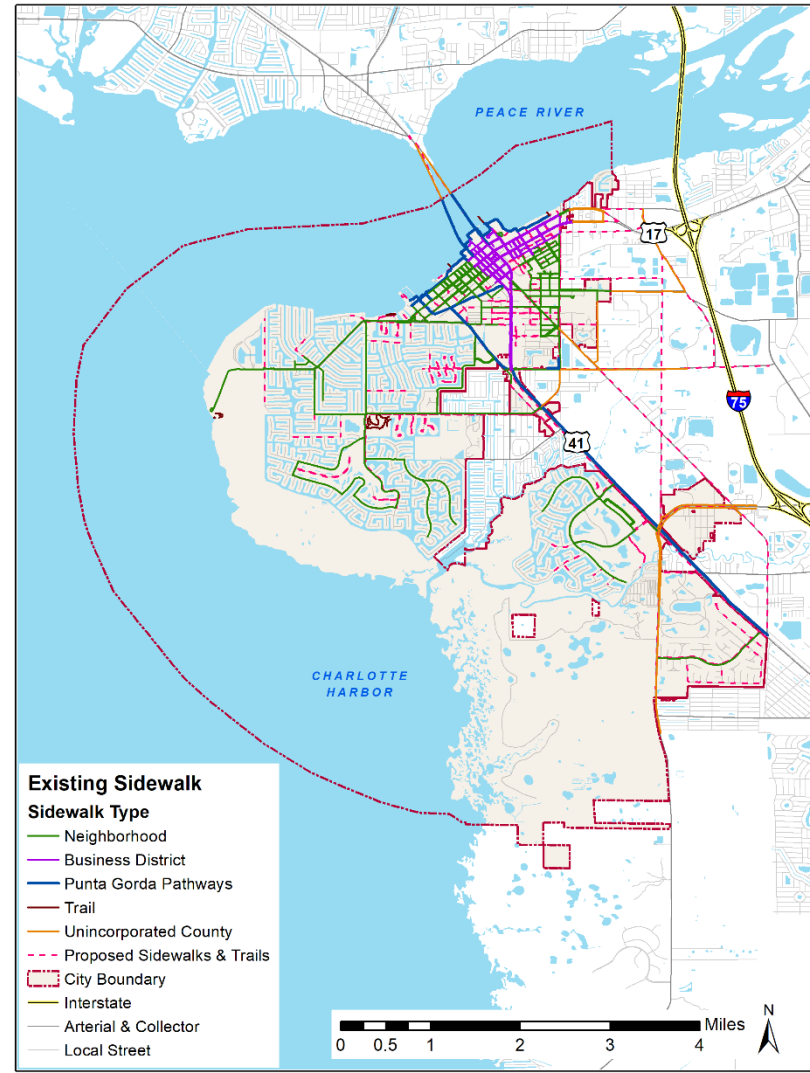
4. Unincorporated County

These sidewalks provide connectivity from various parts of the city to destinations immediately outside the city limits; are typically only five (5) feet wide; and are maintained by the Florida Department of Transportation or Charlotte County.

Map #50 – Punta Gorda Existing Sidewalk Network



Map #51 – Punta Gorda Existing Sidewalk Network and Future Needs



Map #52 - 2019 Citywide Master Plan Recommended Trail Network

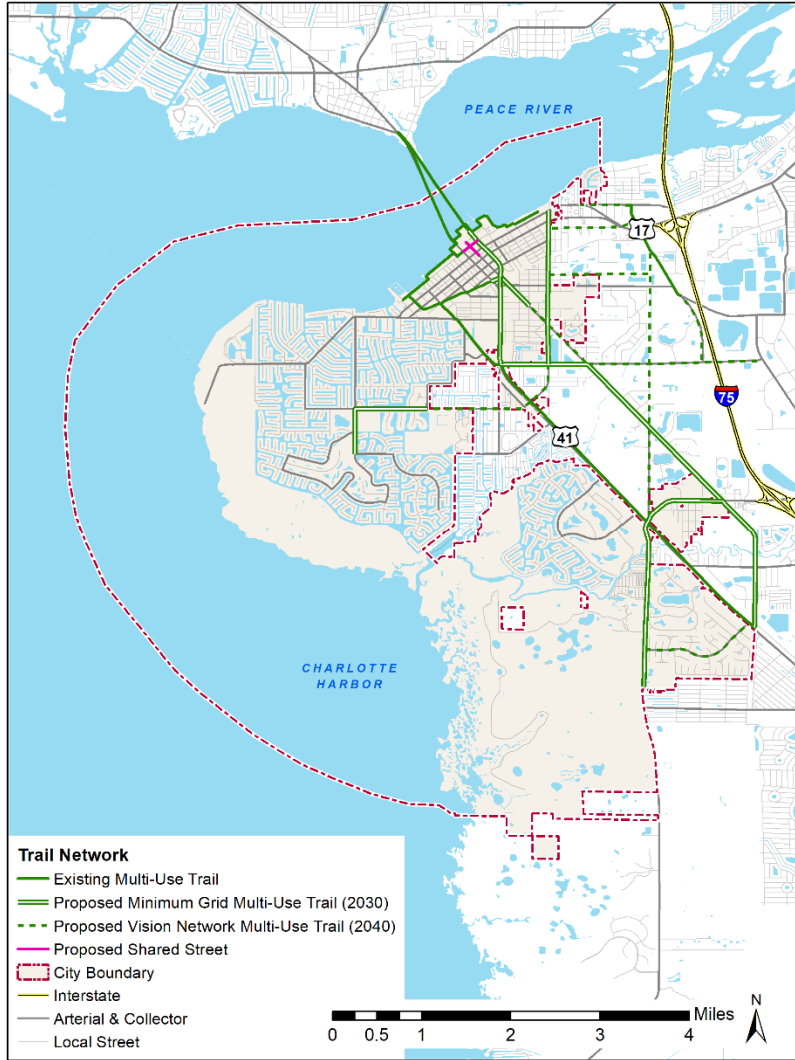


Table 7.10 – Existing Sidewalk Network

Type	Linear Feet	Miles
Neighborhood	224,591.96	42.45
Business District	83,889.68	15.89
Punta Gorda Pathways	53,704.13	10.17
Trails	8,394.00	1.59
Unincorporated County	67,985.57	12.88
Source: City of Punta Gorda Urban Design		

Bicycling

Following national trends, the use of bicycles as an alternate form of transportation has become more popular in Charlotte County in recent years. Increasing numbers of people have found this to be an attractive form of recreation and transportation. These trends have been evidenced locally through the growth of bicycle events, the Bicycle Loaner Program, and the TEAM Punta Gorda advocacy of a program of bicycle-specific infrastructure.

Punta Gorda hosts two major bicycle events annually, Pedal & Play in Paradise and Wheels & Wings. Pedal and Play sees over 400 participants from across the state and around the country. Held in early April, this event is hosted by the 501(c) (3) non-profit TEAM Punta Gorda and the Isles Yacht Club in conjunction with a plethora of local sponsors. Wheels & Wings is hosted by the Peace River Riders Bicycle Club in early July drawing hundreds of participants from around the state and across the country. These events both started about seven years ago and have continued to grow both in participation and from single-day to multi-day events.

Punta Gorda, due to the tireless efforts of TEAM Punta Gorda, local businesses, and individual donors and volunteers, has the State of Florida’s first free bicycle loaner program. In continuous operation since 2012, the system has grown to six

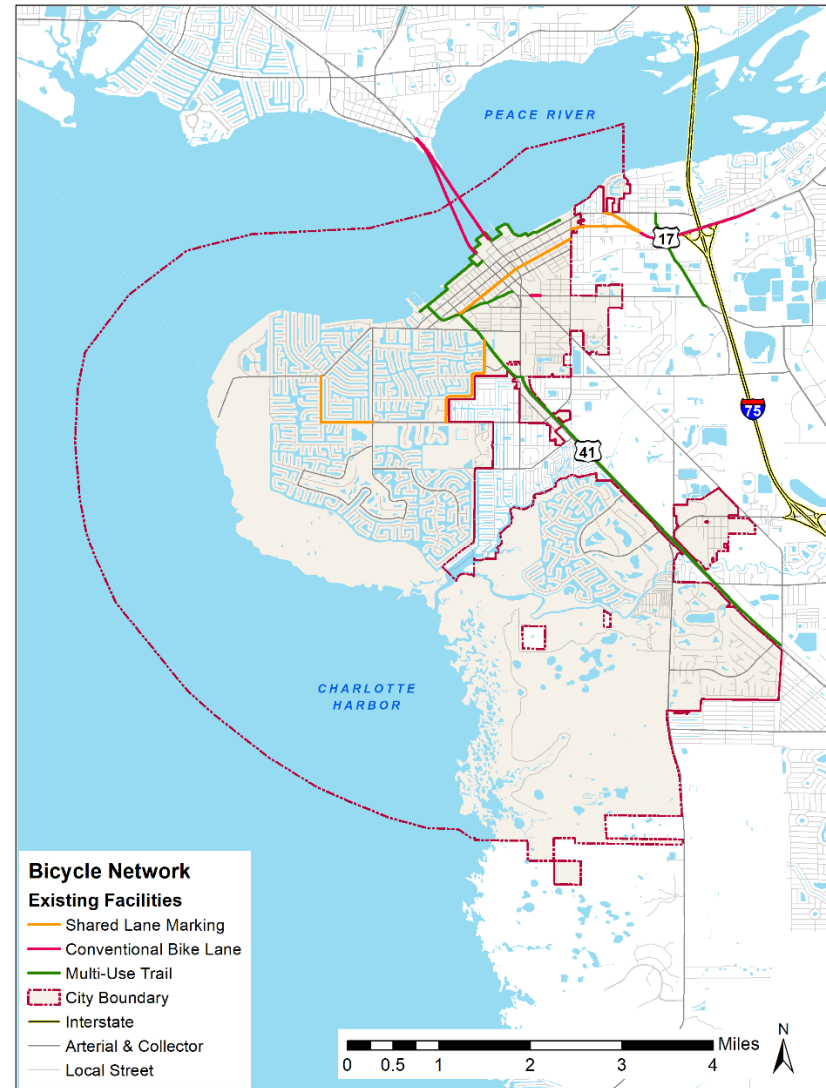
(6) loaner locations with a total fleet of forty-four (44) bicycles. In the one year period ending May 31st, 2016, over 5,400 unique bicycle checkouts were documented. Enjoyed by residents and visitors alike, the program continues to experience strong community-wide support.

Tying these recreational and transportation bicycle programs together is TEAM Punta Gorda (TEAM PG). TEAM PG has been heavily involved in advocating for policies, programs, activities, and infrastructure to make bicycling safer and more convenient since the 2005 Citizens Master Plan was accepted by City Council. In 2014 TEAM redoubled its efforts to assist the city in becoming a better place to ride a bicycle by establishing the Bicycle Friendly Community Committee after City Council adopted a Complete Streets Resolution. Since 2014, this committee has worked with City staff including, Police, Fire, Public Works, and Urban Design to develop programs and policies based on the “5 E’s” of creating a bicycle friendly community advocated by the League of American Bicyclist’s Bicycle Friendly America Program. The 5 E’s are:

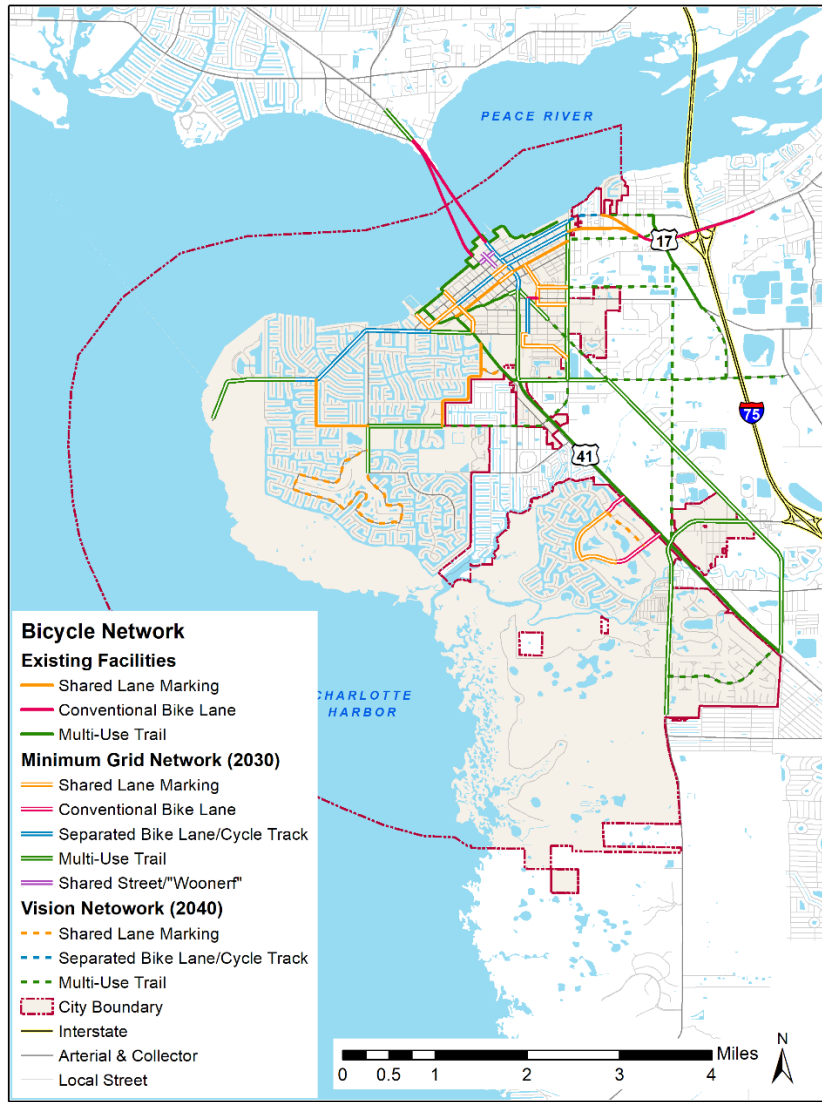
- ❖ **Engineering:** Creating safe and convenient places to ride and park
- ❖ **Education:** Giving people of all ages and abilities the skills and confidence to ride
- ❖ **Encouragement:** Creating a strong bike culture that welcomes and celebrates bicycling
- ❖ **Enforcement:** Ensuring safe streets for all users

- ❖ **Evaluation and Planning:** Planning for bicycling as a safe and viable transportation option (source: <http://bikeleague.org/content/5-es>)

Map #53 – Punta Gorda Existing Bicycle Facilities



Map #54 – Punta Gorda Existing Bicycle Facilities and Future Needs



In October of 2015, the City Council affirmed the City’s commitment to becoming more bicycle-friendly and directed City staff to develop a bicycle infrastructure proposal based on the City’s adopted 2030 Alternative Transportation Plan. Furthermore, one of the Top 10 Priorities identified in the 2019 Citywide Master Plan included the construction of a low-stress minimum grid network of trails and bicycle facilities, a map for which was developed in close coordination with TEAM Punta Gorda and concerned members of the general public.

Land Use

Land uses that typically promote improved walking as a travel mode also promote bicycle transport as well. Bicycle routes that are aesthetically pleasing and safe to travel based on compliance with development regulations, and land uses encourage bicycle traffic for short trips that might otherwise be made by an automobile. Commuter bicycle traffic is also encouraged to increase when businesses make bicycling to work an option for their employees by providing bicycle storage and other facilities for riders. Land use plays an important role in encouraging this with mixed-use and higher density development, pulling origins and destinations closer together, making short trips by bicycle more attractive.

Existing Facilities and Future Needs

The City of Punta Gorda has conducted inventory studies as well as needs assessment through the Alternative Transportation Plan and the ongoing bicycle infrastructure proposal. Table 7.10 - Existing Bicycle Facilities and Map #53 - Punta Gorda Existing Bicycle Facilities illustrate the existing system and a Map #54 - Punta Gorda Existing Bicycle Facilities and Future Need identifies the future needs.

The existing system is composed of three major types of facilities:

Shared-Lane Markings

These facilities provide connectivity in and around the various neighborhoods of the city; are composed of sharrow marked travel lanes; and occur only on low volume, low-speed roadway segments.

Conventional Bike Lanes

A conventional bike lane is a portion of the roadway that has been set aside for the exclusive use of bicyclists. It is usually designated by adding a stripe, signage, and pavement markings. Conventional bike lanes run along the curb sides of the roadway, or adjacent to parked cars when on-street parking is present. These unprotected bike lanes work best on streets where the posted speed is less than 35 mph and should ideally be at least 6 feet in width.

Separated Bike Lane or Cycle Track

Separate bike lanes and cycle tracks are bike facilities that are physically separated from the roadway. Sometimes they are elevated and occur at the plane of the sidewalk, often with a

furnishing zone or planting strip between the cycle track and the roadway, and sometimes they occur at the level of the road, but are separated with a median or other physical buffer. These facilities are the most attractive to a wide variety of cyclists and work best along medium to high-speed streets with fewer driveways and interruptions.

Multi-Use Path

Multi-use paths, sometimes called shared-use paths, are a type of trail designed to provide off-road routes for many different users including cyclists, runners, pedestrians, and manual or motorized wheelchair users. While similar to other recreational trails, these paths are part of a larger transportation system that connects major commercial areas and neighborhoods and serves as a supplement to on-street bike lanes, shared roads, and paved shoulders. They should be a minimum of ten (10) feet in width and designed to minimize street crossings in order to accommodate longer trips safely. (Also see Map #44 – Punta Gorda Pathways)

Table 7.11 – Existing Bicycle Facilities

Facility Type	Linear Feet	Miles
Shared Lane Marking	23,933	4.53
Conventional Bike Lane*	20,929	3.96
Multi-Use Trail	49,571	9.39
Total	94,432	17.88
*Several of these facilities fall outside the city limits on US 41, including the Peace River Bridges, and on US17 east of the city Source: City of Punta Gorda Urban Design		

Transit

As stated in the Comprehensive Plan in 2009, the City continues to have an interest in a circulator transit program based on the long term goal of providing increased connectivity to and within

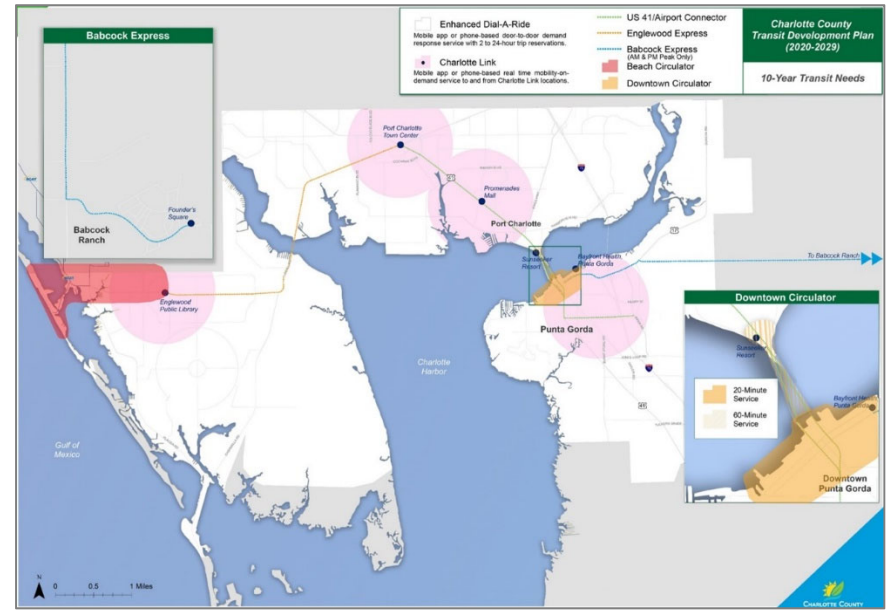
the Community Redevelopment Area. Various business, public, and community interests could be served by a circulator system that links key destinations with available and periodically underutilized public and private parking facilities. Circulator transit would thus further the goal of creating a “park once” environment in the downtown enhancing and encouraging

greater bicycle and pedestrian activity increasing economic vitality.

Tourism on two fronts of boating and air travel could greatly benefit from this type of targeted circulator transit. Punta Gorda with its marina's and mooring field is a regional boating destination. This targeted cohort of tourists requires easy pedestrian, bicycle, and transit connectivity in order to maximize the destination experience and encourage repeat visits.

Furthermore, the growth of commercial passenger air traffic and the establishment of major distribution centers at the Punta Gorda Interstate Airport Park provides additional potential customers for a circulator transit system in the Punta Gorda area. Tourism and commuter needs alike could be met by this type of system, providing another modal choice available to those moving in and around Punta Gorda.

Figure 1 – Charlotte County-Punta Gorda MPO’s 2045 Long-Range Transportation Plan – Needs Plan Transit Projects



Land Use

The existing land use pattern, particularly in the Community Redevelopment Area (CRA) (Map #6), is the most transit-supportive in Charlotte County. With a relatively strong mix of commercial destinations, employers, and residential dwellings within a walkable and bikeable street grid, the CRA would likely be a key connection in any implementation of fixed-route transit service. The 2040 and 2045 Transportation Plans recognizes this within the needs plan, which designates three of the four potential fixed routes traversing the CRA.

Existing Facilities and Future Needs

Public Transit in the city of Punta Gorda is provided by Charlotte County. Charlotte County, with no fixed route transit, exclusively operates a paratransit advanced reservation bus system for the general public. The County also offers Transportation Disadvantaged service for those residents with physical disabilities, those aged sixty (60) and older, children-at-risk, qualified low-income residents, and those living in rural areas. These two services operate in a fully integrated fashion under the Charlotte County Transit banner. Both services operate a limited schedule six (6) days a week with no service on Sundays. In order to secure service, riders must make a reservation by 1:00 pm the business day prior to the desired service.

Written in 2014, the Charlotte Rides, Charlotte County's Transit Development Plan, outlines a fairly innovative solution for creating a more comprehensive transit system. This system is mirrored in the Charlotte County-Punta Gorda MPO's 2040 Transportation Plan and the county's 2045 Long-Range Transportation Plan: The Route to 2045. Those federally Required Long Range Transportation Plans, identifies four fixed routes and four flex service zone, as illustrated in Figure 7.1-Needs Plan Transit Projects, from the 2045 Long Range Transportation Plan.

The visitors and residents of Punta Gorda could benefit immensely from the implementation of a circulator transit route (trolley) within the Community Redevelopment Area. This circulator route could cover the downtown and its surrounding historic areas encompassing key destination points, including the various marina facilities, Fisherman's Village, and Bayfront Punta Gorda Hospital Area. This core system could also be linked to the Punta Gorda Airport and Charlotte Harbor CRA (north of Charlotte Harbor from Downtown Punta Gorda), providing additional modal choices to visitors and area residents alike. Depending on timing, this circulator system

could provide a catalyst to spark the implementation of the proposed fixed routes or could complement those routes. In either scenario, a Punta Gorda circulator could provide local service allowing the proposed fixed routes to operate more effectively as express routes connecting to Englewood Beach, Port Charlotte Town Center, and the Parkside area within the County. As identified in the Charlotte Rides plan, External links to Sarasota County Area Transit (SCAT) in North Port and Englewood; and Lee Tran in Fort Myers would also be possible.

Intermodal Facilities

Intermodal transportation refers to the movement of people or goods between specific origins and destinations by using two or more modes. Historically, the term intermodal has referred to the line-haul shipment of goods by rail, with door-to-door pick up by truck. Today, the term also includes passenger travel. An "intermodal transfer" is the practice of transporting commodities and/or passengers between two (2) modes. Depending on what transportation medium is used (i.e., land, water, or air) the mode transfer could be rail, automotive vehicle, bicycle, transit, intercity bus, airplane, or boat. Map #55 - Intermodal Facilities - Parking, Marina, Rail, and Airport, identifies the intermodal facilities affecting the city.

Parking Facilities

Automotive parking facilities are not traditionally thought of as intermodal facilities; however, as Punta Gorda has focused on the redevelopment of the Community Redevelopment Area (CRA), parking has become a critical consideration. The redevelopment strategy of the CRA is a "park once" environment, where bicycle and pedestrian movement is

encouraged, and auto vehicle travel is secondary to the movement of people.

Multimodal planning is necessary to ensure that the City provides adequate facilities to adequately support this strategy. The City has worked hard to establish land development regulations that minimize parking requirements and encourage walkable retail districts. In addition to regulation, the City engaged in a significant capital improvement program to provide ample public parking within the CRA. These public parking capital expenditures are based on the findings of the 2006 Downtown Parking and Traffic Circulation Study.

The parking reduction and public investment in parking are designed to centralize parking into a few critical areas. These areas of high activity are then the focus for increased investment in infrastructure which accommodates walking and bicycling. This type of walkable environment is also highly transit supportive.

Map #55 – Intermodal Facilities – Parking, Marina, Rail and Airport

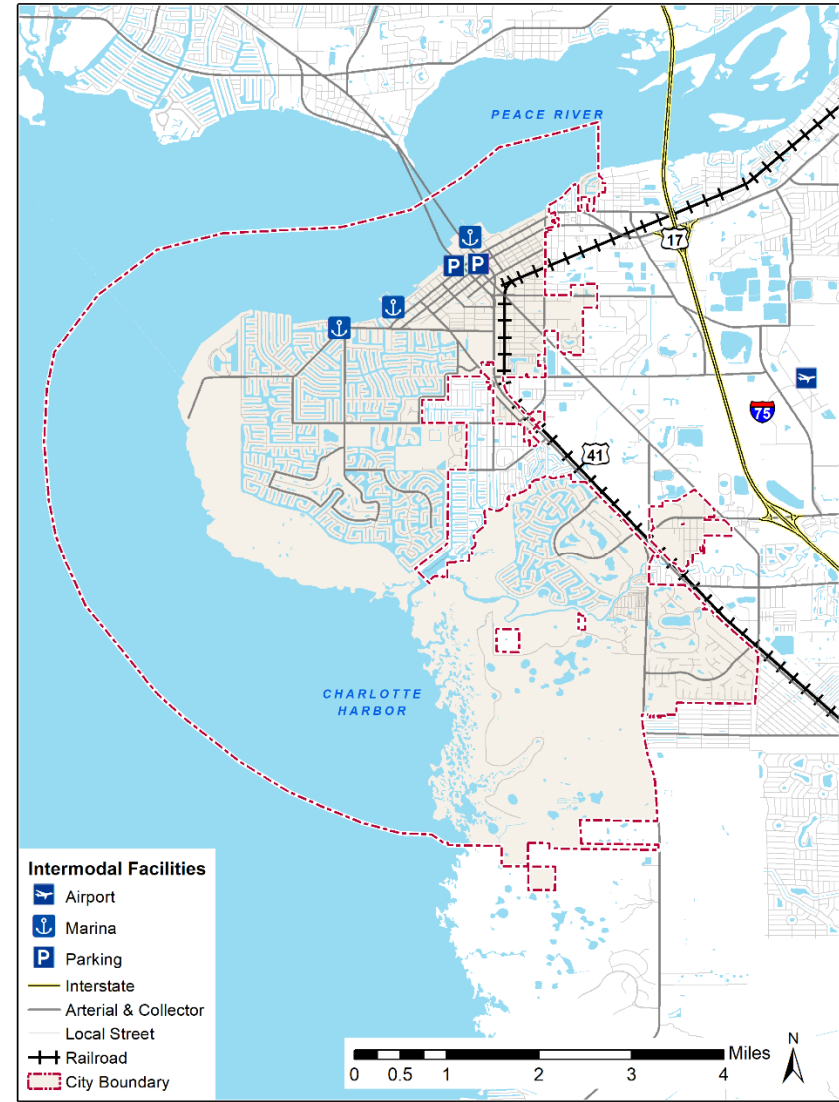


Figure 2 – City of Punta Gorda Downtown Parking Study: Candidate Parking Solutions



Marinas

Within the city, there are two major marinas, Fishermen’s Village Marina and Laishley Municipal Marina, and one minor marina, the Isles Yacht Club (semi-private). All three facilities host visitors who arrive by boat and need to connect to other modes of transport in order to travel around the community. All three facilities offer bicycles through the Bicycle Loaner Program as well as connections to the sidewalk network of the city and automotive parking. Enhancing the positive aspects of the land transportation connections at these facilities is critical to ensuring that visitors become repeat visitors and possible future retirement residents of the city. Existing and future demand would also warrant consideration of these facilities for future fixed-route bus transit stops.

Historically there were water taxi or ferry services in the Punta Gorda and Charlotte County area. These services generally

ceased operation upon completion of various bridge facilities across Charlotte Harbor and out to Boca Grande. Interest has been expressed by private development and the Charlotte Harbor Community Redevelopment Agency (Charlotte Harbor CRA) to initiate a water taxi service that would serve Downtown Punta Gorda, Fisherman’s Village, and Charlotte Harbor CRA. The natural landing point for this type of service would be the existing marinas. The location of the water taxi service would strengthen the demand for fixed-route transit connections at these locations. Currently, ferry service to the outer islands of Caya Costa, Cabbage Key, and Boca Grande is offered by a private provider at Fishermen’s Village Marina. There has been some interest in the past to expand ferry services to Venice or other Gulf of Mexico beach locations.

Currently, there are no plans to expand existing ferry services or provide new water taxi services. The City of Punta Gorda would encourage any private ventures to pursue the expansion and/or development of such services as a unique mode of transportation serving the nature and need of Punta Gorda.

Rail

The development of the city of Punta Gorda is directly linked to the railroad which arrived in 1886. In the 19th and early 20th centuries the rail line facilitated the movement of seasonal visitors to Southwest Florida. As the rail line terminus, until 1904, Punta Gorda served as the transfer point for passengers arriving by rail to ferry services bound for Fort Myers, Key West, and other destinations. The rail line also afforded efficient shipment of citrus, timber, and fresh fish to markets in the north.

In the 1920s, the last of Punta Gorda’s three train stations were constructed. The Punta Gorda Train Depot, listed on the National Register of Historic Places, served both passenger and freight traffic. The long slow decline of rail service was heralded

by the completion of the Tamiami Trail, now US 41, a roadway connecting Tampa to Miami. Passenger rail service ceased to Punta Gorda in the 1960s. However, the rail line is still operated by short line provider Seminole Gulf Railway which leases the rails from CSX.

Seminole Gulf Railway also offers a tourist excursion train that operates on the line from Fort Myers at Colonial Boulevard. Generally this excursion train goes out and back to the north of Fort Myers, stopping well to the south of Punta Gorda. However, for the past few Christmas Seasons Seminole Gulf has offered a Christmas Rail-Boat excursion, which utilizes the Punta Gorda Depot as the transfer point moving guests from rail to bus. By bus, guests proceed to Fishermen's Village to take a boat tour of Christmas lights in the Punta Gorda Isles canal system.

Despite the unique use of the railway for tourist purposes, the primary driver of rail traffic under Seminole Gulf Railway's management is regular freight service connection from just north of Naples in Collier County to Arcadia in Desoto County, where the short line joins the national rail network at the CSX mainline.

In recent years there has been a regional effort to ensure that the rail line is preserved for future potential freight and passenger service. The City of Punta Gorda supports these efforts to ensure that the rail line is preserved for future regional transportation needs. The City has added model policies into this Comprehensive Plan provided by the Southwest Florida Regional Planning Council. These policies include:

- ❖ Designate the Seminole Gulf rail corridor as a strategic regional transportation corridor
- ❖ Encourage the Florida Department of Transportation to purchase the corridor

- ❖ Oppose any attempts at abandonment of the rail corridor

Punta Gorda Airport

The Punta Gorda Airport (PGD) is owned and operated by the Charlotte County Airport Authority and is located outside the current city limits just east of Interstate 75. Long operated as a general aviation airport, commercial service was established in 2007. Since 2007, commercial air traffic has grown at the Punta Gorda Airport. Now operating under the FLYPGD brand, the Punta Gorda Airport has seen numerous changes in the nine (9) years since commercial service began. These changes include lengthening the primary runway, widening the taxiways and tarmac, building a new passenger terminal, adding an air traffic control tower, parking lots, car rental facilities, and building an expanded passenger terminal. These projects have permitted the airport to grow passenger traffic to over 400,000 enplanements in 2015 with regular service to 30 cities in the United States.

Continued growth of commercial air traffic is anticipated by the Charlotte County Airport Authority in its Master Plan. This continued growth is expected to strengthen the demand for fixed-route transit connections from the airport to key destinations within Charlotte County, including the Downtown Punta Gorda area.

Streets

Maintaining appropriate levels of services on the existing and future roadway network, along with managed growth within the city of Punta Gorda, will continue to allow the city to reach its economic potential. By ensuring land use, roadway expansions will incorporate modal choice and meet the needs of all roadway users. The city seeks to retain its historic small-town character

while continuing to accommodate its share of regional growth and development.

Land Use

As a part of promoting Modal Choice, land use, and its relationship to roadways, is critical. Roadways serve the existing land uses, so land use must control sprawl conditions. Higher residential densities and commercial intensities in the downtown area, and focused mixe- use development providing goods and services in growing residential areas will shorten trip lengths, and promote alternative modes. Provisions for roadway design incorporating these alternative modes of transportation are outlined in the Alternative Transportation Plan, existing development regulations, and Complete Streets Resolution. By encouraging land uses and design standards that make walking and bicycling safe and efficient modes of travel these modes will become attractive.

Existing Street Network

U.S. 41 and U.S. 17 are the two major highway facilities that serve the city of Punta Gorda. US 41 services traffic flowing north-south along the gulf coastline while US 17 services traffic flowing south from the inland areas of the State with both facilities providing linkage to the local street system. While these Federal Aid highways provide critical regional linkages, these facilities within the city of Punta Gorda are key streets where a significant amount of economic activity occurs, particularly within the Community Redevelopment Area. It is the City's goal to develop, construct, and maintain a roadway network that serves the community in a manner consistent with the existing and future land use patterns. These patterns currently and within the context of existing code will strengthen the viability of alternative modes.

The city of Punta Gorda's existing street network is identified on Map #56 – Punta Gorda Existing Street Network. These

streets fall into three functional classifications: arterial, collector, and local. The following classifications have been defined by the Florida Legislature in Section 334.03, Florida Statutes.

Arterial

A route providing service that is relatively continuous and characterized by high traffic volume, long average trip length, high-operating speed, and high mobility importance. All US number routes (including US 41 and US 17) and interstate connector roads (N Jones Loop Road) are arterial roadways.

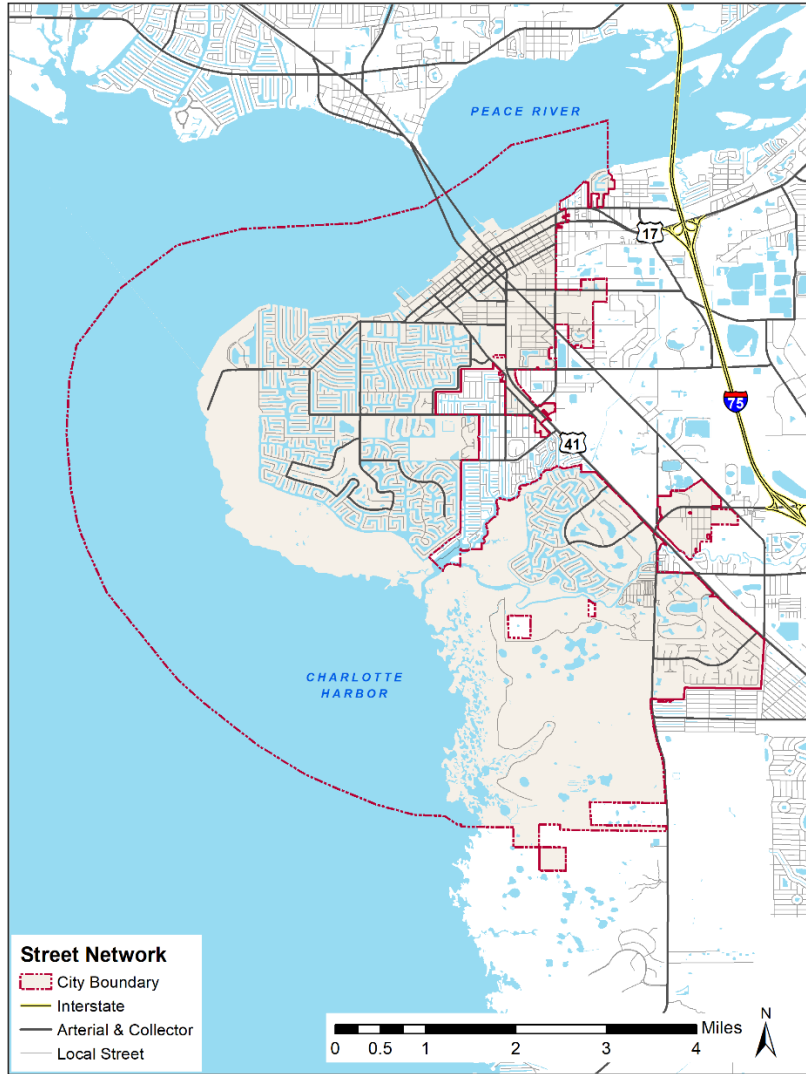
Collector

A route providing service that is characterized by relatively moderate average traffic volume, moderate average trip length, and moderate average operating speed. Collector roads collect and distribute traffic between local roads and arterial roads and serve as a linkage between land access and mobility needs. Taylor Road and Aqui Esta are good examples of a collector facility.

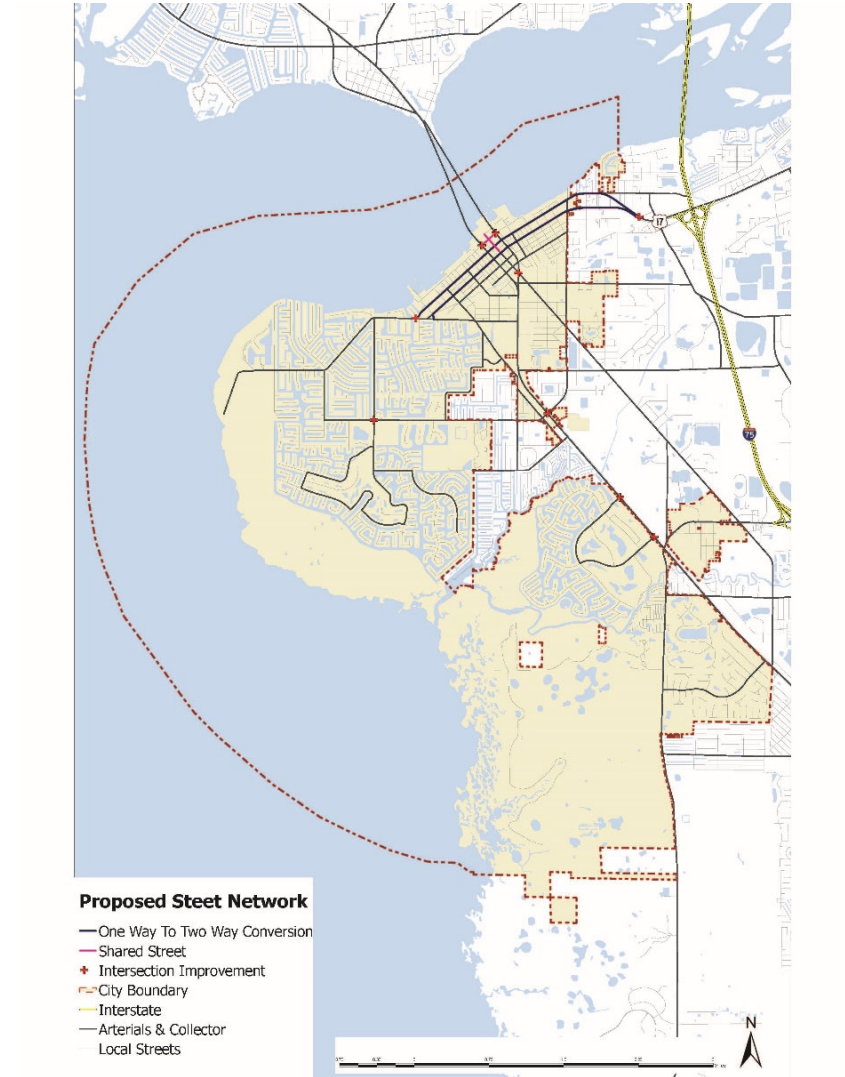
Local

A route providing service that is characterized by relatively low average traffic volume, short average trip length, minimal through-traffic movements, and a high degree of access for abutting property. Coronado and Gill Street are examples of local roads.

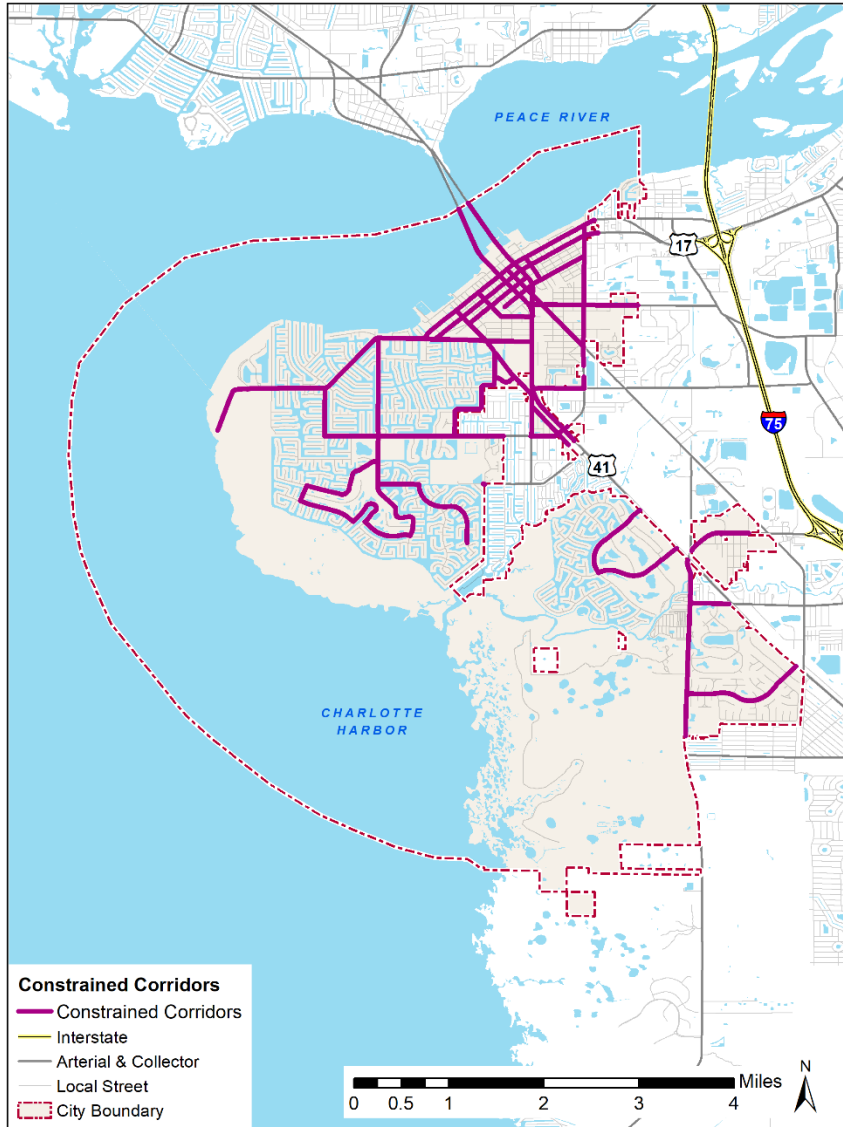
Map #56 – Punta Gorda Existing Street Network



Map #57 – Punta Gorda Proposed Street Network



Map #58 – Punta Gorda Constrained Corridors



Maintenance Responsibility

The Florida Department of Transportation (FDOT) is responsible for maintenance of US 41 and US 17, while Charlotte County maintains N. Jones Loop Road and Burnt Store Road. The balance of the street network in the city of Punta Gorda is under the City’s maintenance responsibility.

Constrained Corridors

The arterial and collector roads that run within Punta Gorda’s city limits are considered constrained corridors (Map #58) in the sense that any future road widening projects would be impractical and detrimental to the local community, especially adjacent property owners, and to the City’s overall multi-modal goals.

Existing Levels of Service

The City sets minimum levels of service standard which provides a guide for evaluating the relative quality of delivery for specific public services and facilities. Level of Service criteria can also assist as a planning guideline for setting priorities when public resources are invested, and development orders are approved.

The characteristics of streets operating at each Level of Service, is described below in an excerpt from the 2010 Highway Capacity Manual published by the Transportation Research Board. The concept of levels of service is defined as a qualitative measure describing operational conditions within a traffic stream, and their perceptions by motorists and/or passengers. A level of service definition generally describes these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. It must be noted that these factors do not take into

account other roadway users, such as people walking, bicycling, or using transit.

Six (6) levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations from A to F, with Level of Service A representing free flow operating conditions and Level of Service F breakdown flow. In general, the various levels of service are defined as follows for uninterrupted flow facilities:

- ❖ Level of Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to the motorist, or passenger, is excellent.
- ❖ Level of Service B is in the range of stable flow where the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream from LOS A. The level of comfort and convenience provided is somewhat less than at LOS A because the presence of others in the traffic stream begins to affect individual behavior.
- ❖ Level of Service C is in the range of stable flow where the operation of individual users starts becoming significantly affected by interactions with others in the traffic stream. The selection of speed is not affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
- ❖ Level of Service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience. Small increases in

traffic flow will generally cause operational problems at this level.

- ❖ Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to low, but relatively uniform, value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to “give way” to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver frustration is generally high. Operations at this level are usually unstable because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- ❖ Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles may progress at reasonable speeds for several hundred feet or more and then be required to stop in a cyclic fashion. Level of Service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow, which causes the queue to form, and Level of Service F is an appropriate designation for such points.

The definitions above are general and apply primarily to roadway facilities having uninterrupted traffic flows, such as limited access facilities (freeways) or rural highways with limited intersections or connecting driveways. For each type of roadway facility, levels of service activities are based on one or more operational parameters or “measures of effectiveness.” Basic measures of effectiveness used to define levels of service for

different types of roadway facilities include average travel speed, density, delay, and volume.

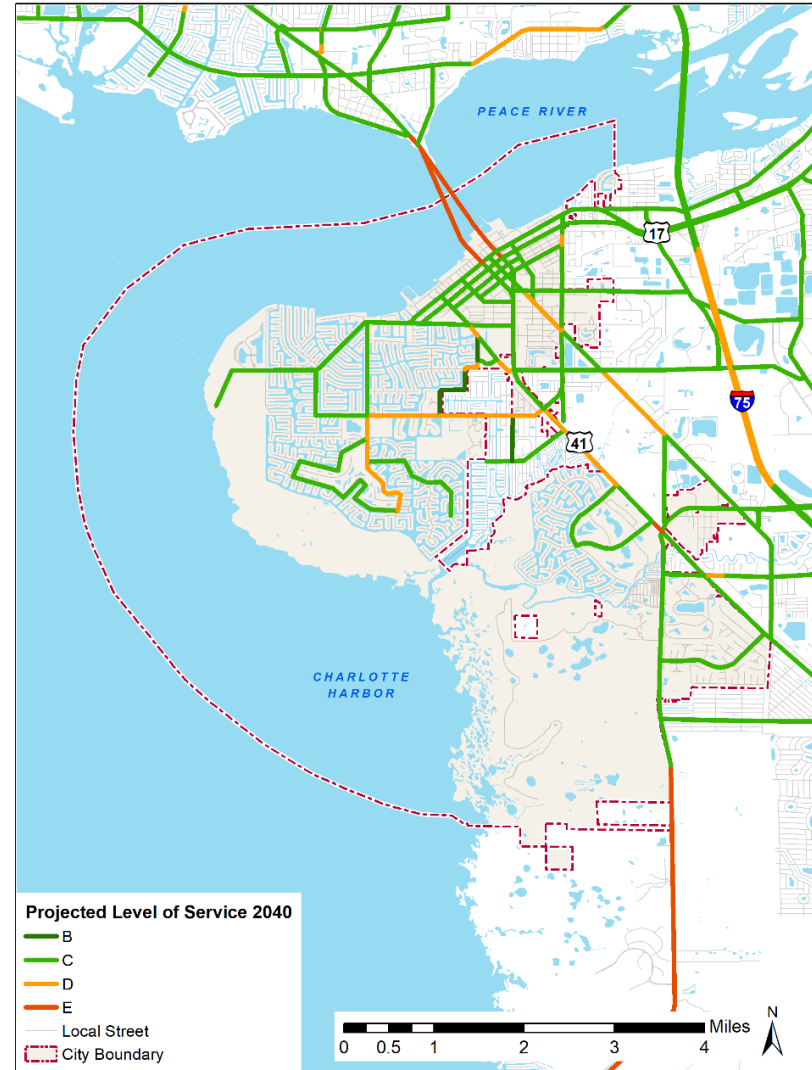
Within the context of this component, the levels of service described within this section are used to identify existing deficiencies and to project future needs based on projected population growth within the community. The City’s currently acceptable Level of Service Standard is D.

Future Needs

The 2045 Transportation Plan of the Charlotte County-Punta Gorda MPO analyzed the level of service (LOS) for all roadways in Charlotte County, including the City of Punta Gorda. Using the Florida Department of Transportation approved transportation model, this analysis identified no roadways within the corporate limits of the city, which operate below the adopted LOS D minimum standard.

The existing travel demand was projected out to the plan horizon year of 2045 using the University of Florida Bureau of Economic and Business Research (BEBR) employment and population projections. This data was allocated to traffic analysis zones using the City and County adopted future land use maps. These 2045 population and employment projections as allocated to the traffic analysis zones were modeled on the existing plus committed (roadway projects funded in the current five-year work program) roadway network. In this 2045 projection, only two segments of the network operate at LOS E below the adopted LOS. As illustrated in Map #59 – Punta Gorda Existing and Committed Street network Level of Service – 2045, these segments are the US 41 bridges over Charlotte Harbor and the short segment of US 41 at Burnt Store Road.

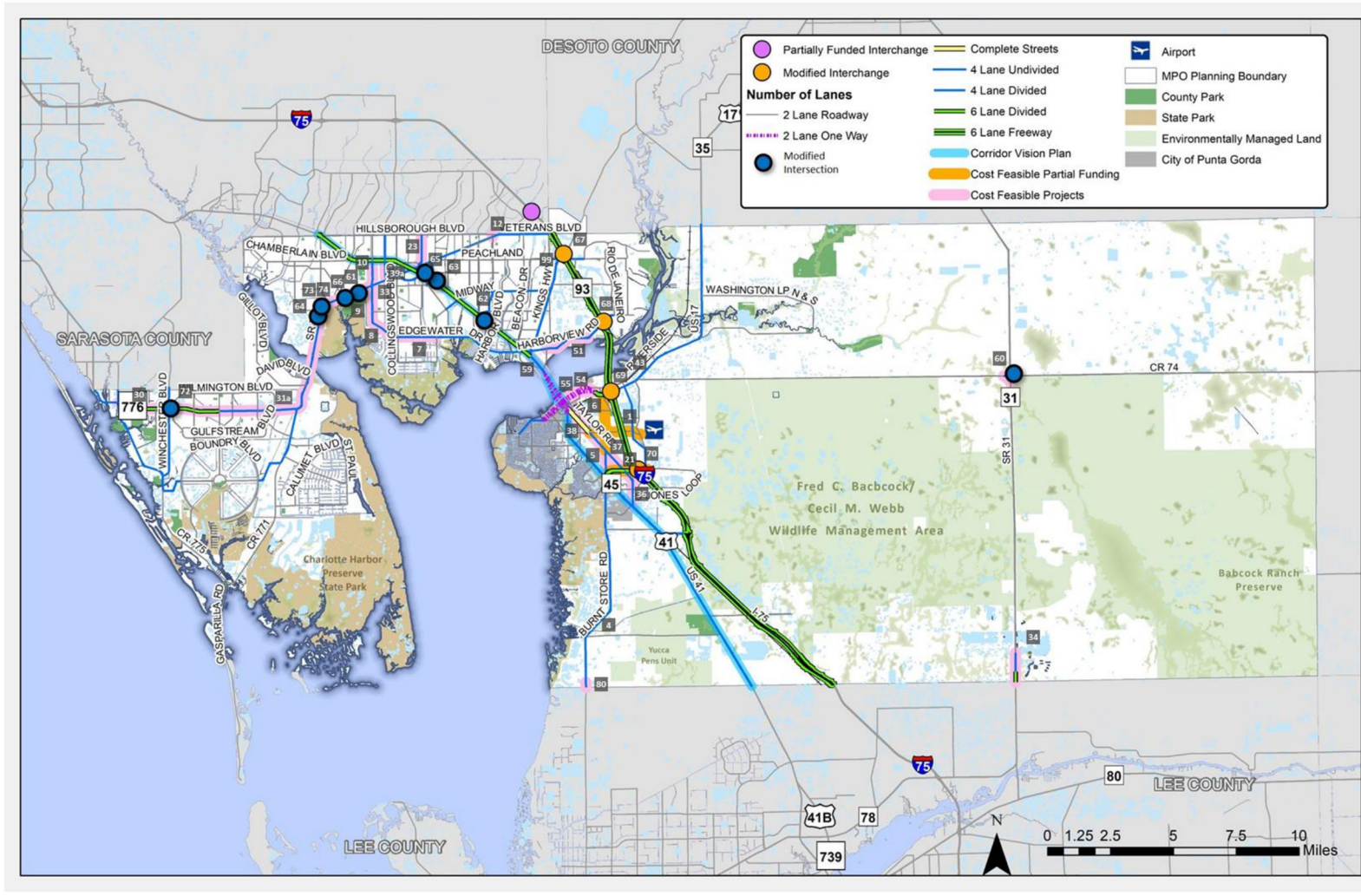
Map #59 – Punta Gorda Existing and Committed Street Network Level of Service – 2045



The Charlotte County-Punta Gorda Metropolitan Planning Organization's adopted 2045 Transportation Plan identifies fifty-four (54) project segments in the cost-feasible needs plan. These projects are intended to address transportation needs over the plan horizon. Map #60 - 2045 Transportation Plan Cost Feasible Needs illustrates these projects. The Charlotte County-

Punta Gorda MPO is slated to update the plan in FY2024, resulting in the 2050 Long-Range Transportation Plan. Once the plan is updated, the City will ensure the consistency of its transportation planning with that of the MPO's LRTP.

Map # 60 – 2045 Transportation Plan Cost Feasible Needs



Context Classifications

Beyond ensuring that the Punta Gorda’s roadway network accommodates an adequate vehicular level of service (LOS) today and well into the future, the City shall also make sure that streets facilitate all modes of travel and respond appropriately to the different neighborhood characteristics and land use context where they are located. To this end, the Florida Department of Transportation (FDOT) adopted a Context

Classification system in 2017 which was also incorporated into the Florida Design Manual starting in 2018. Simply put, these context classification allow FDOT to put the right street in the right place. Context classification specifies roadway design speeds and minimum sidewalk widths. For the urban core context classification (C6), the design speed range for new roadways is 25 to 30 mph, while roadways in the rural area context classification (C2) have a design speed range of 55 to 70 mph.

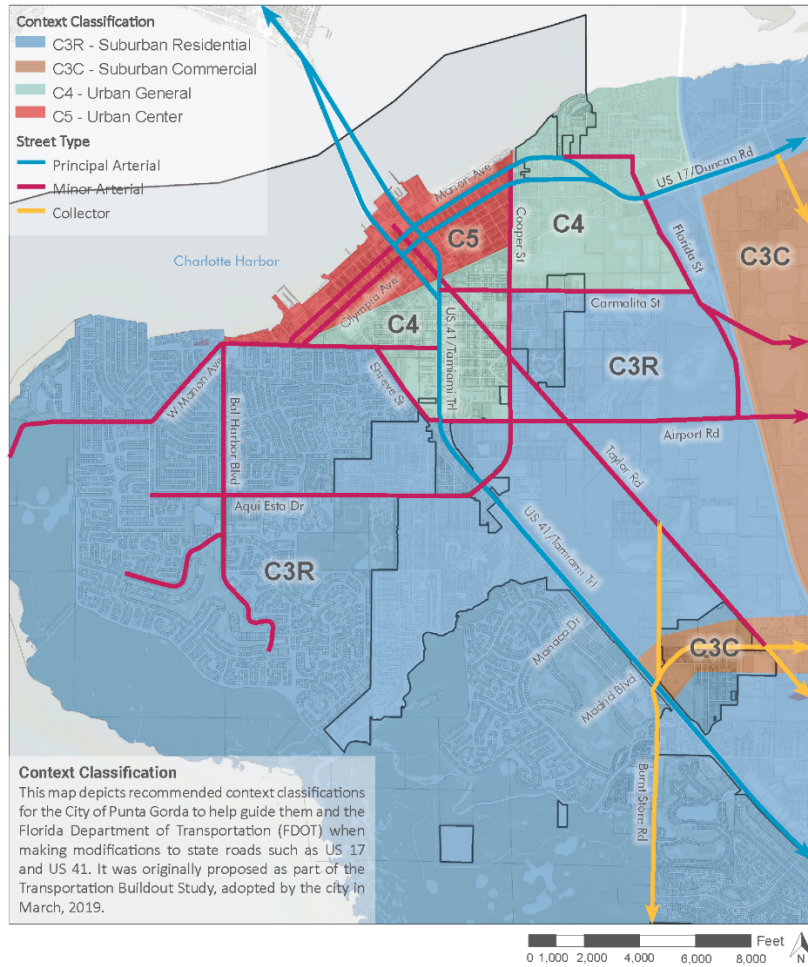
Table 7.11 – Context Classification Area Characteristics

Context Classification	Distinguishing Characteristics	Land Use
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office

C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential
Source: FDOT Design Manual, Topic #625-000-002		

While the FDOT has created base context classifications, every municipality and county have the ability to revise these to better match future land use, as a part of their long-range planning efforts. Map #61 - Recommended Context Classifications, shows suggested revisions of FDOT's base context classifications within Punta Gorda to align with the city's neighborhood context. This map generally informs which places are intended to be walkable urban, and which to be drivable-suburban. To achieve the City's multiple goals of commercial revitalization and walkability, arterial roads should become urban main streets as they enter urban areas or neighborhood centers and high-speed roads should transform to low-speed designs in traditional neighborhoods to slow traffic to pedestrian-friendly speeds of 20 miles per hour or less.

Map #61 – City of Punta Gorda Recommended Context Classifications



issues, including hurricane evacuation. The current study published by the RPC is the 2010 Evacuation Study. This document analyzes demographic and land use patterns, various hazards, behavioral trends, vulnerability, shelter, and transportation resources. This analysis provides a foundation for calculating the clearance times based upon:

- ❖ Regional evacuation transportation network;
- ❖ Storm intensity
- ❖ Evacuation population
- ❖ Behavioral response

This evacuation study dives deeply into the actual behavior observed from previous evacuation events to project realistic evacuation assumptions for evacuation rates, out of county trips, type of refuge, and evacuation timing. This more realistic analysis provides a firmer foundation for determining actual transportation system demands in the event of an evacuation order. The critical planning figure in determining the effectiveness of the transportation network in accommodating an evacuation is called the ‘clearance time’ which is broken out into four categories:

1. Clearance time to shelter
2. In-county clearance time
3. Out of county clearance time
4. Regional clearance time

Evacuation clearance times are calculated for each of the five evacuation zones A thru E and for the 2010 base year and a 2015 projection year as illustrated in Table 7.12 - Clearance Times for Operational Scenarios for Charlotte County.

Hurricane Evacuation

The Southwest Florida Regional Planning Council (RPC) provides technical assistance to member governments on several key

Table 7.13 – Clearance Times for Operational Scenarios for Charlotte County

Evacuation Level					
	A	B	C	D	E
Clearance Time to Shelter					
2010	0.00	13.5	19.0	19.5	27.0
2015	10.0	13.0	20.0	30.0	20.0
In-County Clearance Time					
2010	0.0	14.0	25.0	33.0	51.0
2015	10.5	14.0	25.5	34.0	23.5
Out of County Clearance Time					
2010	12.5	14.5	25.0	33.0	51.0
2015	10.5	14.0	25.5	34.0	23.5
Regional Clearance Time					
2010	13.0	16.0	27.0	34.0	51.5
2015	12.0	16.5	26.0	35.0	31.5
Source: Southwest Florida Regional Planning Council 2010 Evacuation Study Time listed in hours					

As demonstrated by the regional clearance times in Table 7.12 - Clearance Times for Operational Scenarios for Charlotte County, Inter-county, loading is a significant factor in experienced evacuation clearance times. Due to the regional nature of hurricane impacts it is likely that any evacuation will include more than one county. The need to evacuate larger regions proportional to the category storm approaching indicates that there should be as few artificial restrictions on inter-county roadways as possible.

While the transportation network plays a major role in effective evacuation, the 2010 Evacuation study demonstrates that evacuation times for the larger region exceed acceptable levels. While recognizing evacuation needs, funding for major transportation improvements based on infrequent hurricane events is not a fiscally sustainable approach. It is therefore determined by the study that improvements in hurricane

evacuation planning, including increased public shelter capacity, assistance to transit dependent persons, and alternatives for evacuees with pets, special needs shelters, and other strategies, are needed. (Map #36 – Punta Gorda Hurricane Evacuation Routes)

Future Needs

Traditionally, the automobile has been the primary method to satisfy the travel demand in and around the city of Punta Gorda. This demand is created by two distinct types of trips, local and regional. The locally-based trips are generated by origins (residential land uses) and destinations (businesses, retail, shopping) that originate or end within the city. Regional trips are those trips that are generated by origins and/or destinations that begin and/or end outside the city.

The Transportation System within the city of Punta Gorda is part of a larger network of facilities that serve Charlotte County and southwest Florida. Much of the analysis of the existing system is based on standard auto-dependent travel for the region as these facilities serve not only local travel, but regional through trips as well.

The City has been promoting a shift in local travel modes that would increase the emphasis on non-motorized travel for destinations within the city limits. Implementation of the park once concept and the enhancement of parking, bicycle and pedestrian facilities will likely improve the functionality of the transportation system for locally destined trips. However, the vast majority of trips utilizing the major facilities within the city are through and regional trips originating or destined for areas

outside the city. Therefore, in order for the City of Punta Gorda to fully capitalize on the economic engine of Downtown, it will be necessary to look at the regional transportation system more closely to ensure that regional traffic needs can be accommodated on the regional network. Improvements to the regional transportation network such as Harborview Road (Melbourne Street to Interstate 75) and the Piper Road extension (Henry Street to US 17) could have a significant impact on the number of regional trips traversing the city.

Table 7.14 - Cost Feasible Plan Selected Road Projects lists all the projects within the Cost Feasible portion of the 2045 Transportation Plan of the Charlotte County Punta Gorda MPO that are within, adjacent to or could affect regional travel demand within the city of Punta Gorda.

Table 7.14 - Cost Feasible Plan Selected Road Projects

Facility	From	To	Proposed Improvement	Projected Timeframe	LRTP Cost (millions)
Burnt Store Road	North of Zemel Road	Scham Road	Widening 2L to 4L	2026-2045	Fully Funded
Airport Road	US 41	Piper Road	Widening 2L to 4L	2026-2045	\$29.31
Burnt Store Road	N Jones Loop Road	Florida Street	New 4L	2026-2045	\$14.52
Harborview Road	Melbourne Street	I-75	Widening 2L to 4L	2026-2045	\$33.41
I-75	N Jones Loop Road	US 17	Widening 4L to 6L	2026-2045	\$63.43
N Jones Loop Road	Burnt Store Road	Piper Road	Widening 4L to 6L	2026-2045	\$57.34
Taylor Road	Airport Rd	US 41	Widening 2L to 4L	2026-2045	\$22.98
US 17	Copley Avenue	CR74	Widening 4L to 6L	2026-2045	\$10.80
US 41	Notre Dame Boulevard	Burnt Store Road	Widening 4L to 6L	2026-2045	\$83.67

TRANSPORTATION ELEMENT

Burnt Store Road	Scham Road	US 41	Widening 4L to 6L	2026-2045	\$29.20
Marion Avenue	US 41	Marlympia Way	Road Diet - Resurface and Strip		\$8.61
Total					\$353.27
Source: 2045 Transportation Plan Charlotte County-Punta Gorda MPO					

Alternative Level of Service Methodologies

In order to prepare for the possibility that transportation funding may not keep pace with projects identified to achieve the minimum Level of Service, the City will study alternative transportation LOS strategies including but not limited to Transportation Concurrency Exemption Area, Transportation Concurrency Management Area, and Multi-Modal Transportation District.

Transportation Concurrency Exception Area

A “Transportation Concurrency Exemption Area” (TCEA) is an urban area delineated by a local government where infill and redevelopment are encouraged, and where exceptions to the transportation concurrency requirement are made, providing that an alternative mode of transportation, land use mixes, urban design, connectivity, and funding are addressed. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl. The TCEA concurrency exceptions apply to all land uses, development, and types of facilities within the TCEA.”

This strategy may be appropriate at some point in the future for the City of Punta Gorda as the transportation model predicts the bridges over Charlotte Harbor into the city will fall below the minimum LOS D by the 2045 planning horizon. At this time, the City will begin documenting supporting elements, such as

alternative modes of transportation, land use mixes, urban design, and connectivity to support the adoption of a TCEA should the need arise within the 2045 planning horizon.

Transportation Concurrency Management Area

Another potential tool for managing travel demand is the establishment of a Transportation Concurrency Management Area (TCMA). A TCMA is recommended in compact geographic areas where multiple, viable alternative travel paths and/or modes are available for common trips. Typically, these are appropriate for areas where an existing grid of roadways is provided (i.e., the downtown area) and where some roads exceed their adopted LOS standard while adjacent parallel roadways operate within their adopted LOS standard. For these areas, an area-wide LOS can be adopted which averages operating conditions to demonstrate that there is available capacity to support continued infill and redevelopment in line with the existing land use plan and entitlements within the Community Redevelopment Area.

Multi-Modal Transportation

A Multi-Modal Transportation District (MMTD) is another alternative tool for meeting travel demand while accommodating appropriate infill and redevelopment. MMTDs are appropriate where the local government assigns secondary priority to motor vehicle mobility and primary priority to assuring a safe, comfortable, and attractive pedestrian and bicycling environment with convenient interconnection to transit. These districts must incorporate community design

features in order to reduce the number of vehicle miles traveled and support a multi-modal system. MMTDs need an effective transit system with supporting design elements that encourage transit usage. The lack of active fixed-route transit in Charlotte County at this time makes the establishment of an MMTD inappropriate. However, the implementation of fixed-route service with local circulators and county-wide express bus service with regional connections to Lee and Sarasota Counties would provide a solid foundation for the establishment of an MMTD.

Future Land Use Options

The City's land use plan options include making changes to the comprehensive plan to allow for land uses, which inherently reduce automobile trips, such as mixed-use of residential, retail, and office uses. The changes to the comprehensive plan should be combined with the land development regulations that are supportive of mixed-use developments and include urban design standards which improve livability of the area and improve the transportation system connectivity.

Implementation Strategies

The County's US 41 Concurrency Study detailed analysis identifies the available capacity along the US 41 study area. It is anticipated that the future operating conditions along this corridor will drop below the current adopted LOS standard of D. The City will prepare for the eventual increases in congestion along US 41 corridor by continuing to:

- ❖ Monitor level of service conditions within the downtown area to determine when TCMS, TCEA, or MMTD needs to be established;

- ❖ work with and support the County as they clarify acceptable conditions for US 41 in the Comprehensive Plan;
- ❖ support the County's implementation of intersection improvements; and
- ❖ Initiate strategies to support TCMS, TCEA, or MMTD, including support of walking and bicycle transportation modes, continued mixing of land uses, implementation of urban design standards, and focus transportation system connectivity.

IV. GOALS, POLICIES, and OBJECTIVES

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.

Objective 7.1.1: 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.

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.

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.

Policy 7.1.1.2: Punta Gorda will continue to study the feasibility of a long-term 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.

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.

Measurement: Reflection of these priorities in the scheduling of sidewalk and bikeway projects in Punta Gorda.

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.

Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in such widening projects.

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.

Measurement: Record of evaluation and/or inclusion of sidewalks and bicycle facilities in roadway maintenance projects.

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.

Measurement: Development of a mixed-use future land use categories.

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.

Measurement: Existence of above parking requirements in the Land Development Code.

Policy 7.1.1.8: As identified in the 2019 Citywide Master Plan, the City will incrementally study, design, and construct intersection improvements, including:

- ❖ Roundabout on Aqui Esta Dr and Bal Harbor Blvd;
- ❖ New signalized intersection at Retta Esplanade and US 41 Northbound;
- ❖ New high visibility crosswalks, traffic signal, 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.

Measure: Construction of the above intersection improvements.

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.

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.

Measurement: Incorporation of such standards in the design of sidewalk and other pedestrian improvements.

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).

Measurement: Construction of all remaining CIP identified in the 2018 ADA Transition Plan.

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.

Measurement: Street Standards in the Code of Ordinances that implement the 2013 Complete Streets Resolution.

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 #61, 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.

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:

- ❖ 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, bulb outs, 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

Measurement: Use of such tools in street improvement projects.

Objective 7.1.3: Parking facilities that promote intermodal access and increase modal choice will be a priority in Punta Gorda.

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.

Measurement: Implementation of these parking strategies.

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.

Measurement: Number of capital projects which provide parking.

Policy 7.1.3.3: All parking facilities shall be required to serve the pedestrian by providing clear connections to adjacent destinations.

Measurement: Development of design requirements for parking facilities that encourage efficient pedestrian movement and access.

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.

Measurement: Existence of a variety of parking options within the Land Development Regulations.

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.

Measurement: Application of Land Development Regulations requiring aesthetic and design standards through the Development Review process.

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.

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.

Measurement: Beautification funding received by the City.

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.

Measurement: Application of Land Development Regulations requiring street trees through the Development Review process.

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.

Measurement: Number of inquiries into the Street Tree Program and the number of new street trees planted as a result of the program.

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.

Measurement: Existence of a comprehensive citywide inventory of trees and utilities in the public right-of-way.

Policy 7.1.4.5: The City will require the use of drought-tolerant species and/or native species for use in street landscaping.

Measurement: Number of native and drought-tolerant species in the City's right-of-way landscaping.

Objective 7.1.5: Punta Gorda will acquire or otherwise protect existing and future rights-of-way from building encroachment.

Policy 7.1.5.1: The City will include advanced right-of-way acquisition as a priority in capital budgeting.

Measurement: Right-of-way acquisition included in the capital improvements program.

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.

Measurement: Record of DRC (Development Review Committee) application review where such exchange was considered.

Policy 7.1.5.3: Punta Gorda will maintain appropriate building setbacks through Land Development Regulations for all new development and redevelopment.

Measurement: Record of application of setbacks for all new development and redevelopment.

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.

Measurement: Review and consideration of updating current access management standards.

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.

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.

Measurement: Record of right-of-way dedications included as part of the annexation and land development processes.

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.

Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.

Policy 7.1.6.3: Punta Gorda will consider transportation system safety and efficiency when considering any proposed annexation.

Measurement: Record of analysis of transportation safety and efficiency in the annexation process.

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.

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.

Measurement: Construction of intersection improvements at Retta Esplanade and US 41 and the number of crashes at this intersection annually.

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.

Measurement: Number of speeding tickets and crashes on US 41 in Downtown Punta Gorda annually.

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, as consistent with the Charlotte County-Punta Gorda Long-Range Transportation Plan.

Measurement: Existence of a completed traffic feasibility study for Marion and Olympia Ave one-way to two-way conversion.

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.

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.

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.

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.

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.

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.

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.

Measurement: Coordination with the MPO in transportation modeling.

Policy 7.2.1.6: The City will develop strategies that support the potential implementation of alternative street level of service (LOS) strategies.

Measurement: Strategies developed which promote alternative modes of transportation, land use mixes, urban design, and transportation system connectivity.

Objective 7.2.2: Punta Gorda will provide opportunities for modal choice in new public rights-of-way.

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.

Measurement: Record of project evaluation according to modal choice opportunity, through the MPO process.

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.

Measurement: Evidence of facilitating additional transportation modes in the right-of-way provision on the Land Development Regulations.

Policy 7.2.2.3: The Alternative Transportation Plan will be updated to provide guidelines for the implementation of Complete Streets.

Measurement: Evidence of regular updates to the Alternative Transportation Plan.

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).

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.

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.

Objective 7.2.4: Punta Gorda will promote safety at railroad crossings and explore alternative treatments and aesthetics consistent with the city’s vision.

Policy 7.2.4.1: Railroad crossing improvements (signage, warnings, and pavement) will be included in City capital improvement priorities.

Measurement: Inclusion of railroad crossing improvement projects in projects evaluated for capital improvements programming.

Objective 7.2.5: Punta Gorda will incorporate opportunities to improve rail freight and passenger service into City planning programs.

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.

Measurement: Planning and development of an intermodal facility within the MPO area that provides access to passenger rail service.

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.

Measurement: Record of participation of Punta Gorda representatives on MPO Board and MPO-Technical Advisory Committee (TAC).

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.

Policy 7.2.6.1: Punta Gorda will evaluate intermodal connections, including surface transportation access to aviation, rail, and seaport facilities.

Measurement: Record of planning and construction of intermodal facilities.

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.

Measurement: Written evaluation of freight truck routes where these conflict with residential traffic and data, such as existing restrictions on trucks and crash data.

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.

Measurement: Record of evaluation of these factors in establishing bridge and pavement maintenance priorities.

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.

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.

Measurement: Annual determination of whether any such developments or changes in use have occurred and whether such was reported to the MPO.

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.

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.

Measurement: Record of water development planning opportunities that require right-of-way

dedications included as part of the annexation and land development processes.

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.

Measurement: Record of right-of-way dedications and or capital improvements included as part of the annexation and land development processes.

Policy 7.2.8.3: Punta Gorda will consider transportation system safety and efficiency when considering waterfront development planning opportunities within proposed annexation areas.

Measurement: Record of waterfront development planning opportunities contained in the analysis of transportation safety and efficiency of the proposed annexation.

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.

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.

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.

Measurement: Record of participation by City representatives on MPO Board and RPC.

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.

Measurement: Composition of MPO Board in accordance with policy.

Policy 7.3.1.3: Punta Gorda will provide staff time input to the MPO through the Technical Advisory Committee (TAC)

Measurement: Attendance at MPO meetings by Punta Gorda staff.

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.

Measurement: Attendance at BPAC, CAC, and MPO Board meetings by Punta Gorda staff.

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.

Policy 7.3.2.1: Punta Gorda will consider the Federal, State and MPO planning guidance in local transportation planning.

Measurement: Record of evaluation of alternative transportation projects through the MPO process.

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.

Measurement: The MPO and Punta Gorda will coordinate to enact consistent planning measures to achieve compact development facilitating multimodal transportation.

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.

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.

Measurement: Reports to MPO by Punta Gorda staff or other entities containing data in the aforementioned subject areas.

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.

Measurement: Record of evaluation of the aforementioned factors in the annual capital improvements program process.

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.

Measurement: Record of evaluation of such data in choosing which design alternatives to support through the MPO process.

Policy 7.3.3.4: Punta Gorda will continue to coordinate with the MPO concerning the analysis of and need for Congestion Management Strategies.

Measurement: Utilization of the aforementioned measures to analyze mobility in Punta Gorda and a record of this analysis.

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.

Measurement: Implementation of TDM activities as measured by traffic signal timing, amendments to land development regulations, construction of sidewalks/bikeways, etc.

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.

Policy 7.3.4.1: The minimum acceptable level of service for all City classified roads is LOS “D.”

Measurement: Annual reporting of traffic counts and LOS measurement.

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.

Measurement: Annual reporting of traffic counts and LOS measurement.

Policy 7.3.4.3: Punta Gorda will consider roadways that operate below adopted levels of service in capital improvement priorities.

Measurement: Record of consideration of such roadways in the capital improvements program process.

Policy 7.3.4.4: Punta Gorda will ensure the impacts of development approvals occur concurrently with development approvals.

Measurement: Record of development review approvals.

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.

Measurement: Annual reporting of the level of service condition as recorded by the County.

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.

Policy 7.3.5.1: The City will utilize protocols from the 2010 Highway Capacity Manual, as updated and as appropriate.

Measurement: Methodology for LOS measurement.

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.

Measurement: Written evaluation of LOS alternative measurements when and where LOS failure is experienced.

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.

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:

Measurement: Record of transportation priority projects in the Capital Improvements Program.

Objective 7.3.7: Punta Gorda will manage access for urban collectors and all arterials to preserve the capacity of these facilities.

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.

Measurement: Number of lots acquired for ROW.

Policy 7.3.7.2: Where appropriate, urban collector and arterial roadway facilities will be designed with medians.

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.

Policy 7.3.7.3: Promote pedestrian and bicycle safety through the use of access management strategies.

Measurement: Demonstrated use of access management standards that promote pedestrian and bicycle safety for roadway projects.

Objective 7.3.8: Capacity improvements will be designed to serve neighborhoods, not degrade them.

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.

Measurement: Extent of residential development on roadways that are widened.

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.

Measurement: Number of lanes on roads.

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 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.

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.

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.

Objective 7.3.10: The City will provide improvements to hurricane evacuation corridors in the city.

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.

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.

Policy 7.3.10.3: Consideration of hurricane evacuation corridor improvements on the following criteria:

- ❖ 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.

Objective 7.3.11: Punta Gorda will limit transportation impacts within sensitive habitats, wetlands, listed species habitat, and undisturbed uplands.

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.

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.

Measurement: Record of consideration of alternatives that minimize effects on sensitive habitats and/or the inclusion of mitigation plans of proposed transportation projects.

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.

Measurement: Record of positive impacts and environmental impacts for alternatives of all proposed transportation projects.

Objective 7.3.12: Through the MPO, Punta Gorda will support the preservation of the Seminole Gulf rail corridor as a transportation corridor.

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.

Measurement: City support of the rail corridor and transportation corridor designations.

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.

Measurement: City support of the purchase of the rail corridor.

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.

Measurement: City support of freight and multi-modal options along the entire rail corridor.

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.

Measurement: Retention of policies that encourage multi-modal options.

Policy 7.3.12.5: The City of Punta Gorda will formally oppose any attempts to abandon the rail corridor before the US 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.

Measurement: City opposition to any attempt to abandon the rail corridor.

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.

Policy 7.3.13.1: The City supports and will continue to help fund through County tax dollars the Transportation Disadvantaged Program.

Measurement: County tax dollars from city residents going toward the Transportation Disadvantaged Program.

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.

Policy 7.3.14.1: Punta Gorda will maintain consistency with the TDP.

Measurement: Projects built fulfilling the planned transit goals of the City.

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.

Measurement: Negotiations and/or execution of agreements for public/private cooperation on transportation projects.

Policy 7.3.14.3: Punta Gorda will explore ways to achieve its transit goals, including but not limited to public-private partnerships.

Measurement: Existence of a transit circulator.

Policy 7.3.14.4: Punta Gorda will support the existing transit system by requiring appropriate facilities as needed for new development.

Measurement: Requirements for transit system accommodation in new development projects.

Objective 7.3.15: Punta Gorda will develop its capital improvements plan in coordination with the Long-Range Transportation Plan Cost Feasible Plan.

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.

Measurement: Prioritization of Capital Improvement Program based on the needs assessment.

Policy 7.3.15.2: Punta Gorda will utilize the needs assessment to guide right-of-way protection and acquisition.

Measurement: Right-of-way acquisition and right-of-way protection based on needs assessment.

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.

Policy 7.3.16.1: Punta Gorda will support interlocal agreements between the City and the County for shared maintenance responsibilities on selected roadways.

Measurement: Funds spent by Punta Gorda for maintenance on roadways where there is a shared maintenance responsibility.

Policy 7.3.16.2: Punta Gorda will work cooperatively with MPO and County to secure available and appropriate State and Federal grants.

Measurement: Grant applications, resolutions, staff assistance, and presentations at hearings.

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.

Policy 7.1.17.1: 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.

Measurement: Record of coordination with appropriate agencies of right-of-way dedications included as part of the annexation and land development processes.

Policy 7.1.17.2: Punta Gorda will coordinate with the appropriate agencies when upgrading 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.

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.

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.

Measurement: Record of coordination with appropriate agencies regarding the analysis of transportation safety and efficiency in the regional network.