

CHAPTER 11

Plan Implementation

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The 2040 LRTP represents a significant milestone in addressing the transportation needs of Charlotte County and the region. For key elements of the plan to move forward, the MPO and its partners must undertake key follow-up actions beyond normal project development. Key partners include Charlotte County, DeSoto County, FDOT District One, the City of Punta Gorda, the Charlotte County Airport Authority, and neighboring counties and MPOs, among others.

Key Implementation Actions

In working with its partners, the MPO has identified key implementation actions that are critical to the future of transportation and land use in Charlotte County.

Comprehensive Plan Policies

The following Comprehensive Plan Policies should be implemented by the County and the City of Punta Gorda:

- Access Management/Access Controls
- Complete Streets Policy
- Local Public Transportation (Fixed Route)

Land Development Code

The following Land Development Code changes were identified:

- Form-based Codes
- Accommodate all appropriate modes of travel in street design
- Transit Oriented Land Use Design Guidelines
- Transit Corridor Design Guidelines
- Alternative concurrency provisions and funding strategies

Complete Streets Policy & Accommodating All Appropriate Modes of Travel

The image below shows an example of a “Complete Street” designed to accommodate several modes of travel including pedestrians, bicycles, public transportation, and automobiles. By implementing a Complete Streets policy, Charlotte County can modify existing streets to be safer for all modes of travel and encourage the use of alternatives to the automobile to reduce vehicle miles of travel, which can lead to the reduction of greenhouse gas emissions.



Example of a Complete Street

Access Management/Access Controls

As part of the Hazard Mitigation Plan (described in Chapter 9), a vision network was created for the year 2050 based on socioeconomic data developed using the current Future Land Use Map in the Comprehensive Plan. The Future Land Use Map allows for and encourages concentrated development along the US 41 corridor, especially in the Murdock Village area. Because of the lack of alternative corridors to US 41, the increased development causes the forecasted volume on US 41 to increase dramatically. The forecasted volumes in 2050 on US 41 exceed today’s traffic volume on I-75 in Charlotte County. The dense development and increased traffic volume along US 41 and Veterans Boulevard are likely to lead to congestion.

Improving safety and easing congestion on major thoroughfares in Charlotte County, such as US 41 and SR

776 could involve the use of various access management or access controls methods, which are described in Figure 11-1. These measures could reduce conflicts between vehicles and improve safety. The most appropriate access control strategy for a corridor would balance regional travel demands with local access and circulation. This would improve safety by separating high and low speed traffic. Access management techniques can include, but are not limited to:

- Access management policies
- Frontage roads
- Multi-way boulevards
- Limited access highways (Freeway)

Through past public involvement efforts, members of the public were presented with various measures of Access Control (similar to the Figure 11-1) and were asked to evaluate the two major intersecting corridors of SR 776/ Veterans Boulevard and US 41 north of Punta Gorda. Participants selected measures that would be most desirable for portions of each corridor. The summary of their responses is listed on the following page.

Local Public Transportation (Fixed Route), Transit Oriented Land Use/Transit Corridor Design Guidelines

With new Fixed Route transit service in Charlotte County, it will be important to implement land use policies that support transit. Identifying urban centers with a mix of uses, as well as transit supportive uses along key corridors, will increase the viability of a Fixed Route service.

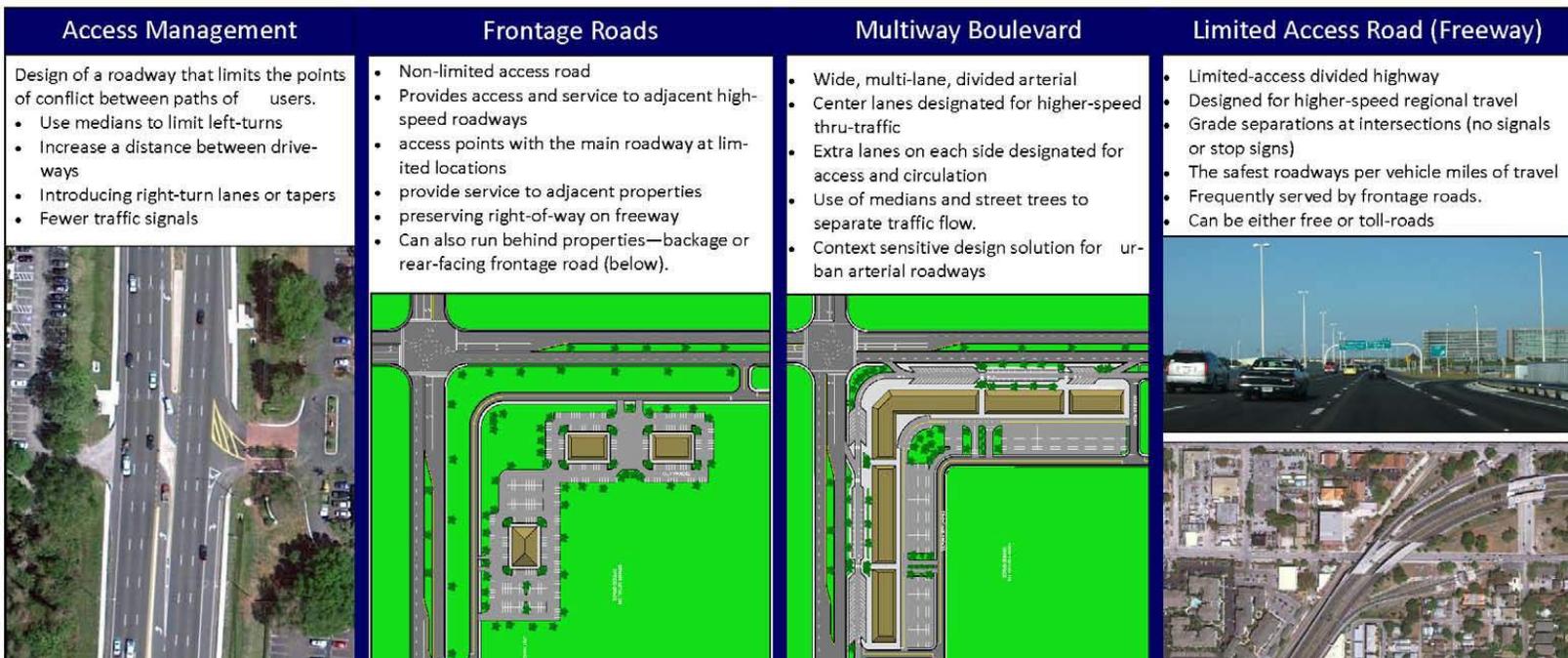
The County should coordinate with Charlotte County Emergency Management Services to provide transit services between temporary housing sites and employment centers during disaster recovery to ensure the needs of special populations are met.

Policies that encourage preservation of existing rail lines and coordination with Amtrak can lead the county to an even further expanded transit service in years to come.

Alternative Funding Strategies

The County should monitor actions by the State of Florida and the municipalities in Charlotte County for changes in transportation concurrency and developer-based revenues that may impact the plan or present opportunities to

Figure 11-1: Measures of Access Control



2040 Transportation Plan

Charlotte County-Punta Gorda MPO

accomplish the goals of the LRTP. Charlotte County should also consider additional funding sources to support the unfunded improvements presented in this plan. These sources could include, but are not limited to:

- Sales Tax
- Impact Fees/Mobility Fees
- Municipal Service Benefit Unit (Non-Ad Valorem Assessment)
- Municipal Service Tax Unit

Alternative Energy Technologies and Decreasing Greenhouse Emissions

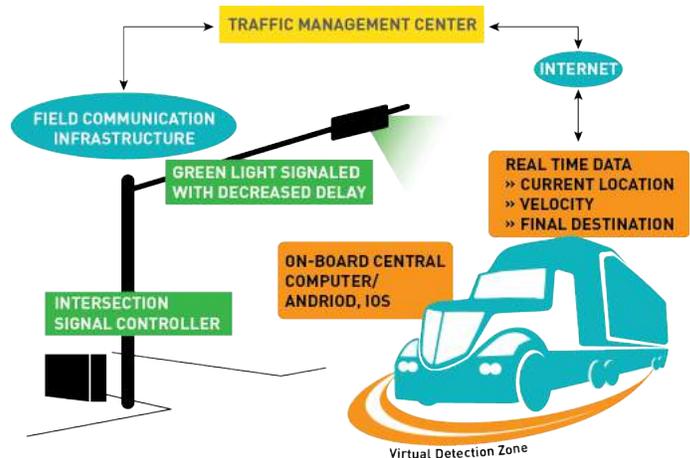
It is anticipated that many areas in Florida will be identified as nonattainment areas by the Environmental Protection Agency if pending air quality standards are enacted. This may require an update to the CC-PG MPO's LRTP to bring the plan into compliance with the new standards and associated rulemaking as it pertains to the metropolitan planning process. The MPO should monitor any pending air quality changes for their impact on this adopted LRTP.

There are actions the MPO can take now to decrease greenhouse gas emissions, such as investing in and encouraging the use of emerging alternative energy technologies, including hybrid vehicles, electricity, and solar power. Electric vehicles are also becoming more popular, and the installation of recharging stations could make the technology more accessible and feasible.

Emerging Technologies

Technology is advancing rapidly, and the CC-PG MPO is staying up to date with changing policies and partnership opportunities. Its largest potential partner, FDOT, is actively engaged in research and data collection through passenger vehicle and freight pilot projects.

In the Tampa Bay region, passenger vehicles are being tested with Advanced Driver Assistance Systems, including transit vehicles equipped with GeoTab (data



Example Infrastructure of Automated Freight Applications

collection device) and passenger vehicles with MobilEye devices that assist the driver with daylight bicycle and pedestrian collision warning; forward collision warning, including motorcycle detection; lane departure warning; and headway monitoring and warning. The freight delivery pilot project focuses on the floral industry through Miami International Airport (MIA), a multi-billion dollar industry; 2/3 of all flowers consumed in the US are imported through MIA.

The outcomes of these studies and other future opportunities have the potential to change the future of Charlotte County's transportation entirely. The necessary policies, regulations, and cooperative agreements are needed to support this innovation and determine impacts to local transportation plans.

Shared-Use Mobility

As new options emerge to provide added convenience to consumers, a "sharing economy" is beginning to take hold. The most common shared-use transportation options include:

Bikesharing: This option allows users to access a bicycle at different locations in the service area and rent or borrow the bicycles as needed. Most new bike sharing programs use IT enabled stations or GPS-enabled bikes.

Carsharing: This service provides members short-term access to an automobile. Depending upon the service, users may be required to bring the automobile back to the pickup location or may pick up the vehicle in one location and drop it off in another, called point-to-point carsharing. Other services offer peer-to-peer carsharing in which car owners allow others to use their vehicles for a charge.

Ridesourcing: Providers such as Uber and Lyft use online platforms or mobile applications to connect passengers with drivers who use personal, non-commercial vehicles. Using a mobile GPS-enabled application, travelers “hail” a ride from a ridesourcing service. The mobile application shows the rider who the driver is, what type of car the driver is in, where the driver is located, and when they should arrive. Although a newer concept, providers in select cities are also beginning to offer services that combine riders (or “fares”) that are traveling along similar routes to reduce vehicle trips and generate cost savings for the users.

Ridesharing: This involves adding additional passengers to a pre-existing trip, allowing riders to fill otherwise empty seats. Unlike ridesourcing, ridesharing drivers are not “for hire” but may be compensated for their time and mileage. This is most commonly referred to as carpooling and vanpooling.

It is unknown at this time how this shift in the way consumers interact and travel will affect transportation in the future. However, the CC-PG MPO will continue to monitor the affect of these new strategies as the industries evolve and more information becomes available.

A Vision for Charlotte County

With adoption of the 2040 LRTP, the CC-PG MPO has developed and adopted a long-term vision for transportation that supports and complements the major goals and objectives of Charlotte County. It will



Photo credit Jennifer Huber/CharlotteHarborTravel.com

“Yellow Bike Loaner Program” at Fishermen's Village, Punta Gorda



TBARTA Ridesharing Vanpool Service in West Central Florida

be important that the adopted plan be used by the MPO and the County as a guide for its annual and day-to-day transportation planning and programming activities and that the plan be flexible to respond to the ever changing environment in Charlotte County and the region.

The leadership of Charlotte County has a blueprint for improving its transportation system and providing mobility options to the citizens and visitors of Charlotte County and the region. This balanced approach is consistent with the County’s desire to ultimately achieve development patterns and a transportation system that contribute to an enhanced quality of life for citizens and visitors throughout the community.



Charlotte County-Punta Gorda
Metropolitan Planning Organization

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