

Chapter 8:

Performance Evaluation



Performance Evaluation

This chapter provides a performance evaluation in the form of qualitative and quantitative measures as well as project prioritization criteria. Environmental Mitigation and the Efficient Transportation Decision-Making Process (ETDM) projects also are discussed in this chapter.

A performance evaluation of the 2035 Long Range Transportation Plan was performed to determine the extent to which major goals and objectives are being obtained. Selected measures of effectiveness (MOEs) are presented and summarized to illustrate the change in performance from existing conditions 2035.

Selected MOE's are summarized in Table 8-1 for the alternatives indicated below. Additional information on the 2035 Cost Feasible Plan can be found in the Technical Support Appendix.

- 2010 Existing Conditions
- 2015 Committed Plan
- 2035 Cost Feasible Plan
- 2035 Needs Plan

MOEs are included for highway congestion and alternative modes.

HIGHWAY CONGESTION

Two roadway congestion measures are defined and discussed in this section:

- Percent of travel occurring on congested highways
- Average weighted congestion

To measure the percent of travel occurring on congested highways, vehicle miles of travel (VMT) is projected at various levels of traffic congestion. The percent of VMT traveling on roads where the volume exceeds maximum service volume at the adopted level of service standard then is projected. The percent of travel occurring on congested roads is projected for:

- All major roads
- Regional roads
- Intermodal access roads
- Activity center access roads
- Primary truck routes
- Emergency evacuation routes

The average weighted congestion is an estimate of the percent of capacity consumed, with each highway being weighted according to the VMT on that highway. As a result, highways that are traveled more heavily carry a greater weight in the computation of average weighted congestion.

The average weighted congestion is presented in Table 8-1 for the following roadway categories:

- All major roads
- State roads
- County roads
- Other roads
- Regional roads
- Intermodal access roads
- Activity center access roads
- Primary truck routes
- Emergency evacuation routes

ALTERNATIVE MODES

Alternative modes are assessed in terms of the proportion of the major road network on which transit, bicycle facilities, and sidewalks are available over time. The alternative modes analyzed are:

- Transit
- Bicycle Facilities
- Pedestrian Facilities

Table 8-1: Quantitative Measures

Performance Measure	2010 Existing Conditions	2015 Committed Plan	2035 Cost Affordable Plan	2035 Needs Plan
% OF VEHICLE MILES TRAVELED WITH VOLUME -TO-MAXIMUM SERVICE VOLUME RATIO GREATER THAN 1.0				
All Major Roads	3.77%	12.36%	21.99%	9.39%
Regional Roads	4.56%	16.25%	30.11%	12.55%
Intermodal Access Roads	5.32%	19.32%	32.81%	13.11%
Activity Center Access Roads	5.46%	18.55%	32.49%	13.38%
Primary Truck Routes	4.39%	10.12%	26.04%	10.44%
Hurricane Evacuation Routes	4.51%	14.37%	27.61%	11.25%
AVERAGE WEIGHTED VOLUME-TO-MAXIMUM SERVICE VOLUME RATIO				
All Major Roads	0.6542	0.7065	0.7538	0.5847
State Roads	0.7938	0.8217	0.9106	0.6613
County Roads	0.4861	0.5213	0.5306	0.4870
Other Roads	.05918	0.6457	0.4867	0.4826
Regional Roads	0.7355	0.7765	0.8692	0.6328
Intermodal Access Roads	0.7606	0.8064	0.9001	0.6622
Activity Center Access Roads	0.7282	0.7625	0.8534	0.6700
Primary Truck Routes	0.7015	0.7296	0.8151	0.6198
Hurricane Evacuation Routes	0.7115	0.7479	0.8316	0.6310
CENTERLINE MILES				
All Major Roads	400.22	401.19	435.89	453.13
State Roads	100.42	100.42	100.42	100.42
County Roads	295.04	296.01	316.23	333.47
Other Roads	4.76	4.76	19.24	19.24
Regional Roads	151.76	151.76	151.76	151.76
Intermodal Access Roads	101.25	101.30	101.30	101.39
Activity Center Access Roads	5.99	5.99	143.96	153.71
Primary Truck Routes	21.18	21.18	212.92	227.76
Hurricane Evacuation Routes	22.87	22.87	200.59	212.35
ALTERNATIVE MODES				
Transit System				
Miles with Transit Service	N/A	N/A	32.99	51.14
% of Corridor Miles with Transit Service	N/A	N/A	7.38%	11.20%
Land area with in 1/4 mile of Transit Service (sq. mi.)	N/A	N/A	15.72	24.94

Performance Measure	2010 Existing Conditions	2015 Committed Plan	2035 Cost Affordable Plan	2035 Needs Plan
Bicycle Facilities				
Miles with Bicycle Facilities	39.13	56.82	124.72	437.87
% of Corridor Miles with Bicycle Facilities	9.78%	14.16%	27.91%	95.86%
Pedestrian Facilities				
Miles with Sidewalks	117.70	132.30	154.01	317.25
% of Corridor Miles with Sidewalks	29.41%	32.98%	34.47%	69.45%

MEASURES OF EFFECTIVENESS

Quantitative Measures

Quantitative measures, or those that can be measured in quantities or numbers are reported in Table 8-1 for each transportation network. These measures include:

- Percent of vehicle miles traveled with volume to maximum service volume ration greater than one
- Volume-to-Maximum Service Volume Ratio
- Centerline Miles
- Alternative Modes
 - Centerline miles
 - Percent of corridor miles



Qualitative Measures

Qualitative measures, or those that cannot be measured in numbers but require further explanation, are reported in Table 8-2 on the following pages. These qualitative measures are also part of the Goals and Objectives (Chapter 2). Table 8-2 indicates if the qualitative objective is addressed in this LRTP.

Table 8-2: Qualitative Measures

Performance Measure	Yes/No
Include in the plan the need to meet the adopted LOS standards for all major road improvements.	Yes
Identify the intermodal facilities with deficient conditions.	
Update the identified truck route network to ensure adequate accommodation for safe and efficient movement of goods to foster continued economic development.	Yes
Utilize bicycle, pedestrian, greenways, and trails circulation master plans developed by local agencies to define the location of facility needs throughout the MPO planning area, as well as facilities connecting to adjacent jurisdictions.	Yes
Give priority to pedestrian and bicycle facilities based on the following factors: a) Location along major roads or parallel routes b) Improvements that provide access to transit facilities c) Orientation that provides mobility between major attractors d) Connection of neighborhoods to destination points e) Location in established or emerging activity centers	Yes
Develop the design of pedestrian and bicycle facilities to adhere to but not be limited to the <i>Manual on Uniform Traffic Control Devices (MUTCD)</i> and other appropriate design guidelines.	Yes
Encourage use of concepts from Smart Growth and New Urbanism for land use and right-of-way designs that encourage the use of other modes of travel to reduce auto trips.	Yes
Encourage local entities to give priorities to the pedestrian and bicycle facilities in the Transportation Improvement Program and Capital Improvements Program.	Yes
Encourage the modification of existing streets for the safety of pedestrian and bicyclist.	Yes
Assess the feasibility of a fixed route transit system and/or express bus service to adjoining counties with facilities to transport bicycles.	Yes
Support Dial-a-Ride and Sunshine Ride and alternative flexible bus service, including facilitating the transporting of bicycles on the bus.	Yes
Support the provisions with the requirements of the Americans with Disabilities Act (ADA) and other related federal, state, and local regulations.	Yes
Identify and evaluate State and Federal funding sources for transit development in the county.	Yes
Consider the provision of transit amenities (benches, shelters, trees, sidewalks, bike storage, and bike racks on buses).	Yes
Encourage local entities to promote transit-friendly design standards for the safety of transit users.	Yes
Continue to prioritize funding to support transit planning and implementation activities and other activities related to transit.	Yes
Coordinate with Charlotte County Transit Authority, FDOT, and FTA to identify the projects for new funding sources including Jobs Access Reverse Commute (JARC) and New Freedom (NF).	Yes
Use the Transit Development Plan (TDP) in coordination with Charlotte County Transit Authority to prioritize ridership, such as flexible community bus service, fixed routes, community circulators, and express routes.	Yes
Coordinate with public and private (profit and non-profit) agencies and other providers of transportation services to develop and implement a coordinated transportation system that meets the needs of transportation disadvantaged persons.	Yes



Table 8-2: Qualitative Measures

Performance Measure	Yes/No
Encourage Charlotte County Transit to coordinate with Charlotte County Emergency Management Services to provide transit services between temporary housing sites and employment centers during disaster recovery to ensure that needs of special populations are met.	Yes
Encourage FDOT to consider the Charlotte County Airport area and Piper Road as Emerging SIS facilities.	Yes
Coordinate with the Charlotte County Airport Authority and continue to pursue intermodal funding for realignment and widening of Piper Road.	Yes
Continue to coordinate with Amtrak in planning efforts providing access to the national passenger rail service.	Yes
Coordinate with Lee County MPO, Collier County MPO, and other agencies to secure funding (grants and other sources) for rail improvements that will provide continuous rail from Southwest Florida to the national rail network. These rail projects should always include either double tracking or bypass rail so that more than one train can be running at a time.	Yes
Support the development of intermodal transfer facilities to encourage the movement of freight by rail.	Yes
Consider alternatives that promote use of abandoned railroad right-of-way for other modes of transportation.	Yes
Coordinate with local agencies to encourage the public to use alternative routes to address congestion during peak hours.	Yes
Encourage the use of non-peak hour work scheduling, telecommuting, and other commuting alternatives.	Yes
Support local agency and FDOT congestion management strategies to address Transportation Demand Management (TDM) and Transportation Systems Management (TSM) activities related to intersection analysis, access management, and traffic signal synchronization.	Yes
Disseminate Congestion Management Process numerical indicators to measure achievement of the community's mobility goals, which include modal split, annual transit trips per capita, and roadway service levels.	Yes
Encourage and coordinate with local agencies to improve travel and efficiency by employing Intelligent Transportation Systems (ITS) to reduce delays and response time.	Yes
Support and encourage the implementation of ITS Strategies that are consistent with the LRTP and FTP.	Yes
Encourage local agencies to employ ITS Strategies for the safety and security of all modes of transportation.	Yes
Coordinate with FDOT and other agencies to implement effective management strategies to reduce congestion-related crashes in the county.	Yes
Encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system, including roads, transit, and bicycle and pedestrian facilities	Yes
Continue to work with neighboring communities to implement services that improve the connectivity between public transportation modes and services.	Yes
Identify evacuation routes and coordinate with local agencies to maintain sufficient capacities and mitigate hazard impacts to these routes.	Yes
Coordinate with other regional partners to evaluate existing evacuation routes on an ongoing basis and propose improvements as necessary, including the consideration of alternative modes of evacuation such as rail.	Yes
Coordinate with other regional partners to monitor sea level rise impacts on the ability to evacuate threatened populations in the future. Sea level rise will increase the height of storm surge, thereby decreasing the amount of time that evacuation routes are safe before landfall of a hurricane.	Yes

Performance Measure	Yes/No
Emphasize the importance of I-75, US 17, US 41, SR 776, SR 31, and the Sarasota/Manatee, Lee, and Charlotte County-Punta Gorda MPOs Joint Regional Multi-Modal Transportation Systems in the prioritization process.	Yes
Identify SIS and other regionally important projects on the MPO's TIP Project Priority's list and implement with the available funding sources.	Yes
Identify hazard mitigation activities and guidelines to evaluate mitigation options for transportation infrastructure safety and security.	Yes
Identify evacuation routes and coordinate with local agencies to maintain and evaluate capacities. Mitigate hazard vulnerability through the design or location of facilities with a preference to provide alternative routes to vulnerable facilities.	Yes
Use hazard vulnerability assessments to minimize investments in transportation infrastructure that will require frequent repairs due to hazards or be substantially damaged or non-functional after a disaster or with future sea level rise.	Yes
Coordinate with regional partners to evaluate and develop a strategic plan that will promote the efficient movement of freight.	Yes
Coordinate with the appropriate agencies to encourage the development of policies that support the development of activity centers that promote a balance between housing and jobs.	Yes
Support legislative changes that will provide additional funding options for transportation improvements.	Yes
Make appropriate MPO Board policy decisions for the Plan.	Yes
Advise the MPO Board on transportation issues generated by the Technical Advisory Committee (TAC), Citizens' Advisory Committee (CAC), Local Coordinated Board (LCB), and BPAC (Bike Pedestrian Advisory Committee).	Yes
Facilitate and assist local agencies with implementing strategies on congested roads using travel demand management strategies (intersection improvements, public transit, and sidewalks and roadway shoulders for bicycles) for the safety and mobility of all transportation facilities and to achieve congestion management system numerical indicators.	Yes
Coordinate with FDOT to be consistent with Florida Transportation Plan (FTP).	Yes
Coordinate and support the efforts of local agencies and FDOT to reduce the impacts of decrease green house emissions.	Yes
Consider using alternative energy technologies.	Yes
Encourage local agencies and FDOT to employ principles of New Urbanism and Smart Growth to reduce total vehicle miles traveled.	Yes
Encourage and coordinate with local agencies to implement transportation projects that minimize the impacts on neighborhoods and preserve community character.	Yes
Use the Efficient Transportation Decision Making (ETDM) Process to evaluate the potential effects of potential projects.	Yes
Encourage development patterns and land use principles that preserve the natural environment and promote environment-friendly practices.	Yes
Encourage the development of "complete streets" to enhance the character of the community.	Yes



Table 8-2: Qualitative Measures

Performance Measure	Yes/No
Participate in and coordinate with other MPOs and the Southwest Florida Regional Planning Council planning processes for system-wide facility needs, especially when projects are located within the boundaries of more than one MPO planning area.	Yes
Coordinate, facilitate, and review joint regional planning issues as provided in Interlocal Agreements for Joint Regional Transportation Planning and Coordination with the Lee County MPO and the Sarasota/Manatee MPO.	Yes
Coordinate the MPO’s project prioritization selection process with local government agencies, including the MPO’s Advisory Committees in selecting projects and ensure consistency with the local Capital Improvements Program (CIP), when appropriate.	Yes
Coordinate hazard mitigation of the transportation system during LRTP updates by providing the Chair of the Charlotte County Local Mitigation Strategy Working Group with Technical Advisory Committee materials.	Yes
Coordinate with local agencies to ensure that the socioeconomic data and projection factors are consistent with the MPO’s LRTP socioeconomic projections.	Yes
Encourage local agencies’ land development regulations to promote a mixture of land uses at major public transportation destinations and employment centers to encourage use of local transit and ridesharing services.	Yes
Conduct public workshops that include information from various sources to the extent possible to solicit public input on the LRTP as a part of the PPE.	Yes
Document and review all the comments received after every public participation event.	Yes
Evaluate and assess information from advisory committee members, given their role in the decision making process.	Yes
Ensure participation of the traditionally underserved and underrepresented segments of the population.	Yes



The following section fulfills the Metropolitan Planning Organization’s Program Management Handbook, Long Range Transportation Checklist, US Code Requirement A-1 as stated below:

“Are the eight planning factors addressed? [23 U.S.C. 134(h)(1)] “

Table 8-3 shows how each criteria used to prioritize projects relates to the eight planning factors.

PRIORITIZATION CRITERIA

In addition to the assessment of costs and revenues, a quantitative roadway project prioritization process helped guide the transition from the Needs Plan to the Cost Feasible Plan. This process considered the evaluation criteria provided in Table 8-3. Also included in the table is how each evaluation criteria complies with the eight SAFETEA-LU planning factors for the LRTP.

Table 8-5 shows the roadway project scores using the prioritization criteria in Table 8-3. The projects are sorted from highest to lowest score. The prioritization score is one component in the selection of projects for the Cost Feasible Plan.

Table 8-4 provides more detail for each criterion, describing how the criteria were applied to the projects. The projects compete on the basis of points. Each criterion was divided into categories used for ranking each project by assigning a certain amount of points. The points from each category are summed and then multiplied by the weight identified in Table 8-3 to arrive at a ranked list of projects.

Table 8-3: Prioritization Criteria

Evaluation Criteria	Weighting	SAFETEA-LU Criteria							
		Economic Vitality	Safety	Security	Mobility/Access	Protect Environment	Connectivity	Efficient Management	Preservation
Existing Volume to Capacity Ratio	25%	X	X		X		X		
Future Volume to Capacity Ratio	20%	X	X		X		X		
Fatal Flaw (Significant Environmental or Community Impacts)	10%					X		X	
Public Support for Transportation Improvement	8%	X	X	X	X	X	X	X	X
Addresses FDOT’s “Strategic Highway Safety Plan” emphasis area*	8%		X						
Provides Bicycle, Pedestrian, or Public Transportation Improvement	6%	X	X		X	X	X	X	
Emergency Evacuation Routes	6%		X	X				X	
Socialcultural Effects/Environmental Justice	4%		X		X	X	X	X	
Roadway Significance and Access to Major Activity Centers	3%	X			X		X		
ITS Surveillance*	3%		X	X				X	
Intermodal Connectivity	3%	X			X		X		
Hazard Mitigation Effectiveness	2%		X	X					
Truck Route	2%	X			X		X		
TOTAL	100%								

*Added for SAFETEA-LU safety/security compliance



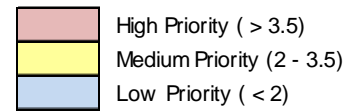
Table 8-4: Project Selection Criterion

EXISTING V/C RATIO or V/MSV RATIO	
0.00 to 0.90 Volume to MSV Ratio	1
0.90 to 1.00 Volume to MSV Ratio	3
Volume to MSV Ratio > 1.00	6
Volume to Capacity ratio > 1.20	10
FUTURE V/C RATIO or V/MSV RATIO	
0.00 to 0.90 Volume to MSV Ratio	1
0.90 to 1.00 Volume to MSV Ratio	3
Volume to MSV Ratio > 1.00	6
Volume to Capacity ratio > 1.20	10
FATAL FLAW (SIGNIFICANT ENVIRONMENTAL OR COMMUNITY IMPACT)	
Significant adverse impact to the environment or community	0
Absence of significant adverse impact to the environment or community	10
PUBLIC SUPPORT FOR TRANSPORTATION IMPROVEMENT	
Little or no public support support at Consensus Building Workshop	0
Moderate public support at Consensus Building Workshop	5
Significant public support at Consensus Building Workshop	10
ADDRESSES FDOT'S STRATEGIC HIGHWAY SAFETY PLAN EMPHASIS AREA	
Improvement on Roadway without a high empahsis area crash rate	1
Improvement on Roadway with High Crash Rates for one empahsis areas	5
Improvement on Roadway with High Crash Rates for two or more empahsis areas	10
PROVIDES BICYCLE, PEDESTRIAN, OR PUBLIC TRANSPORTATION IMPROVEMENT	
No bicycle or pedestrian improvement	0
Roadway provides either bicycle or pedestrian improvement	5
Roadway provides both bicycle and pedestrian improvement	7
Roadway with Preimum Public Transportation and pedestrian improvements	10
EMERGENCY EVACUATION ROUTES	
Not an evacuation route	0
Collector road designated as an evacuation route	4
Arterial road designated as an evacuation route	7
Interstate road designated as a major evacuation route	10

SOCIALCULTURAL EFFECTS/ENVIRONMENTAL JUSTICE	
Improvement exceeds 6 lanes in an EJ area	-10
Improvement exceeds 4 lanes in an EJ area	-5
No Impact to an EJ Area	1
ROADWAY SIGNIFICANCE & ACCESS TO MAJOR ACTIVITY CENTERS	
No direct connectivity between major centers of development in the County	0
Direct connectivity between major centers of development in the County	7
Direct connectivity between major centers of development in & outside the County	10
ITS SURVEILLANCE	
No ITS Surveillance	0
ITS Surveillance on Non Strategic Highway Network Roadway	5
ITS Surveillance on Strategic Highway Network Roadway	10
INTERMODAL CONNECTIVITY	
Not designated as an intermodal access route or transit corridor	0
Designated as an intermodal access route	5
Designated as a transit corridor	7
Designated as both an intermodal access route and a transit corridor	10
HAZARD MITIGATION EFFECTIVENESS	
Project provides an alternative route to an identified vulnerable roadway lacking capacity	10
Mitigates hazards through design elements above required standards	5
TRUCK ROUTES	
Non-truck route	0
Truck route	10



Table 8-5: Roadway Project Prioritization



Segment ID	On Street	From Node	To Node	Score	2010 Lanes/Type	2035 Need
C01760	US 41	ENTERPRISE	COLLINGSWOOD BLVD	7.16	4D	6D
C01445	SR 776	COLLINGSWOOD BLVD	MURDOCK CIR W	6.29	4D	6D
C01745	US 41	FLAMINGO BLVD	SARA SOTA COUNTY	6.19	4D	6D
C01750	US 41	CR 39 (TOLEDO BLADE)	FLAMINGO BLVD	6.09	4D	6D
C01660.2	US 17	GULF COURSE BLVD	CR 74	6.07	4D	6D
C00525	EDGEWATER DR	PORT CHARLOTTE	HARBOR BLVD	6.00	2U	4D
C00235	CR 771	SAN DOMINGO	MARATHON BLVD	5.95	2U	4D
C00820	I-75	HARBORVIEW RD	RAMPART BLVD	5.85	4F	8F
C00825	I-75	RAMPART BLVD	KINGS HWY	5.77	4F	8F
C01025	MIDWAY	HARBOR BLVD	CONWAY	5.67	2U	4D
C01030	MIDWAY	CONWAY	ORLANDO BLVD	5.67	2U	4D
C00185	N JONES LOOP	US 41	BURNT STORE RD	5.62	2U	4D
C01035.2	MIDWAY	LOVELAND BLVD	KINGS HWY	5.60	2U	4D
C00190	BURNT STORE RD	N JONES LOOP	TAYLOR RD	5.47	2U	6D
C00240	CR 771	MARATHON BLVD	SR 776	5.32	2U	4D
C01035.1	MIDWAY	ORLANDO BLVD	LOVELAND BLVD	5.27	2U	4D
C01269	RAMPART BLVD	LOVELAND	KINGS HWY	5.26	2U	4D
C01415	SR 776	GILLOT BLVD	STURKIE AVE	5.19	4D	6D
C01420	SR 776	STURKIE AVE	CORNELIUS BLVD	5.19	4D	6D
C01410	SR 776	CR 771	GILLOT BLVD	5.19	4D	6D
C01430	SR 776	BISCAYNE BLVD	FLAMINGO BLVD	5.19	4D	6D
C01020	MIDWAY	ELKCAM	HARBOR BLVD	5.17	2U	4D
C01925	US 41 NB	MARION AVE	N OF PEACE RIVER	5.12	2O	3O
C01930	US 41 SB	MARION AVE	N OF PEACE RIVER	5.12	2O	3O
C00830	I-75	KINGS HWY	SARA SOTA COUNTY	5.02	4F	8F
C00230	CR 771	INGRAHAM BLVD	SAN DOMINGO	4.90	2U	4D
C01755	US 41	COLLINGSWOOD BLVD	CR 39 (TOLEDO BLADE)	4.84	4D	6D
C01895	US 41 NB	US 41 SB	CARMALITA ST	4.82	3O	2O
C00200.3	CR 74	URBAN AREA BOUNDARY	QUARTER MILE ISOLATED INT	4.79	2U	4D
C00510	EDGEWATER DR	MIDWAY BLVD	LAKEVIEW BLVD	4.79	2U	4D
C01460	VETERANS BLVD	MURDOCK CIR E	TOLEDO BLADE	4.79	4D	6D
C00020	AIRPORT RD	COOPER ST	TAYLOR RD	4.75	2U	4D
C00520	EDGEWATER DR	W. TARPON BLVD	PORT CHARLOTTE	4.75	2U	4D
C01350.1	SR 31	LEE COUNTY	QUARTER MILE ISOLATED INT	4.64	2U	4D
C00025.1	AIRPORT RD	TAYLOR RD	BURNT STORE RD	4.59	2U	4D
C00200.4	CR 74	QUARTER MILE ISOLATED INT	SR 31	4.49	2U	4D
C00721.1	HARBORVIEW RD	DATE ST	PURDY DR	4.49	2U	4D
C00250.3	CR 775	WILLIAMSBURG WAY	ROTONDA WEST	4.49	2U	4D
C00192	BURNT STORE RD	TAYLOR RD	FLORIDA ST	4.41	00	6D
C00225	CR 771	ROTUNDA EAST	INGRAHAM BLVD	4.40	2U	4D
C01270	RAMPART BLVD	KINGS HWY	RIO DE JANEIRO	4.39	2U	4D
C01350.2	SR 31	QUARTER MILE ISOLATED INT	CR 74	4.22	2U	4D
C01375	SR 776	SAN CASA DR	ORIOLE BLVD	4.16	4D	6D
C00815	I-75	US 17	HARBORVIEW RD	4.08	6F	8F

Segment ID	On Street	From Node	To Node	Score	2010 Lanes/Type	2035 Need
C01365	SR 776	CRESTVIEW DR	CR 775	4.01	4D	6D
C01381	SR 776	WINCHESTER BLVD	WILMINGTON BLVD	4.01	4D	6D
C01075	N JONES LOOP	TAYLOR RD	I-75	3.95	4D	6D
C01450	SR 776	MURDOCK CIR W	US 41	3.79	4D	6D
C01380	SR 776	ORIOLE BLVD	WINCHESTER BLVD	3.76	4D	6D
C01655.2	US 17	COPLEY AVE	REGENT RD	3.57	4D	6D
C01385	SR 776	WILMINGTON BLVD	SPINNAKER BLVD	3.51	4D	6D
C00165.2	BURNT STORE RD	SCHAM RD	NOTRE DAME BLVD	3.41	2U	4D
C00505	EDGEWATER DR	PELLAM BLVD	MIDWAY BLVD	3.41	2U	4D
C01640.1	CR 39 (TOLEDO BLADE)	SR 776	WHITNEY AVE	3.23	2U	6D
C01080	N JONES LOOP	I-75	PIPER RD	3.19	4D	6D
C01440	SR 776	TOLEDO BLADE	COLLINGSWOOD BLVD	3.19	4D	6D
C01435.1	SR 776	FLAMINGO BLVD	COMO ST	3.19	4D	6D
C00810	I-75	N JONES LOOP	US 17	3.10	4F	8F
C01370	SR 776	CR 775	SAN CASA DR	3.01	4D	6D
C00200.1	CR 74	US 17	URBAN AREA BOUNDARY	2.87	2U	4D
C00500	EDGEWATER DR	COLLINGSWOOD BLVD	PELLAM BLVD	2.81	2U	4D
C00080	VETERANS BLVD	YORKSHIRE ST	HILLSBOROUGH BLVD	2.79	4D	6D
C00250.2	CR 775	GASPERILLA DR	WILLIAMSBURG WAY	2.79	2U	4D
C00015	AIRPORT RD	US 41 NB	COOPER ST	2.75	2U	4D
C01890	US 41	NOTRE DAME BLVD	TAYLOR RD	2.72	4D	6D
C00165.1	BURNT STORE RD	ZEMEL RD	SCHAM RD	2.69	2U	4D
C00180	BURNT STORE RD	ACLIN RD	N JONES LOOP	2.69	2U	4D
C00495.2	EDGEWATER DR	JOWETT ST	COLLINGSWOOD BLVD	2.67	2U	4D
C01070	N JONES LOOP	BURNT STORE RD	TAYLOR RD	2.65	4D	6D
C00720	HARBORVIEW RD	MELBOURN	DATE ST	2.61	2U	4D
C00805	I-75	TUCKERS GRADE	N JONES LOOP	2.60	4F	8F
C01390	SR 776	SPINNAKER BLVD	SUNNYBROOK BLVD	2.59	4D	6D
C00250.1	CR 775	CAPE HAZE	GASPERILLA DR	2.49	2U	4D
C00195.2	CR 39 (TOLEDO BLADE)	RUSKIN AVE	HILLSBOROUGH BLVD	2.49	4D	6D
C01435.2	SR 776	COMO ST	TOLEDO BLADE	2.48	4D	6D
C01455	SR 776	US 41	MURDOCK CIR E	2.44	4D	6D
C01640.2	CR 39 (TOLEDO BLADE)	WHITNEY AVE	US 41(W)	2.41	4D	6D
C01740	US 41	TUCKERS GRADE	NOTRE DAME BLVD	2.40	4D	6D
C01885	US 41	TAYLOR RD	BURNT STORE RD	2.40	4D	6D
C00160	BURNT STORE RD	LEE CO LINE	ZEMEL RD	2.39	2U	4D
C00170	BURNT STORE RD	NOTRE DAME BLVD	ROYAL POINCIANA	2.29	2U	4D
C00175	BURNT STORE RD	ROYAL POINCIANA	ACLIN RD	2.29	2U	4D
C01720	US 17 SB	TAYLOR ST	US 41 NB	2.22	2O	3O
C01725	US 17 SB	US 41 SB	TAYLOR ST	2.22	2O	3O
C00800.2	I-75	WINCHESTER BLVD	TUCKERS GRADE	2.22	4F	8F
C00800.1	I-75	LEE COUNTY	WINCHESTER BLVD	2.22	4F	8F
C01425	SR 776	CORNELIUS BLVD	BISCAYNE BLVD	2.19	4D	6D
C00515	EDGEWATER DR	LAKEVIEW BLVD	W. TARPON BLVD	2.15	2U	4D



Table 8-5: Roadway Project Prioritization, Continued

Segment ID	On Street	From Node	To Node	Score	2010 Lanes/Type	2035 Need
C01735.2	US 41	URBAN AREA BOUNDARY	TUCKERS GRADE	2.10	4D	6D
C01645	TUCKER'S GRADE	US 41	I-75	2.05	4D	6D
C00575.2	FLAMINGO BLVD	COMO ST	WINTERGARDEN AV	1.99	2U	4D
C00891	KINGS HWY	SANDHILL	DESOTO COUNTY	1.99	2U	4D
C00245	CR 775	CR 771	CAPE HAZE	1.91	2U	2D
C01635	TOLEDO BLADE BLVD	LAKEVIEW BLVD	US 41 (E)	1.89	4D	4U
C01461	VETERANS BLVD	TOLEDO BLADE	ATWATER ST	1.89	4D	6D
C09101.4	N TOLEDO BLADE EXTENSION	PRINEVILLE	LIDDY ST	1.88	00	4D
C09101.3	N TOLEDO BLADE EXTENSION	COLLINGSWOOD BLVD	PRINEVILLE	1.88	00	4D
C09101.1	N TOLEDO BLADE EXTENSION	CR 39 (TOLEDO BLADE)	COLLINGSWOOD BLVD	1.88	00	4D
20	GULFSTREAM EXTENSION	COACH RD	CR 771	1.88	00	4D
C00166.1	GREEN GULF BLVD	ZEMEL RD	LAS LOMAS	1.88	00	2U
C01644.1	TUCKER'S GRADE	BURNT STORE RD	GREEN GULF BLVD	1.88	00	6D
C01644.2	TUCKER'S GRADE	GREEN GULF BLVD	US 41	1.88	00	6D
C00166.2	GREEN GULF BLVD	LAS LOMAS	TUCKERS GRADE	1.88	00	2U
25	GULFSTREAM EXTENSION	SAN CASA RD	FORKLAND ST	1.88	00	4D
80.1	LOOP CONNECTOR	S JONES LOOP	HENRY ST	1.88	00	2D
80.4	LOOP CONNECTOR	CR 74	WASHINGTON LOOP S	1.88	00	2D
80.2	LOOP CONNECTOR	HENRY ST	CR 74	1.88	00	2D
15	I-75 FRONTAGE RD	HARBORVIEW	RAMPART BLVD	1.88	00	2U
75.2	HENRY ST	GOLF COUSE BLVD	LOOP CONNECTOR	1.88	00	2U
C00780	HILLSBOROUGH BLVD	ATWATER ST	VETERANS HWY	1.80	2U	4D
C00075	VETERANS BLVD	ATWATER ST	YORKSHIRE ST	1.79	4D	6D
C00030	AIRPORT RD	FLORIDA ST	PIPER RD	1.71	2U	4D
C00582.1	FLAMINGO BLVD	SR 776	_NEW ROAD	1.71	2U	4D
C00195.1	CR 39 (TOLEDO BLADE)	US 41 (W)	RUSKIN AVE	1.67	4D	6D
C00025.2	AIRPORT RD	BURNT STORE RD	FLORIDA ST	1.59	2U	4D
C01245	PIPER RD	N JONES LOOP	GOLF COURSE BLVD	1.58	2U	4D
C01642	LIDDY ST	VETERANS BLVD	RUSKIN BLVD	1.41	00	4D
C00775	HILLSBOROUGH BLVD	PRINEVILLE ST	ATWATER ST	1.40	2U	4D
C02022.2	WINCHESTER BLVD	GULFSTREAM EXTENSION	SR 776	1.37	00	4D
C02022.1	WINCHESTER BLVD	CR 775	GULFSTREAM EXTENSION	1.37	00	4D
C09103	BISCAYNE DR EXT	BISCAYNE BLVD	FLAMINGO BLVD	1.19	00	4D
C00580	FLAMINGO BLVD	WINTERGARDEN AV	SR 776	1.17	2U	4D
C90320	AIRPORT RD	US 41 SB	US 41 NB	0.97	2U	4D
C00650.1	GULF BLVD	HOLIDAY DR	BEACHCOMBER LN	0.81	00	2U
C90290	DR MARTIN LUTHER KING JR BL	OLYMPIA AV	US 17 SB	0.57	00	2U
C90300	DR MARTIN LUTHER KING JR BL	US 17 SB	E RETTA ESPLANADE	0.57	00	2U
C90280	E RETTA ESPLANADE	US 41 NB	DR MARTIN LUTHER KING JR BL	0.57	00	2U
C00495.1	EDGEWATER DR	FLAMINGO BLVD	JOWETT ST	0.57	00	4D
C90360	BAYNARD DR	AQUI ESTA DR	VASCO ST	0.57	00	2U
70.2	FLAMINGO BLVD	EDGEWATER	COMO ST	0.57	2U	4D
C01282.1	PIPER RD	GULF COURSE BLVD	HENRY ST	0.57	00	4D
C90260	W RETTA ESPLANADE	SHREVE ST	US 41 SB	0.57	00	2U
C90270	W RETTA ESPLANADE	US 41 SB	US 41 NB	0.57	00	2U

Segment ID	On Street	From Node	To Node	Score	2010 Lanes/Type	2035 Need
C90340	VASCO ST	BAYNARD DR	SHREVE ST	0.57	00	2U
C90330	SHREVE ST	VASCO ST	POMPANO TER	0.57	00	2U
C90250	SHREVE ST	US 17 SB	W RETTA ESPLANADE	0.57	00	2U
C90370	SAN MARCO DR	SULSTONE DR	BROADPOINT DR	0.57	00	2U
C01282.2	PIPER RD	HENRY ST	US 17	0.57	00	4D
C00970	MARION	BAL HARBOR BLVD	HENRY ST	0.57	4U	4D
C90350	BAYNARD DR	RIO VILLA DR	AQUI ESTA DR	0.57	00	2U



The following section fulfills the Metropolitan Planning Organization's Program Management Handbook, Long Range Transportation Checklist, US Code Requirements A-3, A-4, and B-9 as stated below:

A-3 "Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134(i)(2)(B)(i)]"

Yes. The section immediately following describes potential environmental mitigation activities and the agencies consulted.

A-4 "Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23 U.S.C. 134 (i)(2) (B)(ii)]"

B-9 "Was the plan developed in consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? [23 C.F.R. 450.322 (g)]"

Yes. Environmentally sensitive lands were taken in to consideration in this Plan and are displayed in Map 8-1 . Specific Efficient Transportation Decision Making (ETDM) projects are also shown in this section .

ENVIRONMENTAL MITIGATION

Charlotte County has an environmental lands acquisition program in place called Conservation Charlotte. It is a willing seller program, meaning that anyone can nominate a site for acquisition, but if the landowner is not willing to participate, the land will not be included in the program. The program was established by the Environmentally Sensitive Lands Acquisition Ordinance, which went into effect after the passage of a referendum in 2006.

The Conservation Charlotte program also establishes an oversight committee, which is mandated to review proposed properties and recommend qualifying properties to the County Commission. The County Commissioners then decide if the property should be purchased and protected.

Once properties are accepted into the program, they are placed on a protection list. There is no ranking or prioritization among sites involved in the process; each site simply is accepted or rejected for protection. There are , however, specific criteria used to determine which properties will be accepted for protection. These criteria include:

- Rarity of natural community types, including rare and endangered species, and uniqueness of the site's special features.
- Connectivity to other protected lands to create green corridors.
- Quality and integrity of ecology and diversity of species
- Important water resources.
- Manageability and potential for long-term viability and public enjoyment of lands.

The environmentally sensitive lands that are a part of Conservation Charlotte are shown on Map 8-2. These protected areas were considered during the development of this LRTP. The only improvement project included in the LRTP that goes through one of these areas is the expansion of CR 74 to 4 lanes. This is a developer-funded roadway improvement, and the developer also would be required to provide appropriate mitigation measures in this area.





Map 8-1: Environmentally Sensitive Lands Protected by Conservation Charlotte

ETDM SCREENING PROCESS

According to the Efficient Transportation Decision-Making Process (ETDM) Interim Guidelines published by FDOT in February 2003, the overall intent of the ETDM Process is to integrate a balanced consideration of inputs to the socio-cultural (human) and natural environments within the decision-making process.

The purpose of these ETDM Interim Guidelines is to provide operating procedures for the FDOT, MPOs, and Environmental Technical Advisory Teams (ETAT) representatives involved in the ETDM Process. These guidelines address the purpose and intent of the process, as well as how to accomplish each step in the process.

Florida's ETDM Process

A main component of Florida's ETDM process is the Environmental Screening Tool (EST). The EST is a statewide GIS application that supports the ETDM process by providing Internet access to project planning information. The web site is public and can be accessed at <http://www.dot.state.fl.us/publicinformationoffice/publicinv/default.htm>.

The EST support GIS analyses and enables the affected parties to provide feedback on the degree of effect and recommendations or requirements for project modifications to avoid, minimize, or mitigate adverse effects.

Charlotte County ETDM Process

Table 8-6 identifies the projects that are recommended for evaluation by the MPO through the ETDM process. Based on this LRTP update, six new highway projects have been identified for ETDM screening. The description of the ETDM projects include the following:

- Purpose and needs statement
- Determination of consistency with other plans and guidelines
- Any supporting documents
- Roadway segment details

In addition, the purpose and needs statement considers a number of key aspects, including:

- Regional connectivity
- Plan consistency
- Emergency evacuation
- Future population and employment growth in corridor
- Future traffic
- Safety
- Transit
- Access to intermodal facilities and freight activity centers
- Relief to parallel facilities
- Bikeways and sidewalks

Table 8-6: ETDM Projects

On Street	From	To	Improvement	ETDM Status
Harborview Rd.	Melbourne St.	I-75	2U to 4D	Previously Screened
I-75	Lee County Line	Bayshore Rd.	4/6F to 8F	Recommended for Screening
I-75	Bayshore Rd.	Sarasota County Line	4F to 8F	PD&E Study Completed
SR 31	Cook and Brown Rd.	CR 74	2U to 4D	Recommended for Screening
SR 31	N. River Rd.	Cook and Brown Rd.	2U to 4D	Previously Screened
SR 776	Crestview Dr.	CR 775	4D to 6D	Recommended for Screening
SR 776	CR 775	Sunnybrook Blvd.	4D to 6D	Previously Screened
SR 776	CR 771	Murdock Circle	4D to 6D	Recommended for Screening
US 17	Copley Ave.	Piper Rd.	4D to 6D	Recommended for Screening
US 17	Piper Rd.	CR 74	4D to 6D	Previously Screened
US 41	Urban Area Boundary	Burnt Store Rd.	4D to 6D	Recommended for Screening
US 41	Peace River	SR 776	4D to 6D	Previously Screened
US 41	Enterprise Dr.	Sarasota County Line	4D to 6D	Previously Screened

