Charlotte County-Punta Gorda MPO

2045 Long Range Transportation Plan

Technical Report #1

**Route to 2045**

**Goals Objectives and   
Performance Measures**

Draft

October 2019

*Prepared for*



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# Introduction

The Route to 2045 Long Range Transportation Plan was developed to be consistent with the requirements of the Fixing America’s Surface Transportation Act (FAST Act), which was signed into law on December 4, 2015. The FAST Act is the first federal law passed in more than a decade that provides long-term funding for surface transportation planning and investment. As with previous transportation laws, the FAST Act includes a series of metropolitan planning factors that ensure that the work of the MPO is based on a continuous, cooperative, and comprehensive process.

With the passage of the FAST Act, two additional planning factors have been added. Following are the ten planning factors that are to be applied to the metropolitan planning process for all metropolitan planning organizations, including the Charlotte County-Punta Gorda MPO:

1. Economic Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Safety: Increase the safety of the transportation system for motorized and non-motorized users.
3. Security: Increase the security of the transportation system for motorized and non-motorized users.
4. Accessibility: Increase accessibility and mobility of people and freight.
5. Environment: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Efficient Management: Promote efficient system management and operation.
8. Preservation: Emphasize the preservation of the existing transportation system.
9. Resiliency: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance Travel: Enhance travel and tourism.

In addition to addressing the federal planning factors, consistency with the FDOT’s 2015 Florida Transportation Plan (FTP) Policy Element is also considered.

This document reviews the Goals, Objectives and Performance Measures for Route to 2045 and discusses their consistency with the local planning initiatives, the FAST Act and the FTP Policy Element.

# Vision, Goals and Objectives

The primary step in developing the Vision Statement and Goals for Route to 2045 was to review the existing Vision Statement and Goals in the 2040 LRTP to determine their relevance with the planning requirements under the FAST Act and consistency with the FTP Policy Element, countywide comprehensive plans and other relevant planning reports. Since the Vision Statement and Goals set the foundation for the entire planning effort, it is important that they reflect the direction of the community. The Vision Statement, Goals and Objectives from the 2040 LRTP were determined to be relevant for 2045 with minor amendments. The LRTP Subcommittee met to review the 2040 goals and identified opportunities for reducing duplicative objectives and refining the Goals slightly to reflect current activities and community vision. The remainder of this section introduces the Vision Statement and Goals.

## Route to 2045 Vision Statement

Provide an efficient and reliable multimodal transportation system that supports safe, resilient and accessible transportation choices that enhance the quality of life for all who live, visit, work, and play in the County.

## Route to 2045 Goals

* Goal 1 – Ensure Efficient Travel for all Modes of Transportation
* Goal 2 – Expand Transportation Choices for Everyone
* Goal 3 – Preserve Natural Spaces While Promoting a Healthy Community
* Goal 4 – Promote Vibrant Centers and the Local Economy
* Goal 5 – Enhance Safety and Security for Everyone

### Goal 1 – Ensure Efficient Travel for all Modes of Transportation

Goal 1 and its five supporting objectives are listed in Table 2‑1. This goal and its objectives from the 2040 LRTP were determined to be relevant for the 2045 LRTP. Two of the 2040 objectives were consolidated into Objective 5. Clarifications were added for Objectives 3 and 4.

Table 2‑1: Goal 1

|  |  |
| --- | --- |
| Icon for Goal 1 - Stopwatch symbol | GOAL 1  Ensure Efficient Travel for all Modes of Transportation |
| Objective 1 | Preserve the quality and integrity of the existing transportation system. |
| Objective 2 | Promote the reduction of vehicle miles traveled (VMT) per capita. |
| Objective 3 | Maintain a minimum adopted level of service (LOS) D for arterials and collector roads, unless a different LOS standard is adopted by the local or state government. |
| Objective 4 | Manage and maintain access in order to preserve or improve traffic flow or enhance economic activity along major roads based on context classification. |
| Objective 5 | Make transportation investments that improve efficiency, such as the use of Intelligent Transportation Systems (ITS) technologies, and travel time reliability for the transportation system. |

### Goal 2 –Expand Transportation Choices for Everyone

Goal 2 and its four supporting objectives are listed in Table 2‑2. This goal and its objectives from the 2040 LRTP were determined to be relevant for the 2045 LRTP. Two of the 2040 objectives were eliminated and incorporated into Objectives 1 and 3.

Table 2‑2: Goal 2

|  |  |
| --- | --- |
| Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol | GOAL 2  Expand Transportation Choices for Everyone |
| Objective 1 | Provide locally and regionally interconnected Complete Street and trail networks that accommodate all users, including bicyclists and pedestrians and reflect local Comprehensive Plans. |
| Objective 2 | Enhance connectivity to essential services for elderly populations, persons with disabilities, and the transportation disadvantaged. |
| Objective 3 | Enhance the transit system to meet the community's needs and ensure transit stops include seating, shelter, signage, trees/ landscaping, sidewalks, and bicycle storage, as feasible. |
| Objective 4 | Repurpose or preserve railroad corridors for multimodal uses other than automobile travel. |

### Goal 3 – Preserve Natural Spaces While Promoting a Healthy Community

Goal 3 and its four supporting objectives are listed in Table 2‑3. This goal and its objectives from the 2040 LRTP were determined to be relevant for the 2045 LRTP. Two of the 2040 objectives were eliminated as they were covered in other Goals or incorporated into existing objectives.

Table 2‑3: Goal 3

|  |  |
| --- | --- |
| Icon for Goal 3 - symbol of trees and forest | GOAL 3  Preserve Natural Spaces While Promoting a Healthy Community |
| Objective 1 | Coordinate transportation and land use planning. |
| Objective 2 | Promote transportation investments that protect the existing natural resources, such as parks, preserves, and waterways, and limit investment in projects that impact environmentally sensitive lands. |
| Objective 3 | Promote alternative transportation, improve air quality and reduce dependence on fossil fuels. |
| Objective 4 | Implement aesthetic design elements in transportation improvements based on context classification. |

### Goal 4 – Support Vibrant Centers and the Local Economy

Goal 4 and its four supporting objectives are listed in Table 2‑4. This goal and its objectives from the 2040 LRTP were determined to be relevant for the 2045 LRTP. Two of the 2040 objectives were eliminated as they were covered in other Goals.

Table 2‑4: Goal 4

|  |  |
| --- | --- |
| Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign | GOAL 4  Support Vibrant Centers and the Local Economy |
| Objective 1 | Consider all existing and potential federal, state, private, and local revenue sources to develop a financially feasible multimodal transportation plan. |
| Objective 2 | Prioritize transportation projects that serve existing and future economic and activity centers that are proven to provide the greatest return on investment. |
| Objective 3 | Encourage access to and from the Punta Gorda Airport to other modes of transportation. |
| Objective 4 | Ensure that local/regional freight corridors are maintained to accommodate heavy vehicles and ample capacity for efficient freight . |

### Goal 5 – Enhance Safety and Security for Everyone

Goal 5 and its four supporting objectives are listed in Table 2‑5. This goal and its objectives from the 2040 LRTP were determined to be relevant for the 2045 LRTP. Two of the 2040 objectives were eliminated as they were covered in other Goals.

Table 2‑5: Goal 5

|  |  |
| --- | --- |
| Icon for Goal 5 - Key and Shield symbol. | GOAL 5  Enhance Safety and Security for Everyone |
| Objective 1 | Invest in transportation improvements that reduce the rate, frequency, and severity of crashes. |
| Objective 2 | Maintain sufficient capacities and mitigate hazard impacts on key evacuation routes in preparation of hurricanes and other events. |
| Objective 3 | Utilize the MPO's Congestion Management Plan to improve safety through reliability and predictability on the transportation system. |
| Objective 4 | Encourage state and local governments to retrofit existing roads with bicycle and pedestrian facilities and related safety elements during the repairing and repaving process and to include such facilities during road design and construction. |

# Consistency with Local Plans

## Consistency with Comprehensive Plans

Below is a Goal-by-Goal summary of the LRTP and the consistent themes included in the Charlotte 2050 Comprehensive Plan and the City of Punta Gorda Comprehensive Plan 2040. This summary is followed by a matrix of specific relevant goals, objectives, or policies of these plans and the LRTP Goals.

#### LRTP Goal 1:

*Charlotte 2050 Comprehensive Plan (2011) –* supports efficient and effective goods movement within the County by developing a well-connected intermodal transportation system. Minimum levels of service for roadways and multimodal options are set to improve motor vehicle flow and support non-auto modes of transportation. The plan enumerates ways to evaluate improvement opportunities through traffic signal coordination and timing; site interconnectedness; reduction of intersection conflicts; facilities and infrastructure to support non-automobile modes; Intelligent Transportation System (ITS) applications on major corridors.

*Punta Gorda Comprehensive Plan 2040 (2017)* – provides goals for ensuring a safe, efficient, and quality transportation system through analyzing infrastructure capacities and setting minimum level of service standards. Policies prioritize increasing modal choice, decreasing vehicle miles traveled, and implementing congestion management strategies (i.e. commuter assistance, county-wide traffic signal system, intersections improvements, and access management).

#### LRTP Goal 2:

*Charlotte 2050 Comprehensive Plan (2011) –* supports a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in Charlotte County. Transportation choices are emphasized through the integration of multimodal design into transportation planning; considering alternative vehicles (low speed vehicles); and prioritizing construction of bike and pedestrian facilities during reconstruction projects. Policies include achieving high quality, low cost transit service through expanding service hours, providing amenities at transit stops, and creating linkages to bike and pedestrian facilities. Policy emphasizes complying with ADA requirements and ensuring access for priority to persons who are dependent on transit.

*Punta Gorda Comprehensive Plan 2040 (2017)* – focuses on increasing modal choice and expanding transit service into areas with demonstrated need, such as assisted living facilities and low-income neighborhoods. This plan has policies to support the inclusion of bike and pedestrian facilities in transportation planning and capital programming process in order to support a safe, convenient, energy efficient multi-modal transportation system. Intermodal connections, including surface transportation access to aviation, rail, and seaport facilities are encouraged. The Seminole Gulf rail corridor is designated as strategic regional transportation corridor to support preservation of rail lines for freight and passenger service.

#### LRTP Goal 3:

*Charlotte 2050 Comprehensive Plan (2011) –* support landscaping and aesthetic design elements to encourage walkability, sense of place, and protection from automobiles for non-automotive facility users. Maintenance and access parks and open spaces is emphasized. The plan supports alternative means of transportation such as car-pooling, on-demand and fixed route mass transit programs, bicycle and pedestrian pathways and other forms of low-fuel consumptive transportation.

*Punta Gorda Comprehensive Plan 2040 (2017)* – supports a safe, convenient, energy efficient multi-modal transportation system by encouraging infill, complete streets, and interconnectivity. Development regulations (compact, mixed-use development in prioritized corridors) and design standards for parking (maximum parking requirements or elimination thereof, park-and-ride lots, and on-street parking), and access points will ensure adequate transit, bicycle, and pedestrian site access to promote these modes in place of single occupant vehicles. Environmental impacts of transportation projects on sensitive habitats and wetlands will be taken into consideration.

#### LRTP Goal 4:

*Charlotte 2050 Comprehensive Plan (2011) –* includes policies for the efficient and effective movement of people, goods, and services through: identifying important truck routes along with rail and waterway facilities; providing access to and from the airport via various modes of transportation; and identifying available funding sources during the transportation planning and capital improvement programming process. Higher density is supported at transit destinations such as economic centers and emerging neighborhoods to develop a well-connected, cost-efficient intermodal transportation system.

*Punta Gorda Comprehensive Plan 2040 (2017)* – supports a transportation system that can accommodate present and future demand by evaluating intermodal connections, including surface transportation access to aviation, rail and seaport facilities. Policies state that Punta Gorda is open to privately owned and operated water dependent transportation services (ferry/ water taxi) and public-private partnerships for provision of transit services. The plan looks to improve freight rail services and capacity and enhance movement of freight by identifying important freight routes to develop funding priorities in the transportation planning and capital improvement programming process.

#### LRTP Goal 5:

*Charlotte 2050 Comprehensive Plan (2011) –* supports increase overall health and safety of residents by evaluating land use patterns and transportation choices to improve public health; investigating technologies to improve service quality, efficiency, and reliability of the transportation system; monitoring crash data and working towards reducing crashes; and ensuring that system design and construction is consistent with safety standards. Policies emphasize the regular evaluation of existing infrastructure to ensure that it meets the demand and requirements of natural environmental hazards and transportation demands.

*Punta Gorda Comprehensive Plan 2040 (2017)* – promotes coordinating transportation, future land use and development to support a safe, convenient, energy efficient multimodal transportation system. The Plan focuses on increasing modal choice through supporting the inclusion of pedestrian and cycling facilities in roadway construction and improvement projects and, improving safety and accessibility through adhering to design standards. The plan supports the evaluation of the road network to prioritize improvement on routes to maintain or reduce hurricane evacuation times and meet level of service requirements.

### LRTP Goal and Comp Plan Policy Matrix

Table 3‑1 provides a series of representative objectives and policies from the adopted Comprehensive Plans of Charlotte County and the City of Punta Gorda relative to the Goals of the Route to 2045 LRTP.

Table 3‑1: Matrix of 2045 LRTP Goals and Comprehensive Plan Policies

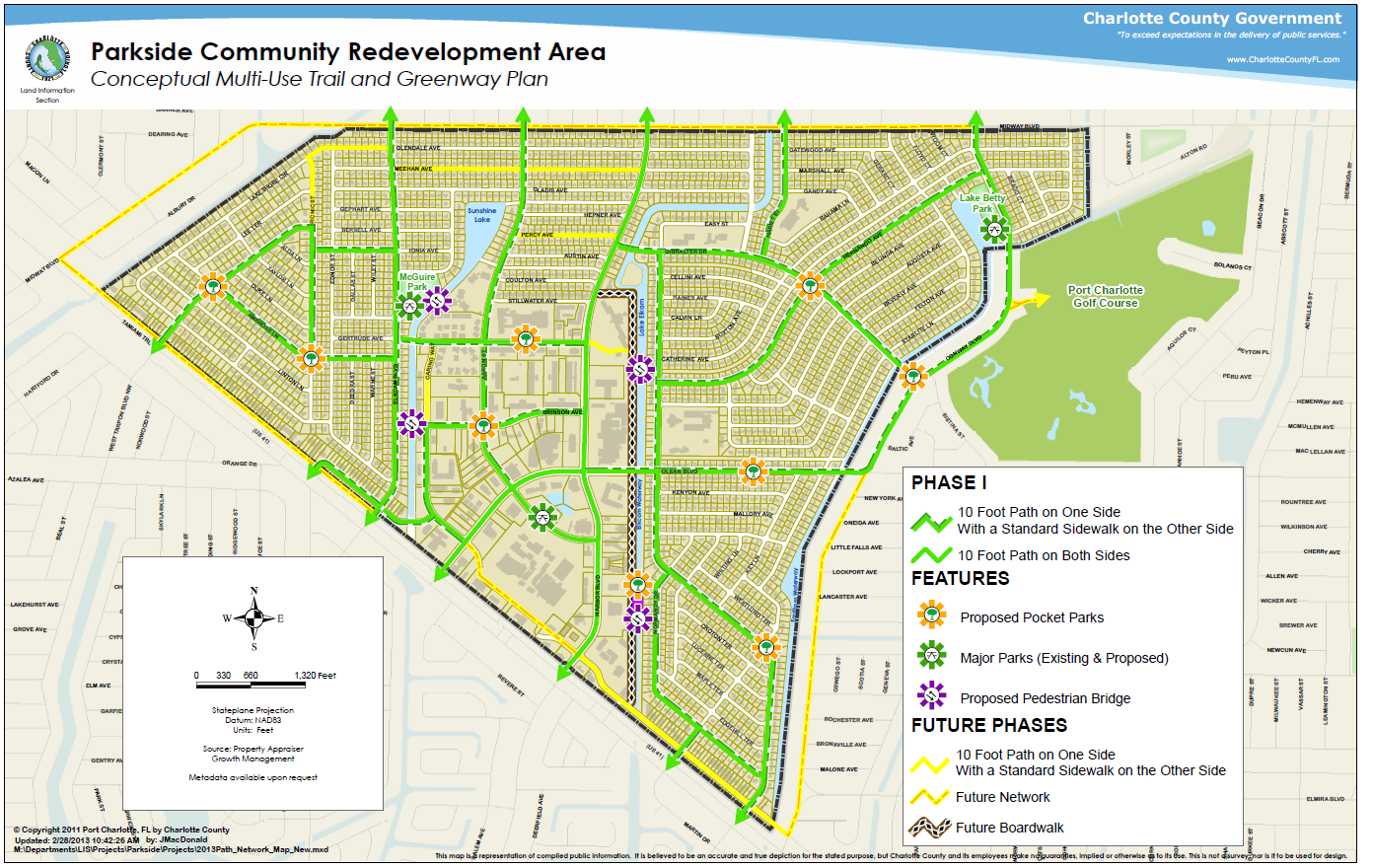
|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Comprehensive Plan Element | LRTP Goal 1: | LRTP Goal 2: | LRTP Goal 3: | LRTP Goal 4: | LRTP Goal 5: |
| Charlotte County Transportation Element | Policy 1.1.1  Policy 1.2.4  Policy 1.2.5  Objective 2.3  Objective 5.1 | Policy 1.2.1  Policy 2.6.4  Objective 3.1 | Policy 1.2.11  Objective 2.4  Objective 2.6 | Objective 1.3  Objective 1.5  Policy 2.3.4  Objective 4.1 | Policy 1.2.2  Policy 1.2.12  Objective 2.10  Objective 5.2 |
| Charlotte County Future Land Use Element | Policy 1.1.3 | Goal 4 | Policy 1.1.1  Policy 1.1.5  Policy 2.2.2 | Goal 5 | Policy 2.4.7 |
| City of Punta Gorda Transportation Element | Policy 7.2.1.5  Objective 7.2.1.6  Objective 7.3.14 | Objective 7.1.1  Policy 7.2.5.1  Objective 7.3.12 | Objective 7.1.4  Goal 7.3 | Objective 7.1.3  Policy 7.2.1.4  Objective 7.2.3 | Policy 7.2.1.3  Objective 7.2.4  Objective7.3.10 |
| City of Punta Gorda Future Land Use Element | Objective 1.1.2  Policy 1.1.4.2 | Policy 1.1.14.2 | Policy 1.1.3.3  Objective 1.1.5 | Policy 1.1.4.3 | Complete Streets Resolution |

## Consistency with Other Local Plans

The following section provides a summary of relevant plans within Charlotte County-Punta Gorda MPO’s jurisdiction. These include Community Redevelopment Plans, Transportation Master Plans and the Punta Gorda Transportation Buildout Study. The above-mentioned goals and objectives have been determined to be consistent with these plans.

***Parkside District Community Redevelopment Plan (2011)*** promotes revitalization through increased mixed-use density, investment in parks and multi-use trails, and connectivity to the surrounding areas. Connection opportunities emphasized are bridge connections, transit, pedestrian and bike paths, and alternative vehicles (golf carts). Creation of design standards for trails, sidewalks and landscaping, pedestrian infrastructure, street furniture, wayfinding in the Land Development Code is encouraged. Parkside District has a Conceptual Multi-Use Trail and Greenway Plan for parks and paths throughout the CRA with connections extending past the arterials that border the CRA (US 41 and Midway Blvd) shown in Figure 3‑1.

Figure 3‑1: Parkside Community Redevelopment Area Conceptual Multi-Use Trail and Greenway Plan Map

  
*(Source: Charlotte County)*

***Charlotte Harbor Community Redevelopment Plan (2006)*** supports pedestrian-oriented mix of residential, retail, and tourist-related uses with an emphasis on improving connections to downtown Punta Gorda and accessibility to a variety of modes of transportation. Multi-use trails along the river walk are prioritized especially creating connections to downtown and linking the two public accesses on either side of the US 41. Improving traffic within neighborhoods through traffic-calming devices and improving pedestrian and bicycle access are supported. Current and recent projects within the Community Redevelopment Area (CRA) include:

* Riverwalk (Harbor Walk Phase 1B) raised boardwalk to connect Live Oak Point Park to the west side of US41 sidewalk (Completed).
* The Sunseeker hotel and condominium development on 22 acres of land along the Peace River within Charlotte Harbor CRA.

***Murdock Community Redevelopment Plan (2005)*** is envisioned to be a vibrant mixed use, integrated development which provides for the needs of current and future populations. Transportation objectives include an enhanced internal transportation network that connects the neighborhoods to services and recreation facilities; enhanced regional connection to adjacent centers, services and recreation networks; and improved emergency evacuation. Improved traffic flow with provision of pedestrian and bicycle facilities and overall beautification is prioritized. The plan highlights north-south connectivity and the creation of gateway buffers along major arterials (US 41 and El Jobean Road) within the Community Redevelopment Area.

***Punta Gorda Community Redevelopment Plan (1990)***goals include providing an aesthetically pleasing business, residential, and public district that provides a range of economic activity and uses that make it a desirable place to live, work conduct business, and visit. Redevelopment efforts are focused on projects which assist in rebuilding public spaces, especially the public waterfront. Alleviation parking issues, improving the safety and efficiency of the internal roadway network, and establishing transportation network linking downtown to other areas of the region is supported. Supporting a diversity of economic activity, collaboration between business and government, and utilizing existing and new private and public recreational, cultural and entertainment facilities are noted as ways to increase economic vitality and land values within the downtown area and adjacent neighborhoods.

***Punta Gorda Airport Master Plan Update (2019)*** forecasts growth in passenger enplanements and increases in aircraft operations and recommends expansions and additions to accommodate the growth. Construction of additional curbside availability for loading and unloading passengers and the construction of 50-space parking lot at the southwest corner of Viking Avenue and Golf Course Boulevard for cell phone users awaiting arriving passengers are strategies recommended for accommodating increased traffic at the airport. Environmental management and safety recommendations include wetland mitigation and an airfield perimeter road for emergency vehicle access. The plan references the following highway projects in the 2040 Long Range Transportation Plan with regard to increasing capacity at the airport: 1. Widen I-75 to six lanes in central Charlotte County (Jones Loop Road to US 17) *(Completed)*; 2. US 17 (Piper Road to CR 74/Bermont Road): Expand to six lanes; 3. Extend Piper Road to US 17 ; 4. I-75/Jones Loop Road Interchange: Geometric & Signalization Improvements *(Completed)*.

***Charlotte County Bicycle-Pedestrian Master Plan (2018)*** supports plans for a connected, comfortable, convenient, and safe transportation network for people of all ages and abilities. Policies support a logical connected network that connects the entire county and improves connections between neighborhoods, schools, recreation facilities, transit centers, and services. The plan proposes to balance all roadway user needs for safe and comfortable networks with policy recommendations that include adoption of a complete streets policy and street design guidelines. The plan encourages the integration of bicycle and pedestrian facilities into routine transportation and utility projects. When the plan is fully implemented key policy and infrastructure goals will be accomplished including Bicycle Friendly Community Designation, reducing pedestrian and bicyclist crash index by half, doubling the combined walking and bike commute mode share in 2028, completing the SUN Trail of the Florida Greenways and Trails Priority System within Charlotte County, creating educational campaigns to improve safety. Recommended projects and networks are identified by priority level.

***Charlotte County Transit Development Plan (2019)*** supports investment in public transit systems and technologies that increase transportation system efficiency and ridership through increase choosing the most efficient options, maximizing federal and state funds, and adopting new technologies that improve cost effectiveness. The Plan supports increasing ridership and mobility options with priority for transit dependent populations through fixed and express routes, mobility-on-demand options, ecologically efficient vehicles, and meeting ADA requirements. Objectives are to promote transit services through public outreach to educate citizens and visitors about benefits, transit availability and existing services (partnerships, print and online media). The Plan promotes coordination with regional, public and private partners on transit systems investment as well as compatibility with land use development. Highlighted improvements areas are locations with higher residential density and transit stops with pedestrian and bicycle facilities. Identifying areas for cooperation with neighboring communities and county transit systems is emphasized to promote regional multimodal connectivity. Objectives emphasize coordination with state, local government, and transportation agencies to integrate public transit needs into the land use planning and development process including comprehensive plans, infrastructure investments, and land use decisions.

***City of Punta Gorda Transportation Buildout Study (2019)*** identifies areas for sidewalk, trail and bicycle infrastructure and facilities to improve overall connectivity in the City. The Plan identifies key locations of concern and recommends that the City/ County partner with FDOT to undertake engineering studies at some of the key locations of concern:

* midblock and intersection pedestrian crossings, signal control and speed control in Downtown including the one-way pairs and Retta Esplanade;
* intersection improvements, multi modal improvements, and reconstruction of the three-lane cross section that provides for left turns within the corridor on Aqui Esta Drive;
* bicycle and pedestrian connectivity and safety, and long-term corridor alignment at the U.S. 41 Jones Loop Road/Burnt Store Road intersection;
* potential realignment to eliminate the offset intersections at U.S. 41 between Tuckers Grade and Notre Dame Boulevard.

The Study emphasizes that the City should review and prioritize pedestrian, bicycle, trail and major transportation projects and improvements as identified in the Study. Additionally, updating the City’s Comprehensive Plan to include Context Classification designations, monitoring and revising roadway level of service standards, and monitoring emerging technology trends to identify policy and land development code requirements is recommended. Finally, the Study notes that extending Burnt Road Store Road north to US 17 could reduce regional traffic through downtown Punta Gorda and Provide an alternative to local trips traveling on Interstate 75.

# Consistency with Federal and State Plans

Consistency with the National Planning Factors and Goals of the FTP are critical components of the Charlotte – Punta Gorda MPO 2045 LRTP. Demonstrating this consistency is a major milestone in conducting the LRTP and ensuring that the planning conducted by the Charlotte – Punta Gorda MPO meets and supports the expectations of the Federal and State requirements.

Table 4‑1 provides the correlation between the Goals of the FTP and the Goals of the Charlotte – Punta Gorda 2045 LRTP.

Table 4‑1: Comparison of FTP and Charlotte-Punta Gorda 2045 LRTP Goals

|  |  |
| --- | --- |
| 2015 FDOT FTP Policy Element Goals | Charlotte County-Punta Gorda 2045 LRTP Goals |
| 1. **Safety & Security for Residents, Visitors, and Businesses.** | Goal 5 – Safety and Security |
| 1. **Agile, Resilient, and Quality Infrastructure.** | Goal 1 – Efficient Travel  Goal 5 – Safety and Security |
| 1. **Efficient and Reliable Mobility for People and Freight.** | Goal 1 – Efficient Travel  Goal 4 – Vibrant Centers  Goal 5 – Safety and Security |
| 1. **More Transportation Choices for People and Freight.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces  Goal 4 – Vibrant Centers |
| 1. **Transportation Solutions that Support Florida’s Global Economic Competitiveness.** | Goal 1 – Efficient Travel  Goal 4 – Vibrant Centers |
| 1. **Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces  Goal 5 – Safety and Security |
| 1. **Transportation Solutions that Support Florida’s Environment and Conserve Energy.** | Goal 2 – Transportation Choices  Goal 3 – Natural Spaces |

Table 4‑2 demonstrates the consistency between the ten National Planning Factors listed in the FAST Act and the Goals of the Charlotte – Punta Gorda 2045 LRTP. These Planning Factors outline the federal position on planning. The Goals identified by the MPO are aligned with these factors.

Table 4‑2: Comparison of FAST Act Planning Factors and Charlotte-Punta Gorda 2045 LRTP Goals

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Charlotte County-Punta Gorda MPO 2045 LRTP  FAST Act Planning Factors | Goal 1  Efficient Travel | Goal 2 Transportation Choices | Goal 3 Natural Spaces | Goal 4 Vibrant Centers | Goal 5 Safety & Security |
| **1- Support Economic Vitality** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 1 | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2 is consistent with Planning Factor 1. |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 1. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 1. |
| **2- Increase Safety** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 2. |  |  | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 2. |
| **3 - Increase Security** |  |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 3. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 3. |
| **4 - Increase Accessibility and Mobility of People and Freight** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 4. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 4. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 4. |  |
| **5 - Improve Quality of Life, Environment, Energy Conservation, and Plan Consistency** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 5. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 5. |  |  |
| **6 - Integration and Connectivity** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 6. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 6. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 6. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 6. |
| **7 - System Management** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 7 |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 7. | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 7. |
| **8 - Preservation of Existing Transportation System** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 8 |  |  | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 8. |  |
| **9 - Improve Resiliency and Reliability** | Icon for Goal 1 - Stopwatch symbol. Goal 1 is consistent with Planning Factor 9 |  | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 9. |  | Icon for Goal 5 - Key and Shield symbol. Goal 5 is consistent with Planning Factor 9. |
| **10 - Enhance Travel and Tourism** |  | Icon for Goal 2 - pedestrian, bicycle, bus, and automobile symbol. Goal 2  is consistent with Planning Factor 10. | Icon for Goal 3 - symbol of trees and forest. Goal 3 is consistent with Planning Factor 10. | Icon for Goal 4 - symbol of tall buildings with a truck, airplane, and dollar sign. Goal 4 is consistent with Planning Factor 10. |  |

# System Performance Measures

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule which modified 23 CFR Part 450 and 49 CFR Part 613. Through revisions to the Code of Federal Regulations, this rule detailed how state DOTs and MPOs must implement a suite of related transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

A series of Performance Measures were developed for the 2040 LRTP that served as the basis for developing the Performance Measures for the Route to 2045 LRTP. These Performance Measures will determine the extent to which Objectives are achieved under the Cost Feasible Plan developed for the Route to 2045 LRTP. Table 5‑1 lists the Performance Measures and the associated LRTP Goal. Additional information about the Federally-required Performance Measures is provided in Appendix A.

Table 5‑1: LRTP Performance Measures

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| Supporting Performance Measures | LRTP Goal | Source |
| Roadway Lane Miles | 1 | 2040 LRTP |
| Total Vehicle Miles Traveled (VMT) per capita | 1 | 2040 LRTP |
| Total Vehicle Hours Traveled (VHT) per capita | 1 | 2040 LRTP |
| Percent VMT at a V/C Ratio > 1.0 | 1 | 2040 LRTP |
| Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR)\* | 1 | Federally Required |
| Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR)\* | 1 | Federally Required |
| Transit Miles of Service | 2 | 2040 LRTP |
| Daily Transit Ridership | 2 | 2040 LRTP |
| People within ¼ mile of Transit | 2 | 2040 LRTP |
| Jobs within ¼ mile of Transit | 2 | 2040 LRTP |
| Transit Dependent within ¼ mile of Transit | 2 | 2040 LRTP |
| Miles of Bicycle Facilities | 2 | 2040 LRTP |
| Miles of Sidewalks | 2 | 2040 LRTP |
| Miles/projects that facilitate the tourist economy in Charlotte County | 2 | New |
| Number of roadway centerline miles designated as scenic corridors | 3 | New |
| Consistency of growth projections with Comprehensive Plan growth strategy | 3 | New |
| Policy commitment of long-range transportation plan to evaluate and mitigate environmental impacts | 3 | New |
| Centerline miles of roadways identified as complete streets | 3 | New |
| Percent of roadway centerline miles providing access to major activity centers that are congested | 4 | New |
| Freight travel time reliability (Truck Travel Time Reliability Index)\* | 4 | Federally Required |
| Level of funding set aside for short-term congestion and mobility management strategies | 5 | New |
| Percent of emergency evacuation route roadway centerline miles that are congested during peak travel periods | 5 | New |
| Number of fatalities\* | 5 | Federally Required |
| Rate of fatalities per 100 million vehicle miles traveled\* | 5 | Federally Required |
| Number of serious injuries\* | 5 | Federally Required |
| Rate of serious injuries per 100 million vehicle miles traveled\* | 5 | Federally Required |
| Number of non-motorized fatalities and serious injuries\* | 5 | Federally Required |

\*- federally Required Transportation Performance Measure

1. Federally-Required Performance Measures