

CHAPTER 2

Goals and Objectives of the Plan

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The foundation of the LRTP process began with developing the goals and objectives to guide the decisions and define how the county expects to grow and travel throughout implementation of the plan. The goals and objectives from the 2035 LRTP served as the basis for the 2040 Plan. However, they were refined to better address the changing needs of the community and to comply with the federal requirements, including MAP-21, and the Florida Transportation Plan (FTP). The goals also align with the local comprehensive plans.

On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation (FAST) Act into law. This new federal transportation funding legislation took effect October 1, 2015. However, due to the timing of the law, this LRTP follows the provisions set forth in MAP-21 as described here.

Moving Ahead for Progress in the 21st Century Planning Factors

MAP-21 is the current federal transportation bill signed in July 2012. To comply with MAP-21, the goals and objectives set forth in the 2040 LRTP must address the following eight metropolitan planning factors:

1. Support the economic vitality of the United States, the States, Metropolitan areas, and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. 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. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

Florida Transportation Plan Goals

The 2040 LRTP is required by state statute to be consistent with the goals and objectives of the FTP. The goals of the 2060 FTP include:

- Invest in transportation systems to support a prosperous, globally competitive economy
- Make transportation decisions to support and enhance livable communities
- Make transportation decisions to promote responsible environmental stewardship
- Provide a safe and secure transportation system for all users
- Maintain and operate Florida's transportation system proactively
- Improve mobility and connectivity for people and freight

Charlotte County Comprehensive Plan

Smart Charlotte 2050, the county's current Comprehensive Plan, defines the following goals within the Transportation Element:

- **Effective Multimodal Transportation System:** Develop and provide a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in Charlotte County

- **Facilities Planning:** Plan a system with various facilities to achieve a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in Charlotte County
- **Public Transit System:** Achieve a high quality, low-cost public transit service that is safe, convenient and efficient for the transit-dependent residents of the County, as well as to improve the quality of life with an option to choose as one of the modes of transportation
- **Goods Movement and Services:** Ensure efficient and effective goods movement within the County using all modes by developing a well-connected intermodal transportation system
- **Infrastructure Management System:** Maintain management systems to ensure the safe operation of roadway, pavement, bridges, congestion, public transit, and inter-modal systems

City of Punta Gorda Comprehensive Plan

The City of Punta Gorda’s Comprehensive Plan defines the following goals within the Transportation Element:

- The City of Punta Gorda will closely coordinate Transportation, Future Land Use Plans and Land Development in order to support a safe, convenient, energy efficient multi-modal transportation system
- The long-term end toward which the City’s transportation programs and activities are directed is the provision of a safe, convenient, energy efficient multi-modal transportation system
- 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

Charlotte County-Punta Gorda MPO 2040 LRTP Goals and Objectives

Using the previous LRTP, federal, state, and local guidance described above, the 2040 LRTP goals and objectives were developed. It was important to the MPO Board that the goals be sound, succinct, and easy to read and

understand. Table 2-1 on the following page presents the 2040 LRTP goals and objectives adopted by the MPO Board on February 12, 2015 at the start of the plan development process.

VISION

The Charlotte County-Punta Gorda MPO will provide a transportation system that is affordable and efficient, supports multimodal choices that are safe and secure for all users, and enhances the quality of life for the county’s residents.

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

Table 2-1: 2040 LRTP Goals and Objectives and MAP-21 Planning Factors

		MAP-21 Planning Factors							
		Economic Vitality	Safety	Security	Accessibility/ Mobility	Quality of Life/ Environment	Connectivity between Modes	Efficient System Management	Preservation of the System
Goal 1: Ensure efficient travel for all modes of transportation									
1.1	Preserve the quality and integrity of the existing transportation system	✓	✓	✓	✓	✓		✓	✓
1.2	Promote use of Intelligent Transportation Systems (ITS) technologies to increase efficiency		✓	✓	✓	✓		✓	✓
1.3	Promote the reduction of vehicle miles traveled (VMT)		✓		✓	✓	✓	✓	✓
1.4	Maintain a minimum adopted level of service (LOS) D for arterials and collector roads	✓	✓	✓	✓	✓		✓	
1.5	Manage and maintain access to major roads and facilities	✓			✓	✓		✓	✓
1.6	Make transportation investments that improve travel time reliability for the transportation system	✓			✓	✓		✓	
Goal 2: Expand transportation choices for everyone									
2.1	Provide interconnected Complete Street network that accommodates all users, including bicyclists and pedestrians	✓	✓	✓	✓	✓	✓		
2.2	Implement the recommendations outlined in local Comprehensive Plans supporting a local and regionally connected bicycle, pedestrian, and greenway trail system	✓	✓		✓	✓	✓	✓	
2.3	Enhance connectivity to essential services for elderly populations, persons with disabilities, and the transportation disadvantaged		✓	✓	✓	✓	✓		
2.4	Enhance the transit system to meet the community's needs	✓	✓	✓	✓	✓	✓	✓	
2.5	Ensure that transit facilities are compliant with the American with Disabilities Act (ADA) and build transit stops that include seating, shelter, signage, trees/ landscaping, sidewalks, and bicycle storage, as feasible	✓	✓	✓	✓	✓	✓	✓	
2.6	Repurpose or preserve railroad corridors for multimodal uses other than automobile travel	✓			✓	✓	✓		✓

Table 2-1: 2040 LRTP Goals and Objectives and MAP-21 Planning Factors (cont.)

	MAP-21 Planning Factors							
	Economic Vitality	Safety	Security	Accessibility/ Mobility	Quality of Life/ Environment	Connectivity between Modes	Efficient System Management	Preservation of the System
Goal 3: Preserve natural spaces while promoting a healthy community								
3.1	Coordinate transportation and land use planning	✓			✓	✓	✓	✓
3.2	Implement transportation investments that support disadvantaged communities		✓		✓	✓		
3.3	Promote transportation investments that protect the existing natural resources, such as parks, preserves, and waterways	✓				✓		
3.4	Promote alternative means of transportation, such as fixed route transit and bicycle and pedestrian pathways, to improve air quality and reduce dependence on fossil fuels	✓	✓		✓	✓	✓	
3.5	Limit new transportation projects to crossing the least environmentally sensitive lands	✓				✓	✓	
3.6	Consider aesthetic design elements in transportation improvements		✓	✓		✓		
Goal 4: Promote vibrant centers and the local economy								
4.1	Consider all existing and potential federal, state, private, and local revenue sources to develop a financially feasible multimodal transportation plan	✓			✓	✓	✓	✓
4.2	Prioritize transportation projects that serve existing and future economic and activity centers that are proven to provide the greatest return on investment	✓			✓		✓	✓
4.3	Encourage access to and from the Charlotte County Airport to other modes of transportation	✓	✓	✓	✓	✓	✓	✓
4.4	Support the adopted levels of service standards of local and state governments	✓	✓			✓	✓	
4.5	Ensure that local/regional freight corridors are maintained to accommodate heavy vehicles and ample capacity for efficient freight movement	✓	✓	✓	✓		✓	
4.6	Limit heavy freight vehicles to freight corridors	✓	✓	✓	✓		✓	

Table 2-1: 2040 LRTP Goals and Objectives and MAP-21 Planning Factors (cont.)

	MAP-21 Planning Factors								
	Economic Vitality	Safety	Security	Accessibility/ Mobility	Quality of Life/ Environment	Connectivity between Modes	Efficient System Management	Preservation of the System	
Goal 5: Enhance safety and security for everyone									
5.1	Invest in transportation improvements that reduce the rate, frequency, and severity of crashes	✓	✓	✓	✓	✓		✓	
5.2	Ensure system meets adopted safety and security standards		✓	✓	✓	✓		✓	✓
5.3	Maintain sufficient capacities and mitigate hazard impacts on key evacuation routes in preparation of hurricanes and other storm events	✓	✓	✓	✓			✓	✓
5.4	Utilize the MPO's Congestion Management Plan to improve safety through reliability and predictability on the transportation system	✓	✓	✓	✓			✓	
5.5	Encourage state and local governments to retrofit existing roads with bicycle and pedestrian facilities during the repairing and repaving process	✓	✓			✓	✓	✓	✓
5.6	Encourage state and local governments to include bicycle and pedestrian safety elements in their road design and construction	✓	✓			✓	✓	✓	

Project Prioritization

The established goals and objectives were used to create the project prioritization evaluation criteria used in addition to cost and revenue information to rank projects for inclusion in the Cost Feasible Plan.

Table 2-2 shows each prioritization criteria category with its weight and relevance to MAP-21. Results of the prioritization process is provided in Chapter 10. The following describes the evaluation criteria categories for the 2040 Plan.

Table 2-2: 2040 LRTP Project Prioritization Evaluation Criteria

Project Prioritization Evaluation Criteria	Weight	MAP-21 Planning Factors							
		Economic Vitality	Safety	Security	Accessibility/Mobility	Quality of Life/Environment	Connectivity between Modes	Efficient System Management	Preservation of the System
Existing volume to capacity ratio	15%	✓	✓		✓	✓	✓	✓	
Future volume to capacity ratio	10%	✓	✓		✓	✓	✓	✓	
Fatal flaw (significant environmental/community impact)	10%					✓		✓	
Addresses FDOT's "Strategic Highway Safety Plan" emphasis areas	10%		✓	✓	✓	✓			
Roadway significance and access to major activity centers	10%		✓						
Provides bicycle, pedestrian, or public transportation improvement	8%	✓	✓		✓	✓	✓	✓	
Emergency Evacuation Route	8%		✓	✓				✓	
Public support for transportation improvement	5%	✓	✓	✓	✓	✓	✓	✓	✓
Project commitment	5%	✓						✓	
System preservation/maintenance of assets in place	5%	✓	✓			✓		✓	✓
Social-cultural effects/environmental justice	4%		✓		✓	✓	✓	✓	
ITS surveillance	3%		✓	✓	✓			✓	
Intermodal connectivity	3%	✓			✓		✓		
Hazard mitigation effectiveness	2%		✓	✓					
Truck Route	2%	✓			✓		✓		

2040 Transportation Plan

Charlotte County-Punta Gorda MPO

Existing volume to capacity ratio

Score based on the number of vehicles (volume) that use the road today, compared to the number of cars the road can efficiently move or process (capacity).

<u>Criterion Description</u>	<u>Score</u>
Volume to capacity ratio < 0.90	1
Volume to capacity ratio 0.90 to 1.00	3
Volume to capacity ratio 1.00 to 1.20	6
Volume to capacity ratio > 1.20	10

Future volume to capacity ratio

Score based on the volume projected to use the road in 2040, compared to the capacity in the configuration it will be in 2040 (includes any projects to increase capacity).

<u>Criterion Description</u>	<u>Score</u>
Volume to capacity ratio < 0.90	1
Volume to capacity ratio 0.90 to 1.00	3
Volume to capacity ratio 1.00 to 1.20	6
Volume to capacity ratio > 1.20	10

Fatal flaw (significant environmental/community impact)

Score based on the project's anticipated impact to the environment or the community. If a project is expected to have significant impacts, the score is 0.

<u>Criterion Description</u>	<u>Score</u>
Significant adverse impact to the environment or capacity	1
Absence of significant adverse impact to the environment or capacity	10

Addresses FDOT's "Strategic Highway Safety Plan" emphasis areas

Score based on a project's location, specifically regarding whether or not the project is on a roadway with a high emphasis area crash rate.

<u>Criterion Description</u>	<u>Score</u>
Improvement on roadway w/out high emphasis area crash rate	0
Improvement on roadway with high emphasis area crash rate for one emphasis area	5
Improvement on roadway with high emphasis area crash rate for two or more emphasis areas	10

Roadway significance and access to major activity centers

Score based on a project's connection to an activity center. Providing a connection to an activity center within the county receives a high score, while connecting to activity centers outside of the county earns the highest score.

<u>Criterion Description</u>	<u>Score</u>
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 and outside the county	10

Provides bicycle, pedestrian, or public transportation improvement

Score based on whether the project provides improvements for bicycle, pedestrian, or transit use.

Criterion Description	Score
No bicycle or pedestrian improvement	0
Either bicycle or pedestrian improvement	5
Both bicycle and pedestrian improvement	7
Transit and pedestrian improvements	10

Emergency Evacuation Route

Score based on whether a project is on an evacuation route, and what classification the roadway is. Roads that process a higher number of people and are designated as evacuation routes receive higher points.

Criterion Description	Score
Not an evacuation route	0
Designated collector evacuation route	4
Designated arterial evacuation route	7
Designated interstate evacuation route	10

Public support for transportation improvement

Score based on support at Consensus Building Workshop.

Criterion Description	Score
Little or no public support at Workshop	0
Moderate public support at Workshop	5
Significant public support at Workshop	10

Project commitment

Score given to projects that have funding commitment in the Capital Improvement Plan (CIP) and/or TIP. The further along in the planning/design process, the higher the points.

Criterion Description	Score
Not programmed in CIP or TIP	0
PD&E, design and engineering, and/or route study programmed in CIP or TIP	5
Right-of-way acquisition and/or construction programmed in CIP or TIP	10

System preservation/maintenance of assets in place

Scores given to projects on roads needing to be resurfaced.

Criterion Description	Score
Project is not on a road identified as needing to be resurfaced in next 25 years	0
Project is on a roadway identified as needing to be resurfaced in next 15 years	5
Project is on a roadway identified as needing to be resurfaced in next 10 years	7
Project is on a roadway identified as needing to be resurfaced in next 5 years	10

Social/cultural effects/environmental justice

Score based on potential impact to an environmental justice area. Adding more lanes in an environmental justice area reduces the score for the road.

Criterion Description	Score
Exceeds 6 lanes in environmental justice area	0
Exceeds 4 lanes in environmental justice area	5
Does not impact environmental justice area	10

ITS surveillance

Score based on projects that implement Intelligent Transportation Systems (ITS) and whether or not the projects are on the Strategic Highway Network.

<u>Criterion Description</u>	<u>Score</u>
No ITS surveillance	0
ITS on non State Highway Network road	5
ITS on State Highway Network road	10

Intermodal connectivity

Score based on a project's ability to connect between modes (road, bicycle, pedestrian, transit), and higher scores given if more modes are connected.

<u>Criterion Description</u>	<u>Score</u>
Not designated as 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 transit corridor	10

Hazard mitigation effectiveness

Higher score for projects that provide an alternative route to roads identified as vulnerable that lack capacity. Lower scores given to projects that mitigate the present hazards through design elements.

<u>Criterion Description</u>	<u>Score</u>
Improvement to a road that is not vulnerable	0
Improvement to a road vulnerable to Cat 3 Hurricanes	3
Improvement to a road vulnerable to 100 yr flood events	5
Improvements to a road vulnerable to sea level rise	10

Truck Route

Score based on whether a project includes a facility designated as a truck route.

<u>Criterion Description</u>	<u>Score</u>
Non-truck route	0
Truck route	10