



FPID 441524-1-32-01

Northbound Tamiami Trail (US 41) Vision Study

from William Street to Peace River Bridge

Public Involvement Activities Summary

Public Involvement Activities – Summary

Extensive public involvement was performed as part of the Northbound Tamiami Trail (US 41) Vision Study to better understand the vision of the community and existing issues along the corridor.



Public Involvement Activities – Summary

- Weekly meetings with City staff
 - Meetings with Officials
 - Presentations to MPO Committees & Board
 - Stakeholder Meetings – Chambers & Economic Development Partnership
 - 6 Stakeholder Focus Groups – 18 organizations/21 participants
 - Individual Stakeholder Discussions – 14 organizations
- *SEE TABLE ON NEXT SLIDE FOR SPECIFIC MEETING DATES

- *City social media platforms*
- *Email Blasts/Ad*
- *Newsletter*
- *Website*
- *Comment Forms (via website or email) – 20+ comments received*
- *Questionnaire – 255 responses with 180 comments received*

Public Involvement Tools

Public Involvement Activities – List of Meetings

| Meeting Date | Meeting Participant(s) |
|--------------|--|
| 2/17/2021 | Punta Gorda City Staff |
| 2/25/2021 | Charlotte County-Punta Gorda MPO Bicycle Pedestrian Advisory Committee |
| 3/3/2021 | Charlotte County-Punta Gorda MPO Citizens Advisory Committee |
| 3/3/2021 | Charlotte County-Punta Gorda MPO Technical Advisory Committee |
| 3/9/2021 | Punta Gorda City Council Member Prafke |
| 3/10/2021 | Punta Gorda Mayor Matthews |
| 3/11/2021 | Punta Gorda City Council Member Miller |
| 3/16/2021 | Charlotte County Commissioner Constance |
| 3/18/2021 | Punta Gorda City Council Member Cummings |
| 3/18/2021 | Punta Gorda Vice Mayor Carey |
| 3/19/2021 | Punta Gorda City Staff |
| 3/22/2021 | Charlotte County-Punta Gorda MPO Board |
| 3/26/2021 | Punta Gorda City Staff |
| 3/31/2021 | Punta Gorda City Staff |



MPO = Metropolitan Planning Organization

Public Involvement Activities – List of Meetings (continued)

| Meeting Date | Meeting Participant(s) |
|--------------|--|
| 4/7/2021 | Charlotte County Chamber of Commerce |
| 4/9/2021 | Punta Gorda City Staff |
| 4/12/2021 | Punta Gorda City Staff |
| 4/14/2021 | Charlotte County Economic Development Partnership |
| 4/16/2021 | Punta Gorda Chamber of Commerce |
| 4/20/2021 | Punta Gorda City Staff and Charlotte County-Punta Gorda MPO Staff |
| 4/23/2021 | Punta Gorda City Staff |
| 4/28/2021 | Charlotte County-Punta Gorda MPO Citizens Advisory Committee |
| 4/28/2021 | Charlotte County-Punta Gorda MPO Technical Advisory Committee |
| 4/30/2021 | Punta Gorda City Staff |
| 5/5/2021 | Punta Gorda City Staff (Lane Repurposing District Review Team Kickoff Meeting) |
| 5/10/2021 | Punta Gorda City Staff |
| 5/18/2021 | Stakeholder Focus Group A (Establishments near Carmalita St & Olympia Ave) |
| 5/19/2021 | Stakeholder Focus Group B (Hotels/Businesses north of Marion Ave) |



MPO = Metropolitan Planning Organization

Public Involvement Activities – List of Meetings (continued)

| Meeting Date | Meeting Participant(s) |
|--------------|---|
| 5/20/2021 | Stakeholder Focus Group C (Bike/Transit/Freight) |
| 5/21/2021 | Punta Gorda City Staff |
| 5/24/2021 | Stakeholder Focus Group D (Traditionally Underserved/Under Represented) |
| 5/24/2021 | Stakeholder Focus Group E (Religious Centers) |
| 5/27/2021 | Stakeholder Focus Group F (Homeowner Associations) |
| 6/4/2021 | Punta Gorda City Staff |
| 6/8/2021 | Sacred Heart Catholic Church |
| 6/8/2021 | Deep Creek Community Church |
| 6/10/2021 | Cheney Brothers |
| 6/10/2021 | Charlotte County Office of Emergency Management |
| 6/10/2021 | The Wyvern Hotel |
| 6/11/2021 | Verizon |
| 6/11/2021 | Four Points by Sheraton Punta Gorda Harborside |
| 6/11/2021 | Charlotte County Transportation Disadvantaged Local Coordinating Board |



Public Involvement Activities – List of Meetings (continued)

| Meeting Date | Meeting Participant(s) |
|--------------|--|
| 6/11/2021 | Punta Gorda City Staff |
| 6/17/2021 | Charlotte County-Punta Gorda MPO Bicycle Pedestrian Advisory Committee |
| 6/18/2021 | Punta Gorda City Staff |
| 6/18/2021 | Chase Bank |
| 6/21/2021 | Punta Gorda City Council Member Prafke |
| 6/22/2021 | Cross Trails Center/Benderson Development |
| 6/22/2021 | Punta Gorda Vice Mayor Carey |
| 6/22/2021 | Punta Gorda City Council Member Miller |
| 6/23/2021 | Punta Gorda Mayor Matthews |
| 6/23/2021 | Punta Gorda City Council Member Cummings |
| 6/25/2021 | Punta Gorda City Staff |
| 6/25/2021 | TEAM Punta Gorda/Share the Lane Punta Gorda |
| 6/28/2021 | Gulf Coast Partnership |
| 6/30/2021 | Charlotte County-Punta Gorda MPO Citizens Advisory Committee |



MPO = Metropolitan Planning Organization

Public Involvement Activities – List of Meetings (continued)

| Meeting Date | Meeting Participant(s) |
|--------------|---|
| 6/30/2021 | Charlotte County-Punta Gorda MPO Technical Advisory Committee |
| 7/2/2021 | Punta Gorda City Staff |
| 7/9/2021 | Punta Gorda City Staff |
| 7/12/2021 | Sacred Heart Catholic Church/Diocese of Venice |
| 7/14/2021 | Punta Gorda City Council |
| 7/15/2021 | Punta Gorda Fire Department |
| 7/16/2021 | Punta Gorda City Staff |
| 7/19/2021 | Charlotte County-Punta Gorda MPO Board |
| 7/23/2021 | Punta Gorda City Staff |
| 8/12/2021 | Starbucks |
| 8/13/2021 | Punta Gorda City Staff |
| 8/27/2021 | Punta Gorda City Staff |
| 9/17/2021 | Punta Gorda City Staff |
| 9/24/2021 | Punta Gorda City Staff |



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Public Involvement Activities – Results

Top Comments

- Inconsistent travel speeds/signal re-timing
- Lane changing/lane designations
- Aggressive driving – turn lanes used as raceways
- Wrong way driving
- Better connect Downtown across US 41
- Better accommodate visitor traffic – enhanced pedestrian and bicycle facilities
- Separate spaces for pedestrians, bicycles, & vehicles
- Traffic calming
- In favor of traffic signal at Retta Esplanade
- Roundabout education
- No parking on US 41

Stakeholder Focus Groups



Stakeholder Focus Groups

The following 6 Stakeholder Focus Groups were held:

- Group A (Establishments near Carmalita St & Olympia Ave): *5/18/2021*
- Group B (Hotels/Businesses north of Marion Ave): *5/19/2021*
- Group C (Bike/Transit/Freight): *5/20/2021*
- Group D (Traditionally Underserved/Under Represented): *5/24/2021*
- Group E (Religious Centers): *5/24/2021*
- Group F (Homeowner Associations): *5/27/2021*

Stakeholder Focus Group A

Establishments near Carmalita St & Olympia Ave

Establishments Invited To Participate:

- Cross Trails Center
- Chase Bank
- Marathon Gas Station/The Famous Corner Store
- Verizon
- Sacred Heart Catholic Church
- Punta Gorda Chocolate & Wine/Punta Gorda Coffee & Tea
- Gregg's Automotive Maintenance & Repair Center
- Sandra's
- Array of Cabinets
- McCrory Law Firm
- CAM Realty
- Landsberg Bennett Private Wealth Management

Stakeholder Focus Group A – Comments Received

PRIORITIES

- traffic calming
- dedicated turn lanes
- consistent travel times
- prohibit wrong way driving better (on US 41 and Olympia). Wrong way signs.
- fix "raceway" near bridge and keep access to 4 Points
- consistent travel times - slow through downtown

DOWNTOWN VISION / VIBE

- pedestrian friendly
- tourists can cause issues
- spur economic development in downtown. Specifically vacant land.
- easier to walk from hotels to downtown destinations. better signage.
- current lack of safe ped. facilities
- better connect downtown across US 41
- setup well for parades.
- busy during events
- rich in history
- pedestrian bridges
- PG Chamber will have input
- consider redevelopment of City Marketplace.

GENERAL CONCERNS & ISSUES

- lane changing
- inconsistent travel speeds
- aggressive driving
- speeds are high north of Olympia without traffic
- incident on bridge slows US 41. No good alternate routes. Happens in reverse if crash on I-75. Changing number of through lanes causes additional issues. Better dynamic signing would help.

PROBLEM LOCATIONS

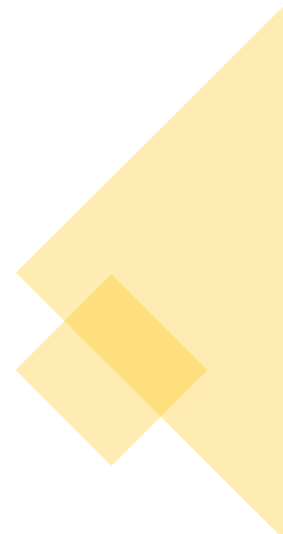
- Carmalita Street
- the left lane north of Retta Esplanade
- pedestrian access north of Marion Ave
- fix crashes at Olympia due to lane drop
- tough to turn left approaching bridge from east side
- blind corner near PGI/Cubbies
- Olympia is an issue.
- Taylor - setup is fine. No trouble

POTENTIAL IMPROVEMENTS

- Lane Designations
- signal re-timing
- dedicated alternative use lanes
- wrong way signs
- traffic cameras
- dynamic messaging signs

PARKING

- on-street only
- combination of on-street parking & parking garages
- see how Lexington, KY has done it as an example
- Not enough streets to accommodate all parking needs.
- Lack of parking is currently an issue. Will be worse if City marketplace is developed
- Events center or Justice Center are options for parking garage.
- additional parking garage. Must be walkable to downtown.



Stakeholder Focus Group B

Hotels/Businesses north of Marion Ave

Hotels/Businesses Invited To Participate:

- Four Points by Sheraton Punta Gorda Harborside
- Springhill Suites by Marriott Punta Gorda Harborside
- The Wyvern Hotel
- Dean's South of the Border
- Charlotte Harbor Event and Conference Center
- Smugglers Group
- Blue Turtle & FM Dons
- Perfect Caper
- Celtic Ray

Stakeholder Focus Group B – Comments Received

GENERAL CONCERNS / ISSUES / PROBLEM LOCATIONS

lane changing

Carmalita Street

inconsistent travel speeds

the left lane north of Retta Esplanade

aggressive driving

pedestrian access north of Marion Ave

Tough to get east of US 41 during lunch and other busy times - walking and driving

Lack of crosswalk at Harborside. Long distance between Marion and Harborwalk.

Long wait to turn north from Harborside. Can be dangerous too.

Retta Esplanade - signal would help

POTENTIAL IMPROVEMENTS / PRIORITIES

traffic calming

dedicated turn lanes

Lane Designations

signal re-timing

dedicated alternative use lanes

consistent travel times

Lane drop north of Harborside should be fixed if possible. "Speedway" is dangerous.

PARKING

on-street only

combination of on-street parking & parking garages

Volume may be too high for parking

Parking would be a bigger issue if City Marketplace is developed

OTHER

keep consistent landscaping and lights through City

Roundabout at Carmalita makes sense

Stakeholder Focus Group C

Bike/Transit/Freight

Entities Invited To Participate:

- TEAM Punta Gorda/Share the Lane Punta Gorda
- Charlotte County-Punta Gorda MPO Bicycle and Pedestrian Advisory Committee (Chair & Vice Chair)
- Peace River Riders
- Coastal Cruisers
- Charlotte County Transit Division
- Charlotte County Public Schools Transportation
- Cheney Brothers
- Florida Department of Transportation District One Freight
- Charlotte County Office of Emergency Management

Stakeholder Focus Group C – Comments Received

GENERAL CONCERNS / ISSUES / PROBLEM LOCATIONS

lane changing

Carmalita Street

inconsistent travel speeds

the left lane north of Retta Esplanade

aggressive driving

pedestrian access north of Marion Ave

separate bridge for bikes/peds

lane drop near Four Seasons is a big issue

lack of lane continuity north of Taylor

Aqui Esta left turn issues for bikes - off project limits

conflicts for bikes north of Taylor

POTENTIAL IMPROVEMENTS / PRIORITIES

traffic calming

dedicated turn lanes

Lane Designations

signal re-timing

dedicated alternative use lanes

consistent travel times

Lower speed limit may reduce through traffic.

Add bike lanes north of Airport Rd - off project limits.

Use Cooper St as alternate route around downtown.

no issue with cycletrack if there is room. Good for high traffic area.

PARKING

on-street only

combination of on-street parking & parking garages

Any garages will need to be near downtown

lack of parking currently in downtown

OTHER

mountable curbs for trucks

freight deliveries will remain even if not a major through corridor - most traffic generators are further south

Stakeholder Focus Group D

Traditionally Underserved/Under Represented

Entities Invited To Participate:

- Charlotte County Transportation Disadvantaged Local Coordinating Board
- Volunteers of America
- Punta Gorda Housing Authority
- The Salvation Army Family Store
- New Operation Cooper Street, Inc.
- Bethel AME
- First Macedonia Church
- St. Mary Primitive Baptist
- Meals on Wheels
- Habitat for Humanity
- Charlotte County Human Services Department
- Charlotte County Community Development Department
- Charlotte County Community Services Department

Stakeholder Focus Group D – Comments Received

GENERAL CONCERNS / ISSUES / PROBLEM LOCATIONS

lane changing

Carmalita Street

Roadway is City jurisdiction

Account for ADA improvements/ access for surrounding populations (age, underserved)

drag race north of Retta Esplanade - pulling out to go North- dangerous

170,000 platted lots - master planned communities - this stretch of city is a bottleneck - 3-2 lanes

Bridge is constrained too - better accommodate multimodal aspects in future

inconsistent travel speeds

the left lane north of Retta Esplanade

design for Taylor Road and other projects - incorporate

Elder Demographic population - pulling around slower drivers leads to aggressive driving & inconsistent travel speeds

benefit to keep things as is - slower speeds/ congestion - regulates speed

slower traffic makes it more walkable

aggressive driving

pedestrian access north of Marion Ave

crossing Carmalita at US 41 - issue

Safety improvements for school kids - buses use corridor & cross Carmalita - talk to School Board

next time bridge project - paint bike lane green - examples in Lee & Collier

neighborhoods east of US 41 NB are underserved - increase access across roadway by foot/bike

Turning out of Wyvern - issue

POTENTIAL IMPROVEMENTS / PRIORITIES

traffic calming

dedicated turn lanes

Phase I: strengthen existing crossings; Phase II - additional

May want to look at parallel facilities for other bike/ped facilities - better linkage to other streets downtown - enhance access to other facilities across US 41

Consider scooters/ micro-mobility modes in design

Lane Designations

Teeth to policies & enforcement - traffic cameras

signal re-timing

Carmalita is priority crossing

Accommodate for visitors - heavy bike/ped traffic

How to account for human nature - enforcement needs to be a priority for improvements to be beneficial

dedicated alternative use lanes

consistent travel times

PARKING

on-street only

combination of on-street parking & parking garages

Sunseeker proposing garage - not sure if public - intent for parking and walking in downtown

Parking doesn't affect County

Event Center uses parking on Taylor & vacant area - once vacant area gets developed - could cause an issue - walking several blocks not appealing to population of area & given weather - may need another garage

Parking hasn't been an issue

On-street parking could be an issue on US 41 due to demographics

OTHER

HAWK signals - may be appropriate at vacant lot, Retta Esplanade, Carmalita, Taylor/W Charlotte

Crossing W Charlotte and US 41 - dangerous for pedestrians

Stakeholder Focus Group E

Religious Centers

Religious Centers Invited To Participate:

- Church of the Good Shepherd
- Church of the Nazarene
- Deep Creek Community Church
- First Baptist Church Punta Gorda
- First United Methodist Church
- Peace River Baptist Church
- Punta Gorda Seventh Church
- Souls Harbor Church of God

Stakeholder Focus Group E – Comments Received

No Religious Centers Attended/Participated

Stakeholder Focus Group F

Homeowner Associations

Homeowner Associations Invited To Participate:

- Burnt Store Isles Association Inc.
- Punta Gorda Isles Civic Association
- Historic Punta Gorda Civic Association
- Realtors Association
- Private Citizen

Stakeholder Focus Group F – Comments Received

GENERAL CONCERNS / ISSUES / PROBLEM LOCATIONS

lane changing

Carmalita Street

Traffic signal is great at Retta Esplanade - lots of pedestrian traffic

Wrong way driving - need better signage or pavement markings - Carmalita roundabout may help too

Elderly population may have difficulty with roundabout

inconsistent travel speeds

the left lane north of Retta Esplanade

White lines on road - pedestrians took as crosswalks - need signal SB on US 41 at Retta Esplanade - make uniform for pedestrians crossing both NB & SB US 41 at Retta Esplanade

Get rid of free flow lane at Taylor - get rid of pavement on east side - left turn only at Olympia - left turn only at Retta - eliminate merging at bridge

Multi-lane roundabouts - could increase accidents - creates confusion - need to educate - need to have correct markings for proper use

aggressive driving

pedestrian access north of Marion Ave

Look at Edgewater roundabout - may help with demographic issues regarding roundabout use

Speeding is problem - keep traffic flow at reasonable speed - drag strip to NB bridge

Pedestrians have hard time crossing at roundabouts

POTENTIAL IMPROVEMENTS / PRIORITIES

traffic calming

dedicated turn lanes

Lane designations are important - Orlando is example - improved traffic & confusion

Signal timing coordination - could increase speed - get traffic through at reasonable pace while balancing bike/pedestrian safety

Brick pedestrian crossings at Midway look nice - maybe consider as accents since brick/cobblestone can be problematic/not as safe for scooters/folks with disabilities

Lane Designations

Landscaping - looks nice - be careful regarding tree size

signal re-timing

Left lane to bridge - PLEASE FIX!

Address pedestrian crossings/flow across US 41 at Retta Esplanade - especially with visitors in area due to hotels, event center, waterfront, & restaurants

Balance between ADA compliant & aesthetic treatments

dedicated alternative use lanes

consistent travel times

PARKING

on-street only

Keep on-street parking off US 41 - can cause accidents & slow traffic flow

Adequate parking now - might have to walk a bit more - might not be as close as you want - might not last with growth/ should be proactive in addressing parking solutions

There might be a garage built at event center

combination of on-street parking & parking garages

Parking garages offer much more space

OTHER

Widening of US 41 through Downtown? - FDOT may look at converting 1-way pair to 2-way

ITS would be helpful

Countdown at signals for pedestrians/ motorists - helpful

2045 LRTP identifies new bridge to east of existing bridge to US 41 bridge - could be "new" US 41 bridge - look at Fort Myers I-75 bridge as example

Like scramble crosswalks

Traffic study done for Sunseekers? - need to accommodate visitors from airport to US 41

Questionnaire Results



Questionnaire Results

High Scores from Questionnaire

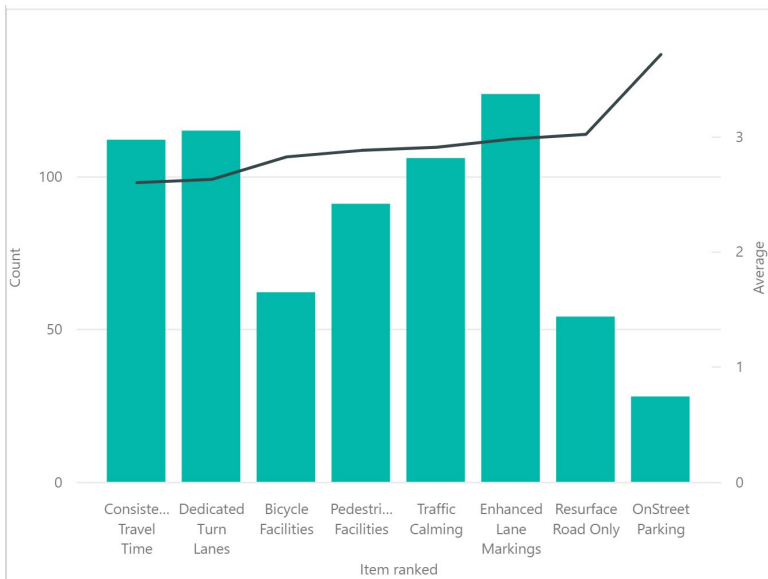
• PRIORITIES:

- Consistent Travel Time
- Dedicated Turn Lanes
- Enhanced Lane Markings

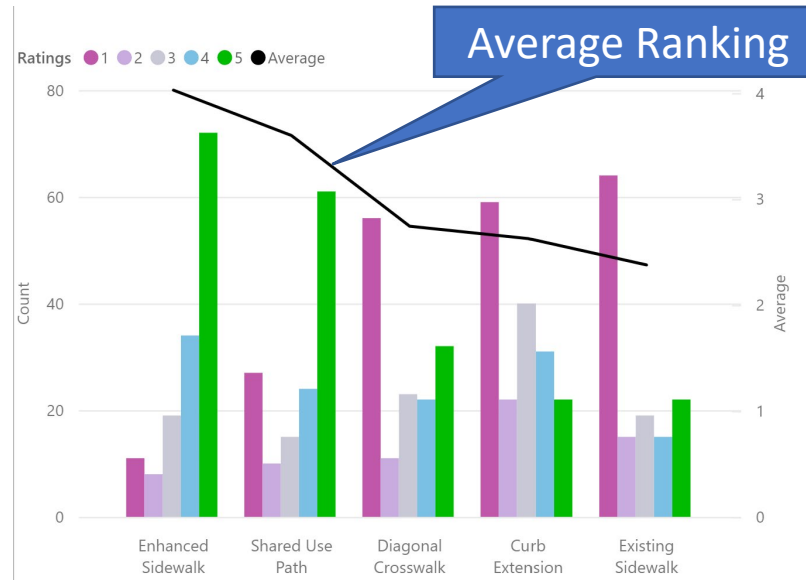
• IMPROVEMENTS:

- Pedestrian – Enhanced Sidewalk
- Bicycle – Shared Use Path

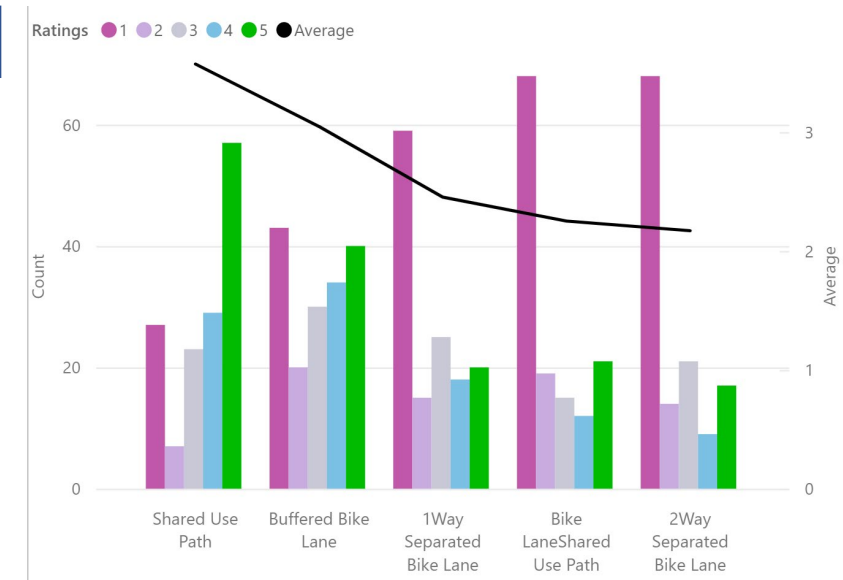
Priorities



Pedestrian Improvements



Bicycle Improvements



Questionnaire Results

Low Scores from Questionnaire

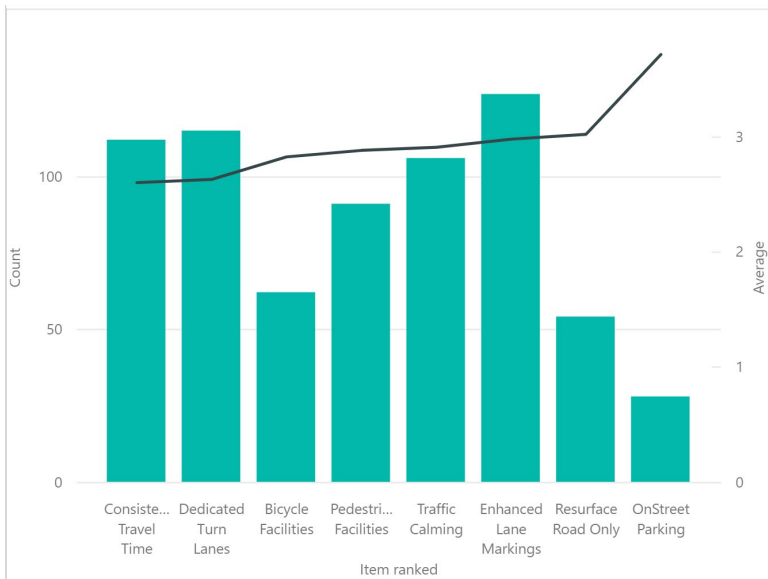
• PRIORITIES:

- On-Street Parking
- Resurface Road Only

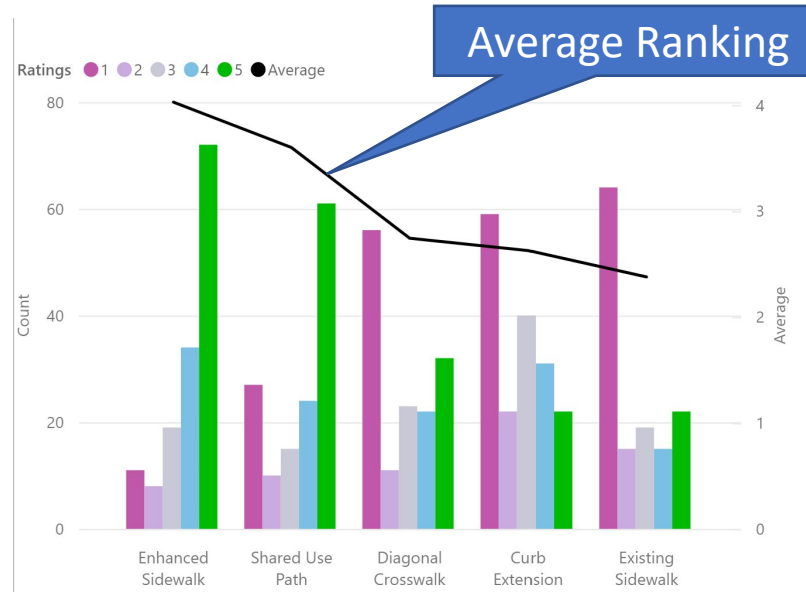
• IMPROVEMENTS:

- Pedestrian
 - Existing Sidewalk
 - Curb Extension
 - Diagonal Crosswalk
- Bicycle
 - Separated Bike Lanes
 - Bike Lane/Shared Use Path Together

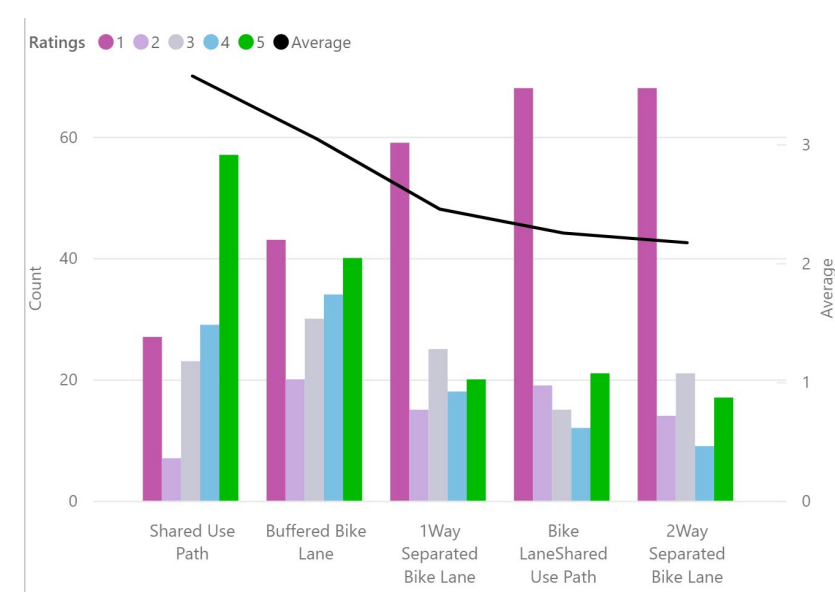
Priorities



Pedestrian Improvements



Bicycle Improvements



Questionnaire Results

- Ranking of Study Priorities (a lower number represents a higher priority ranking):

Consistent Travel Time



Times ranked: 129
Average rank: 2.636

Bicycle Facilities



Times ranked: 70
Average rank: 2.757

Dedicated Turn Lanes



Times ranked: 132
Average rank: 2.758

Traffic Calming



Times ranked: 122
Average rank: 2.836

Average Priority Rankings:

- Consistent Travel Time – 2.63
- Bicycle Facilities – 2.76
- Dedicated Turn Lanes – 2.76
- Traffic Calming – 2.84

Questionnaire Results

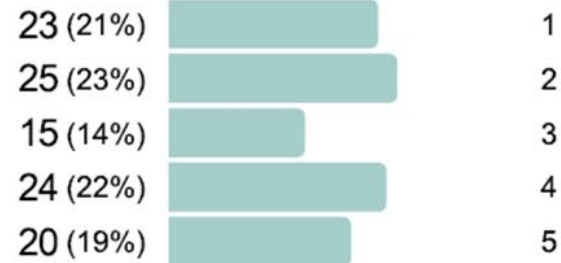
- Ranking of Study Priorities (a lower number represents a higher priority ranking):

Resurface Road Only



Times ranked: 64
Average rank: 2.844

Pedestrian Facilities



Times ranked: 107
Average rank: 2.935

Enhanced Lane Marki...



Times ranked: 141
Average rank: 2.986

OnStreet Parking



Times ranked: 30
Average rank: 3.800

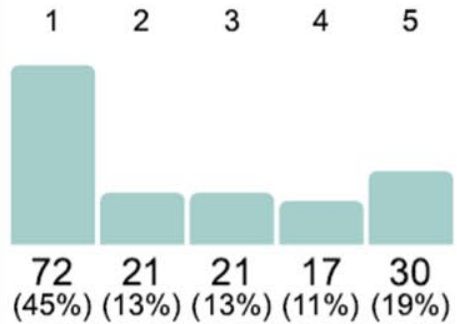
Average Priority Rankings:

- Resurfacing Road Only – 2.84
- Pedestrian Facilities – 2.94
- Enhanced Lane Markings – 2.99
- On Street Parking – 3.80

Questionnaire Results

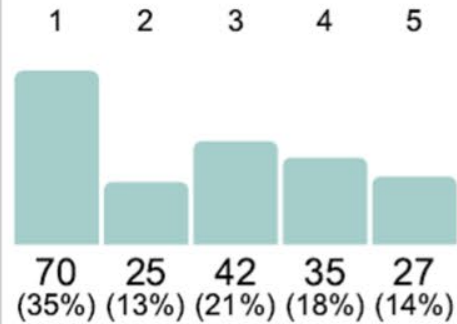
- Pedestrian Features Rankings
(a higher number represents a greater preference for feature):

Existing Sidewalk



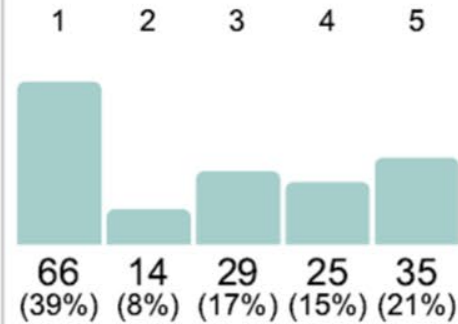
Times rated: 161
Average rating: 2.453

Curb Extension



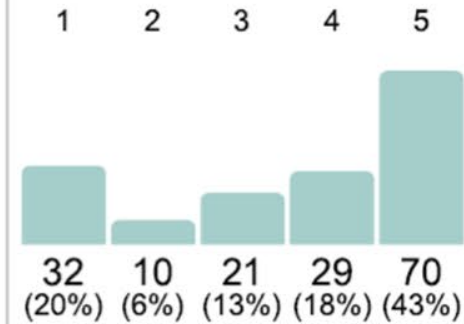
Times rated: 199
Average rating: 2.618

Diagonal Crosswalk



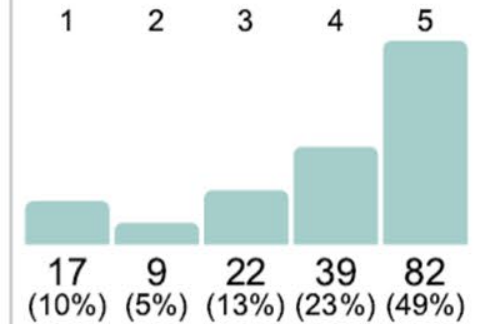
Times rated: 169
Average rating: 2.698

Shared Use Path



Times rated: 162
Average rating: 3.586

Enhanced Sidewalk



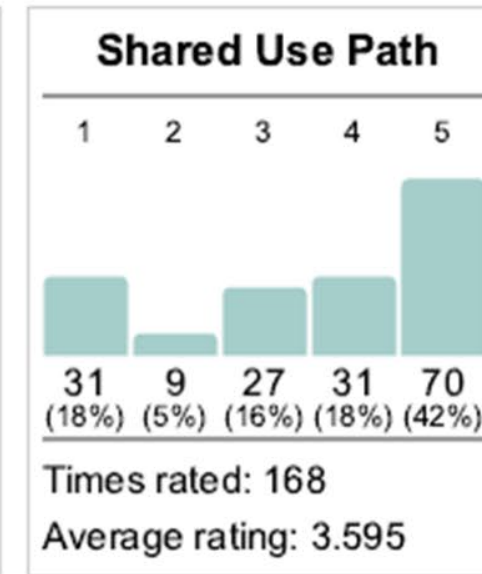
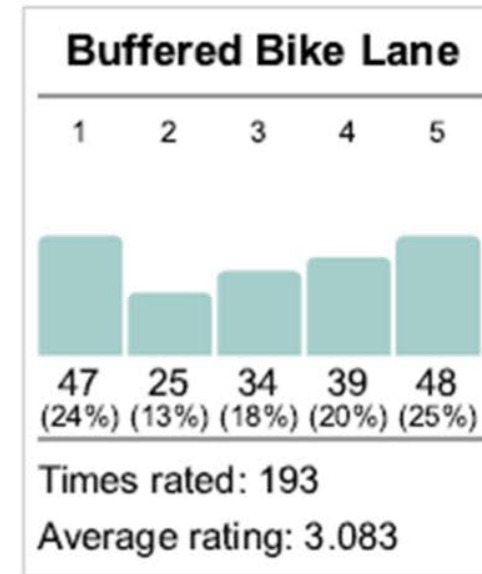
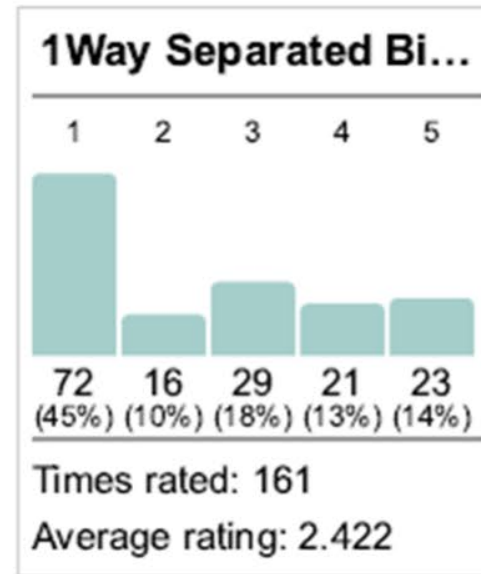
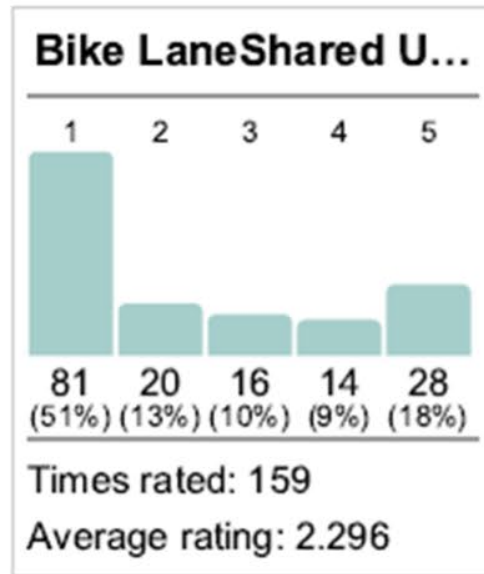
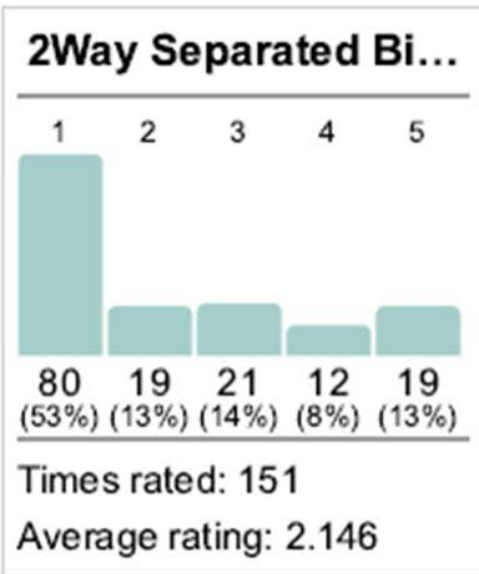
Times rated: 169
Average rating: 3.947

Average Priority Rankings:

- Enhanced Sidewalk – 3.95
- Shared Use Path – 3.59
- Diagonal Crosswalk – 2.70
- Curb Extension – 2.62
- Existing Sidewalk – 2.45

Questionnaire Results

- Bicycle Features Rankings
(a higher number represents a greater preference for feature):



Average Priority Rankings:

- Shared Use Path – 3.60
- Buffered Bike Lane – 3.10
- 1-Way Separated Bike Lanes – 2.42
- Bike Lane-Shared Use Path – 2.30
- 2-Way Separated Bike Lanes – 2.15

Contact

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