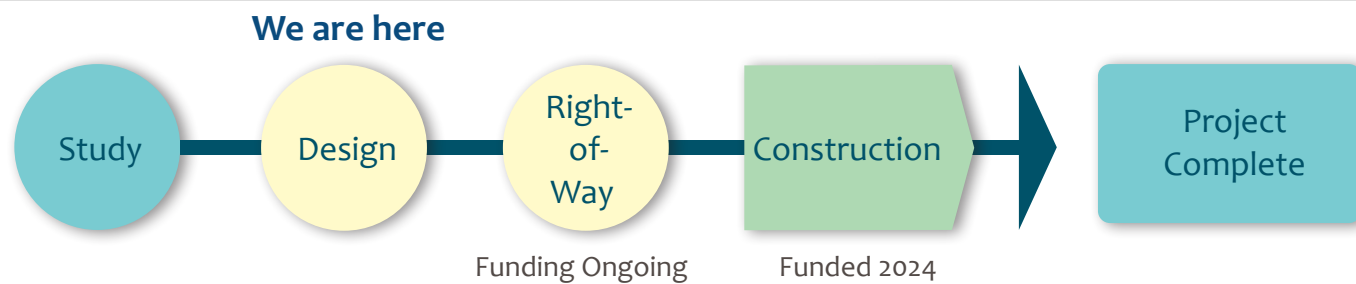


Project Schedule

	2021				2022				2023				2024			
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter
Vision Study Begins	👉															
Public Official Meetings	👥															
Stakeholder Meetings	👥															
Stakeholder Follow-Up Meetings		👥	👥													
Vision Study Complete					✓											
Project Newsletter																
Public Meeting																
Engineering Analysis and Design	[Progress Bar]															

Schedule Subject to Change

Transportation Development Process



You may share your comments about the project in several ways:

1. If attending the in-person event, complete a comment form and place it in the comment box at the meeting or mail to **Christopher Speese**, FDOT Project Manager, Florida Department of Transportation 10041 Daniels Parkway Fort Myers, FL 33913.
2. Email comments to the Project Manager, Christopher Speese, at Christopher.Speese@dot.state.fl.us
3. Submit your comment through the project website at <https://www.swflroads.com/project/441524-1>

Please note that comments may be sent at any time, but must be submitted or postmarked by February 10, 2023, to be included as part of the formal public meeting record.

Contact Information

Christopher Speese
FDOT Project Manager
 Florida Department of Transportation
 10041 Daniels Parkway
 Fort Myers, FL 33913
 (239) 225-1973
Christopher.Speese@dot.state.fl.us

Additional Project Information:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes, District One Title VI Coordinator, 801 N. Broadway Ave., Bartow, Florida 33830, call (863) 519-2287, or via email at Cynthia.Sykes@dot.state.fl.us.



Northbound Tamiami Trail (US 41/SR 45)

Complete Street Improvements
 from William Street to the Peace River Bridge
 Financial Project ID: 441524-1-32-01



Project Location Map



The Florida Department of Transportation (FDOT), District One, in partnership with local governments, conducted a Vision Study to evaluate alternatives for roadway improvements along Northbound Tamiami Trail (US 41/SR 45) from William Street to the Peace River Bridge in Downtown Punta Gorda, Charlotte County, Florida.

The purpose of this project is to enhance safety for all users of the roadway (including motorists, pedestrians, and bicyclists) on this three-lane, one-way section of Northbound Tamiami Trail (US 41/SR 45). This project will advance goals of walkability and strategic investment/development within Downtown Punta Gorda as set forth in the City of Punta Gorda's Comprehensive Plan and Plan Punta Gorda 2019 Citywide Master Plan.

Project Goals

1. Improve safety for all users including bicyclists and pedestrians
2. Minimize lane changes for through traffic in Downtown Punta Gorda
3. Promote consistent travel speeds through traffic calming

Improvements include adding dedicated turn lanes throughout the corridor, adding a roundabout at the intersection of Carmalita Street, a new traffic signal at Retta Esplanade, and implementing pedestrian/bicyclist safety improvements. These improvements include sidewalks along both sides of the roadway, and two new pedestrian signals near the proposed roundabout. Additionally, through lanes will be shifted so drivers no longer have to switch lanes to drive through Downtown Punta Gorda.

Schedule

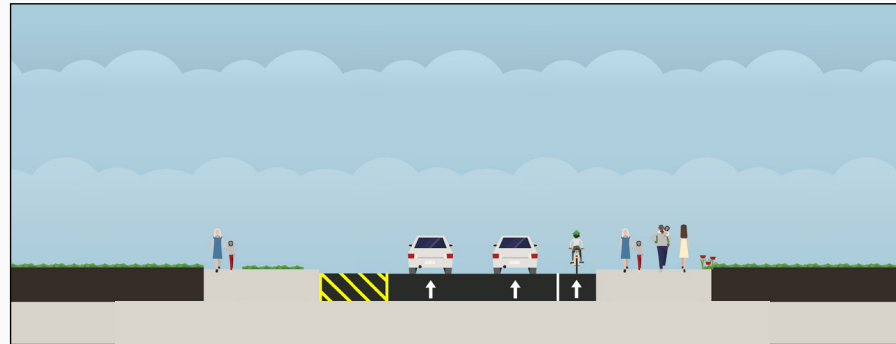
In-Person Event

Date: January 26, 2023
 Time: 5:00 p.m. - 7:00 p.m.
 Location: Charlotte Harbor Event and Conference Center
 75 Taylor St, Punta Gorda, FL 33950

Live Online (Virtual) Event

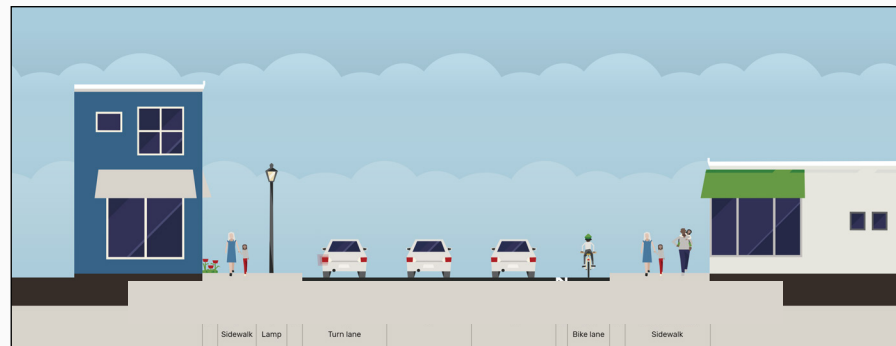
Date: January 31, 2023
 Time: 6:00 p.m. - 7:00 p.m.
 Location: bit.ly/TamiamiTrailPublicMeeting

Typical Sections



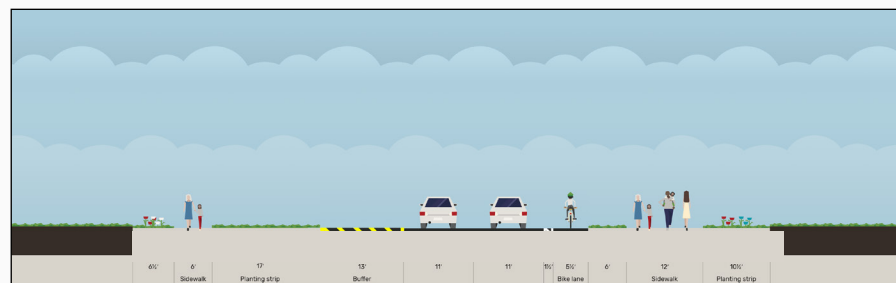
This section continues north until Charlotte Avenue.

The speed limit will be 40 miles per hour south of Carmalita Street and 30 miles per hour between Carmalita Street and Charlotte Avenue.



This section continues north until Retta Esplanade.

The speed limit within this typical section will be 30 miles per hour.



This section continues north until the Peace River Bridge. A new traffic signal will also be installed at the intersection of NB Tamiami Trail and Retta Esplanade.

The speed limit within this typical section will be 35 miles per hour.

William St to Charlotte Ave

This typical section features two 11-foot travel lanes with a 5-foot bike lane. A 5-foot to 12-foot sidewalk is located along the eastern side of the roadway, and a 5-foot sidewalk is located along the western side of the roadway. North of Taylor Street, there is a striped buffer on the left side. This typical

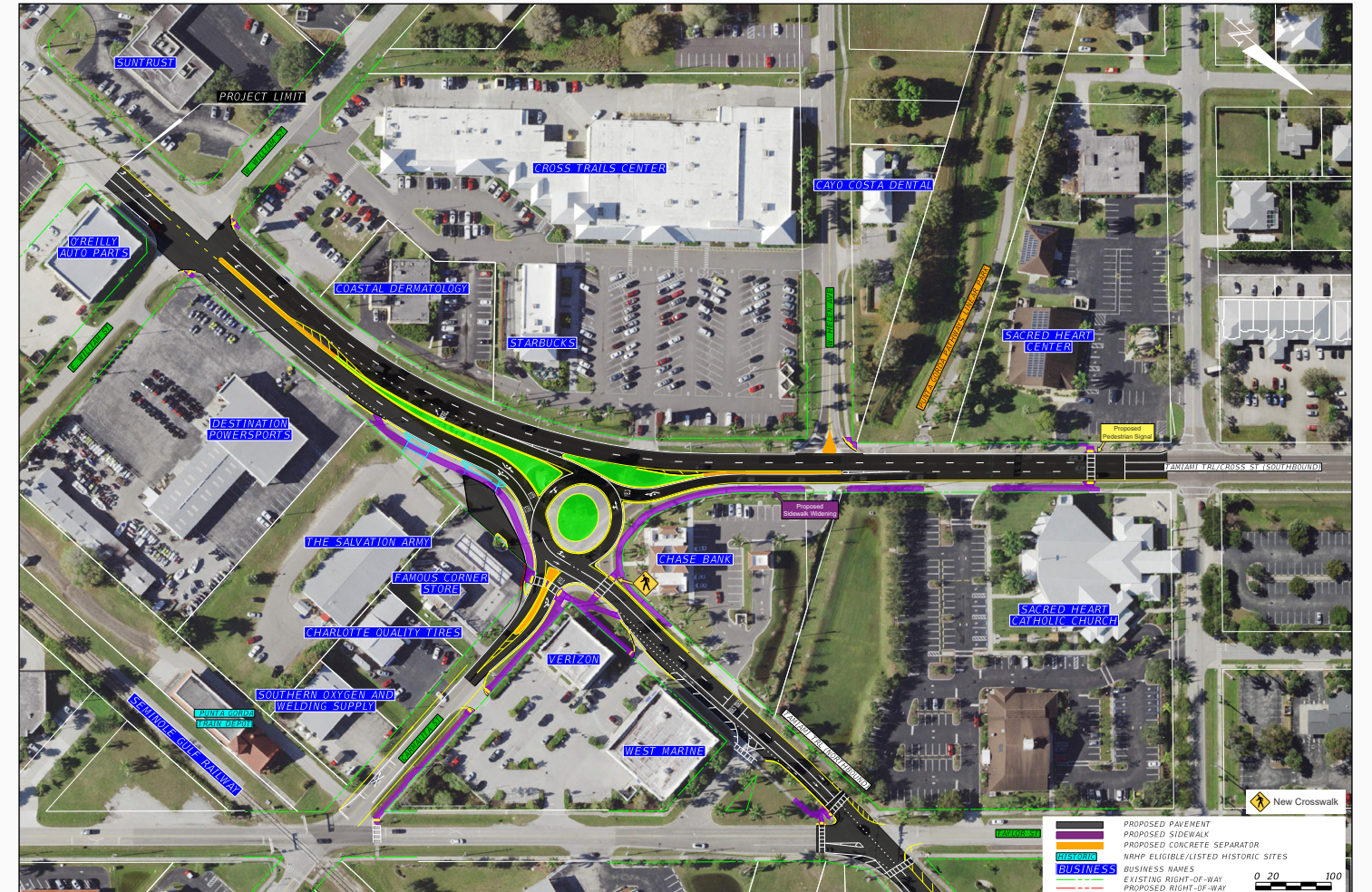
Charlotte Ave to Retta Esplanade

This typical section features two 11-foot travel lanes, an 11-foot turn lane on either the right or left side when approaching intersections, and a 7-foot buffered bike lane. A 5 to 11-foot sidewalk is located along the eastern side of the roadway, and a 5-foot sidewalk is located along the western side of the roadway. This typical

Retta Esplanade to Peace River Bridge

This typical section features two 11-foot travel lanes, with a 7-foot buffered bike lane. A 5-foot to 12-foot sidewalk is located along the eastern side of the roadway, and a 6-foot sidewalk is located

Carmalita Street Roundabout



The intersection at Tamiami Trail and Carmalita Street will be converted to a multi-lane roundabout as part of proposed improvements. This will serve as a traffic calming and safety enhancement for the project corridor.

For information on how to use multi-lane roundabouts, please refer to the roundabout handouts or ask a project staff member. Roundabout handouts can also be found at: www.fdot.gov/agencyresources/roundabouts.

Why a Roundabout?

Roundabouts have been proven to reduce the number of fatal and severe injury crashes by 82% over a stop-controlled intersection, and 78% over a signalized intersection.

Conventional intersections have 32 vehicle and 16 pedestrian conflict points, while roundabouts have only 8 vehicle and 8 pedestrian conflict points. Since there are no crossing movements in a roundabout, left-turn and right-angle crashes are eliminated.

