- Alleviate congestion
- Support multiple modes of transportation (shared-use trails, freight and passenger rail, public transit)

- Connect rural communities
- Expand broadband service

- Create jobs
- Advance trade and logistics

- Improve energy distribution
- Build water, sewer and other infrastructure

- Conserve wildlife
- Protect environmentally sensitive areas

- Provide hurricane evacuation routes
- Enhance public safety
### Mobility

<table>
<thead>
<tr>
<th>ALLEVIATE &amp; SUPPORT</th>
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<tbody>
<tr>
<td><strong>ROADWAY NETWORK</strong></td>
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<tr>
<td>Utilize/maximize existing roads; multiple roadways in the corridor creating a network of corridors like a “Wagon Wheel” framework</td>
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<tr>
<td><strong>ORIGIN / DESTINATION</strong></td>
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<tr>
<td>Origin/destination attractors for these corridors; will the corridors be leading people through or to the study area communities</td>
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<tr>
<td><strong>MULTIMODAL</strong></td>
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<tr>
<td>Demand for other modes; costs of other modes; bundled modes in corridors including freight, rail, trails, etc.</td>
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<tr>
<td><strong>COMMUNITY IMPACTS</strong></td>
</tr>
<tr>
<td>Positive/negative impacts on rural roads; start and end points for corridors; community visions and land use</td>
</tr>
<tr>
<td><strong>FREIGHT</strong></td>
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<tr>
<td>Freight movement and consideration for logistics and logistical centers</td>
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</tbody>
</table>
**BROADBAND**
Current broadband need; increase access to broadband; partnerships with existing providers; connectivity for student population

**MULTIPLE CONNECTIVITY**
Multiple connectivity concepts along with transportation including utilities and wildlife corridors
**QUALITY OF LIFE**
Revitalization of rural communities and community impacts such as travel patterns (positive and negative); support the character of rural communities

**ECONOMIC**
Workforce development; economic development; freight and intermodal logistic center supporting rural communities; residential options inland

**INNOVATION AND TECHNOLOGY**
Impacts of autonomous, connected, electric, and shared vehicles (ACES); some MPOs already have ACES in LRTPs

**RIGHTS OF WAY**
Practical options for public ownership and options available in right of way including electric, broadband, pipelines
COSTS
Costs of corridor construction and funding sources

INFRASTRUCTURE
Water and sewer; improve infrastructure

CLIMATE VULNERABILITY
Local resilience and sustainability plans; impacts of climate change/sea level rise
CONSERVE & PROTECT

**LAND**
Amount of public versus private lands; agricultural and mining areas

**WATER**
Wetland mitigation; freshwater flows; stormwater infrastructure; water quality, pollution and runoff; red tide; algae blooms; invasive species

**WILDLIFE**
Protect and enhance wildlife corridors and linkages, including agricultural land; Charlotte Harbor to Lake Okeechobee corridor already has 8 cuts; Ecological Greenways
HURRICANE EVACUATION
Evacuation behavior and anticipated travel pattern/path changes due to these corridors

TRAFFIC
Increased volume and impacts to rural roads; future congestion impacts

SAFETY
Safety for freight movement in harmony with other modes; wildlife/vehicle collisions

PUBLIC HEALTH
Improvement of public health
Existing Projects and Prior Studies

**Polk Parkway**
Widen Polk Parkway from MP 18 to MP 22, 2 to 4 lanes (3.95 miles) - includes new Braddock Road interchange

**Central Polk Parkway**
Central Polk Parkway New Road Construction from Polk Parkway (SR 570) to US 17 (6 miles)
Central Polk Parkway New Road Construction from US 17 to SR 60 (3 miles)
Central Polk Parkway SEIR (SR 60 to Polk Parkway & SR 60 to I-4), 2011

**Heartland Parkway Preliminary Planning and Feasibility Analysis** (2007)
- From Lee/Hendry county line to Polk/Osceola county line.