

Master Plan Traffic Study Key

-  Two-Way Traffic
-  Off-Peak Street Parking
-  Reconfigured Intersection



Traffic & Transportation Studies

The following paragraphs summarize some of the most important traffic issues within the Punta Gorda Region:

State Road 17:

The City of Punta Gorda must execute its first annexation phase within the first year of implementation of this plan. This strategy would return the power of traffic decisions, along State Road 17, back to the City. Only at this point, the City of Punta Gorda will be able to take control over the

two-way reconfiguration (Marion and Olympia Avenues) and the relocation of State Road 17 to Florida Street. The reconfiguration of Marion and Olympia

Avenues would require new traffic lights.

State Road 41:

The portion of State Road 41 between the waterfront and the Sacred Heart Church could be reconfigured during off-peak hours.

This proposal provides new parallel parking areas and is essential to the vitality and

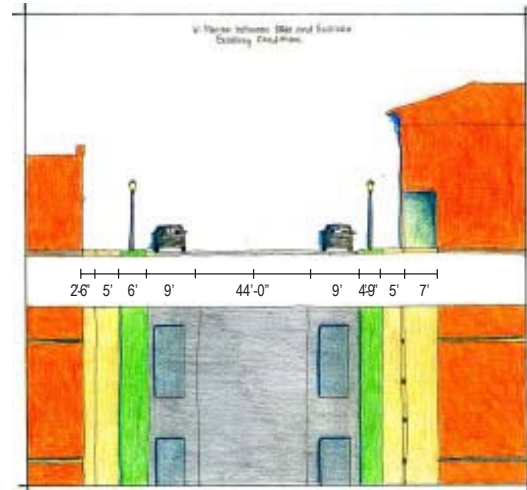
success of the 2005 Citizens Master Plan downtown as a pedestrian friendly environment.

“T” Sections:

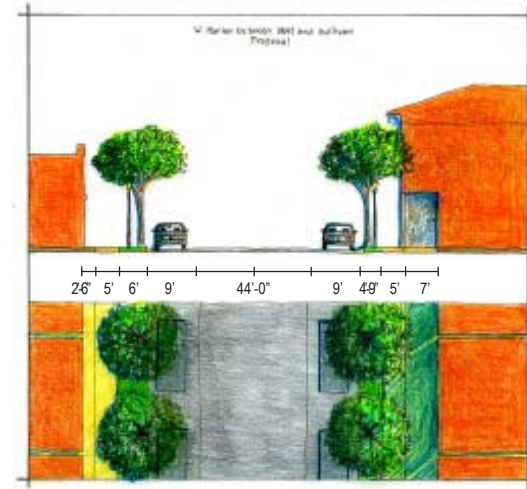
A number of difficult intersections have been re-drawn to provide for modern traffic standards at straight angles (“T” intersections). Other intersections have been solved with the creation of new public spaces and the reclamation of land for public space i.e.: intersection of Taylor and SR41.

The Citizens' Master Plan 2005

- A. Marion Ave existing
- B. Marion Ave proposed
- C. Taylor St. existing
- D. Taylor St. proposed
- E. US 41 existing
- F. US 41 off-peak proposed
- G. US 41 peak proposed



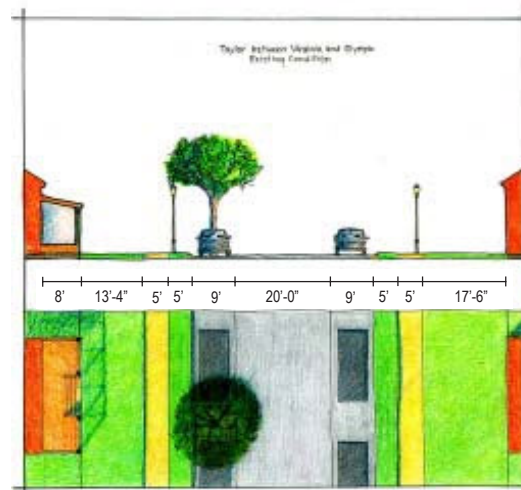
A.



B.

New Sections:

The 2005 Citizens Master Plan proposes the pedestrian friendly reconfiguration of some of the street sections –particularly in the downtown area (see drawings here provided). These sections would require

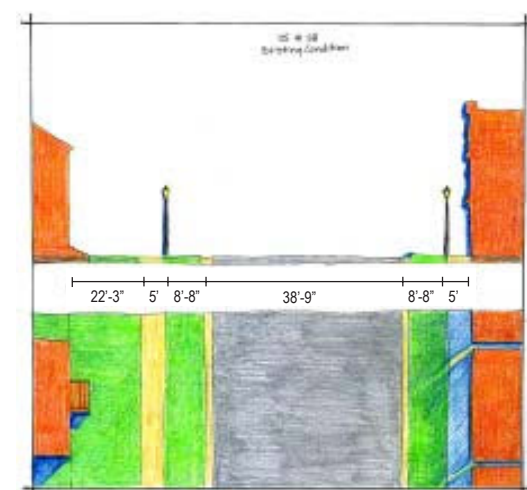


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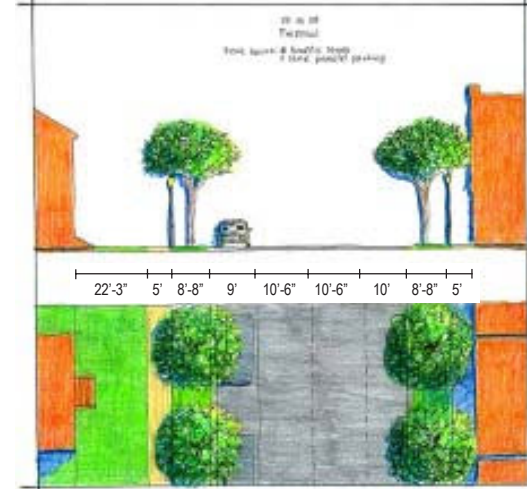


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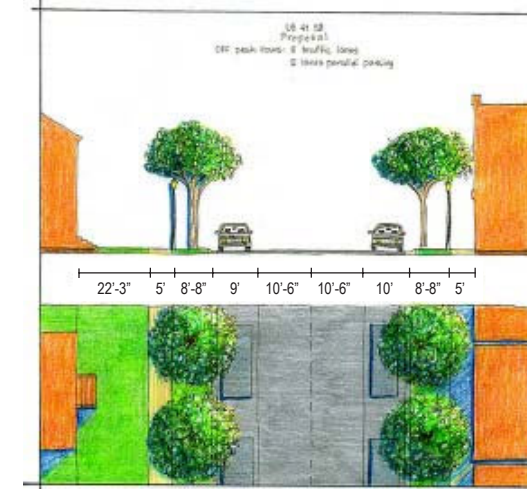
wider sidewalks, the presence of parallel parking (for the protection of pedestrians), the planting of semi-mature trees (min. 6" caliper and 8' tall at time of planting), the addition of arcades, porches, hedges, and fences, etc.



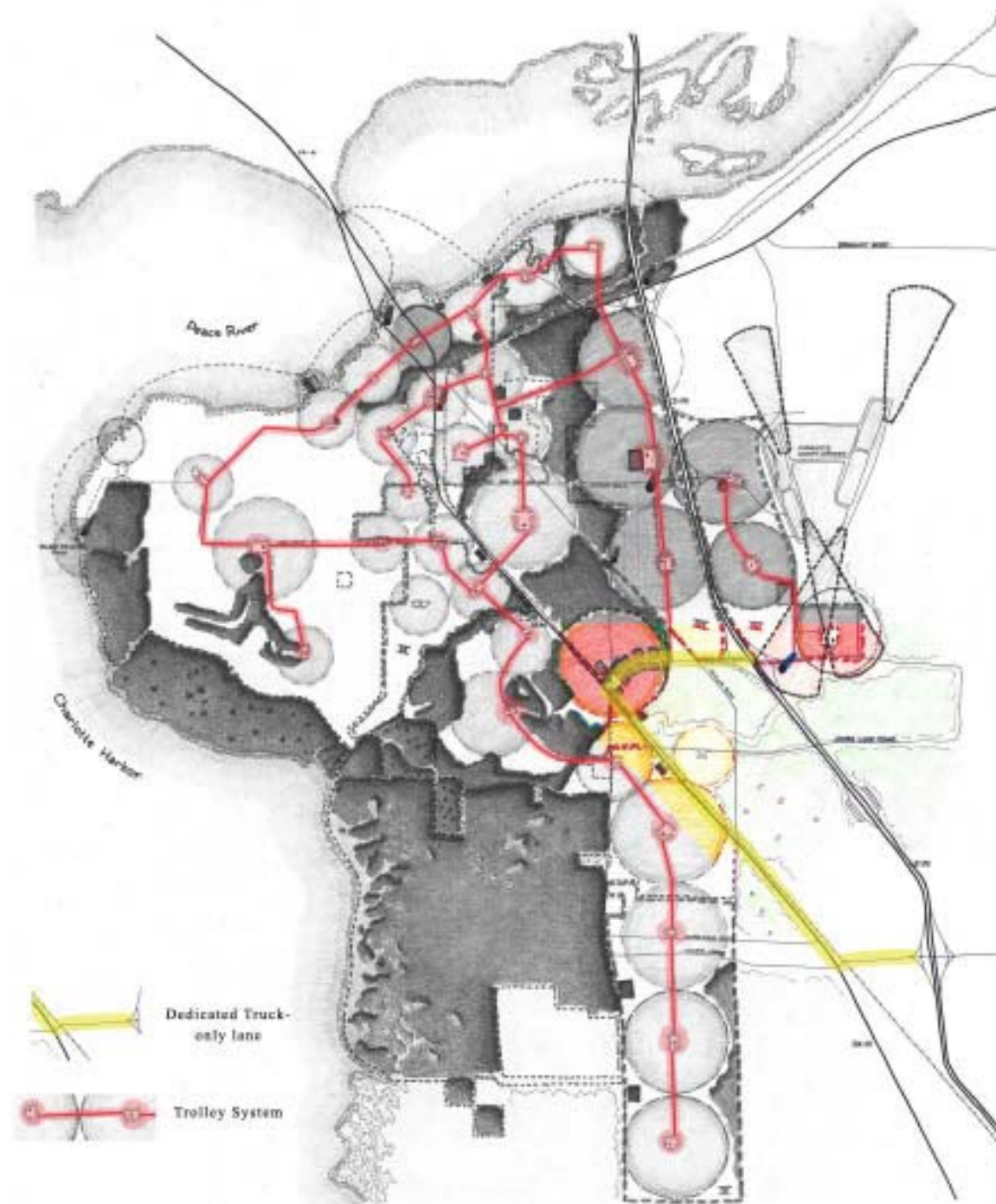
E.



F.



G.



H.

H. Regional trolley map with traffic areas highlighted

Jones Loop Road:

A traffic study is required to determine the appropriate road configuration of Jones Loop Road between State Road 41 and Interstate Road 75 –location of the proposed Mega-Box Destination Shopping Area.

Dedicated Lanes:

A dedicated truck-only lane shall be reserved along State Road 41 between Tuckers Grade and Jones Loop Road. This lane would create difficulties for truckers attempting to avoid the Interstate Road 75 weight station. The dedicated lane would require a posted speed of no more than 25MPH.

Trolley System:

A public trolley system would solve some of the most difficult traffic problems encountered by the elderly and teenage population within the City of Punta Gorda. The routes must be planned to hit every neighborhood and district center, to local pride through the exploitation of historic resources.