Integrating Hazard Mitigation into MPO Long-Range Transportation Planning

Charlotte County-Punta Gorda Metropolitan Planning Organization (MPO)

Project Technical Advisory Committee

MEETING NOTES

July 22, 2008

In Attendance:

- Richard Duckworth, Charlotte County Public Schools
- Laura Hite, Florida Division of Emergency Management
- Mark Gumula, Charlotte County-Punta Gorda MPO
- Naomi Manning, Charlotte County-Punta Gorda MPO
- Gary Quill, Charlotte County Airport
- Richard Weingarten, Charlotte County Transit Services
- Inga Williams, Charlotte County Growth Management
- Gary Harreu, Charlotte County-Punta Gorda MPO
- Mark Gering, City of Punta Gorda Public Works
- Michael Howe, Sarasota-Manatee MPO
- Mitchell Austin, City of Punta Gorda Planning
- Tom Scott, Charlotte County Growth Management
- Johnny Limbaugh, FL Division of Transportation
- Lakshimi Gurram, Charlotte County-Punta Gorda MPO
- Julie Dennis, CSA International
- Link Walther, CSA International
- Robert Deyle, FSU Department of Urban & Regional Planning
- Harrison Higgins, FSU Department of Urban & Regional Planning
- Greg Thompson, FSU Department of Urban & Regional Planning

Introductions and Housekeeping

- Information will be kept on FSU/MPO website, which is not yet up but will be discussed.

Project Overview:

- Chart Explanation:
  1. Transportation Facility Exposure
     a. Added SLR scenarios
  2. Scenario Planning Best Practices—lit review, survey of MPOs who have done scenario planning, and info gained from this project
  3. Collaboration Best Practices—survey of MPO collaboration efforts and info gained from project
  4. Develop Land Use and Transportation Scenarios (approx. 3 different scenarios)
  5. Run scenarios through hazard vulnerability analysis (HAZUS)
  6. Run evacuation clearance analysis
  7. Results of all three analyses (vulnerability, facility exposure and evacuation clearance) will be used to develop Hazard Mitigation Options Analysis
  8. Then conduct Transportation Facility Demand Analysis
9. Output #1: All info will be used to develop CCPG MPO LRTP Amendment
10. Anticipate that findings from this project will be integrated into future amendments/updates of local comp plans, LMS update, and future Transportation Improvement Programs (TIPs) (outside of this scope of work).
11. Output#2—Transportation Planning Hazard Mitigation Handbook

- This will not replace the LRTP update, but will provide information for the LRTP update that must be adopted by December 2010.
- Emphasis placed on using this information to then update other planning mechanisms in the county as well.

**Hurricane Hazard Zones and Sea Level Rise Scenarios (see copies of slides)**

- There are locations where county comprehensive plan calls for residential infill development in the Cat 1 (Coastal High Hazard Area) and Cat 3 (Hurricane Vulnerability Zone) Storm Surge Zones (increase in density in future land use map that does not currently exist according to current land use map).
- The Punta Gorda comp plan future land use element calls for additional commercial development and residential redevelopment at higher densities within portions of the Cat 1 and Cat 3 surge zones.
- Sea Level Rise: many groups are using one meter (3.3 ft) by 2100 as a worst case scenario for planning purposes.
- Maps shown in presentation depict a 0.5 meter, 1.0 meter and 1.5 level of sea rise. Maps are a not completely accurate because of data limitations but will be more accurate after LIDAR studies are complete.
- Need to determine what scenarios for sea level rise will be used for this study. While conventional comprehensive plans have planning horizons of no more than 10 or 20 years, infrastructure is built for a longer design life (e.g. bridges are built to have a 75 year lifespan and major road and utility rights-of-way have longer design lives).
- There has been an ongoing debate in Florida on promoting infill development (which mainly will be in areas vulnerable to coastal flooding) vs. promoting development in less vulnerable areas which may lead to sprawl in rural areas.

**Scenario Building (see copies of slides)**

- Brings together possible tradeoffs between different land use and transportation facility scenarios and helps people to choose between competing goals.
- For this project we anticipate creating a wide group of scenarios, however will choose a smaller number to model. Even number (4+) is encouraged due to the fact that if faced with a middle of the road choice, that’s normally what the selection will be.

**Current Visioning Data Available:**

- www.smartcharlotte2050.com has information on future vision for Charlotte County based on new comprehensive plan rewrite. Glatting-Jacskon is contracted to carry out
comp plan 2050 update—plan also for rural lands. This will result in an adopted 2050 FLUM. Currently there are only two future land use designations in the eastern portion of the county and most of the development decisions are made on a plan amendment basis. With no vision or concrete future land use policies for that area it is not clear what is, and what is not appropriate. The new FLUM map will be based on dialogue, draft map and review by the public? This process will be different from a formal scenario building exercise which develops multiple scenarios before selecting one. This should be completed by May 2009 in draft form.

- Charlotte Assembly is an ongoing grassroots visioning effort for the county that is separate from Smart Charlotte 2050. Information on this process is available on the Charlotte County website.

- The City of Punta-Gorda recently conducted a visioning exercise. The products from this exercise can be found on the following website: teampuntagorda.org.

- Renaissance Planning Group is doing a Build-out Study—time horizon is up to 2050. Should be completed Oct 2008

- Southwest Florida Regional Planning Council is also doing a regional visioning effort mirroring myregion.org efforts. It is not coordinated with the process being followed for the county comp plan update.

- One benefit of all projects going on simultaneously is that minds will be open to change.

Discussion:

- Get 2050 comp planning team and project team together to coordinate on ideas and process for scenario development to make sure we’re not duplicating efforts or going in conflicting directions.

- Proposed scenarios: existing uses; rural lands and environmental preservation; nodal rural development design; integration of the two; possible non-nodal development; all development built on safe land in high density w/public transit? Possible east-based alternative vs. west-based alternative.

- County has a policy to reduce antiquated platted lots by 3% each year by working out deals with property owners, through foreclosures, etc.

- Emphasis should be placed on making public participation a priority in the scenario development process for this project.

The Role of the PTAC/Future Meetings

- Review materials ahead of time and give feedback (both positive and negative) on drafts of reports.

- We have budgeted for 10 quarterly meetings but may not follow a rigorous quarterly schedule. It may make more sense to meet more frequently in the beginning to get more input.
- Thursday seems to be a preferred day.
- Charlotte County Cultural Center is a good place to have public workshops.
- Next Meeting date is Sept. 18th, 2008 @ 2:00 pm at new MPO office location.

**Website**

- Will be available to PTAC and public and include minutes of meetings, agendas, maps, background documents, and draft reports.
- Suggested that we use the website as an interactive tool to get input from public – see SmartCharlotte2050.com
- Include project status under project information as a separate page
- Include timeline with meeting dates
- SmartCharlotte2050.com is a good example to possibly model in the development of our website.
- Link the two sites—both Smart Charlotte 2050 and MPO Hazard Mitigation

**Scenario Discussion**

- Get Sea Level Rise scenario input at next meeting—one current suggestion is 0.5 meter by 2050. Possibly do one grade higher and one grade lower to show difference.
- Will use new LIDAR data but have to use existing SLOSH model as the SLOSH model will not be updated in time for this project.
- Charlotte County has a high risk of wildfire—does it pose a threat to the transportation infrastructure? Consensus is that yes, it does, however not sure that there are ways to prevent this through the LRTP besides mitigation and possible alternative routes.
- It may also be appropriate to consider wind vulnerability.
- Current comp planning practice uses 5 different population projections: High, medium-high, medium, medium-low, low. Charlotte County has been using a medium-high projection. This also has been the case for the MPO long-range transportation plan.