



Task Force Members Comments Summary

Southwest-Central Florida Connector



October 30, 2019

m·c o r e s



- 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



ALLEVIATE
& SUPPORT

ROADWAY NETWORK

Utilize/maximize existing roads; multiple roadways in the corridor creating a network of corridors like a “Wagon Wheel” framework

ORIGIN / DESTINATION

Origin/destination attractors for these corridors; will the corridors be leading people through or to the study area communities

MULTIMODAL

Demand for other modes; costs of other modes; bundled modes in corridors including freight, rail, trails, etc.

COMMUNITY IMPACTS

Positive/negative impacts on rural roads; start and end points for corridors; community visions and land use

FREIGHT

Freight movement and consideration for logistics and logistical centers



**CONNECT
& EXPAND**

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



**CREATE &
ADVANCE**

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



**IMPROVE
& BUILD**

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



**PROVIDE &
ENHANCE**

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

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

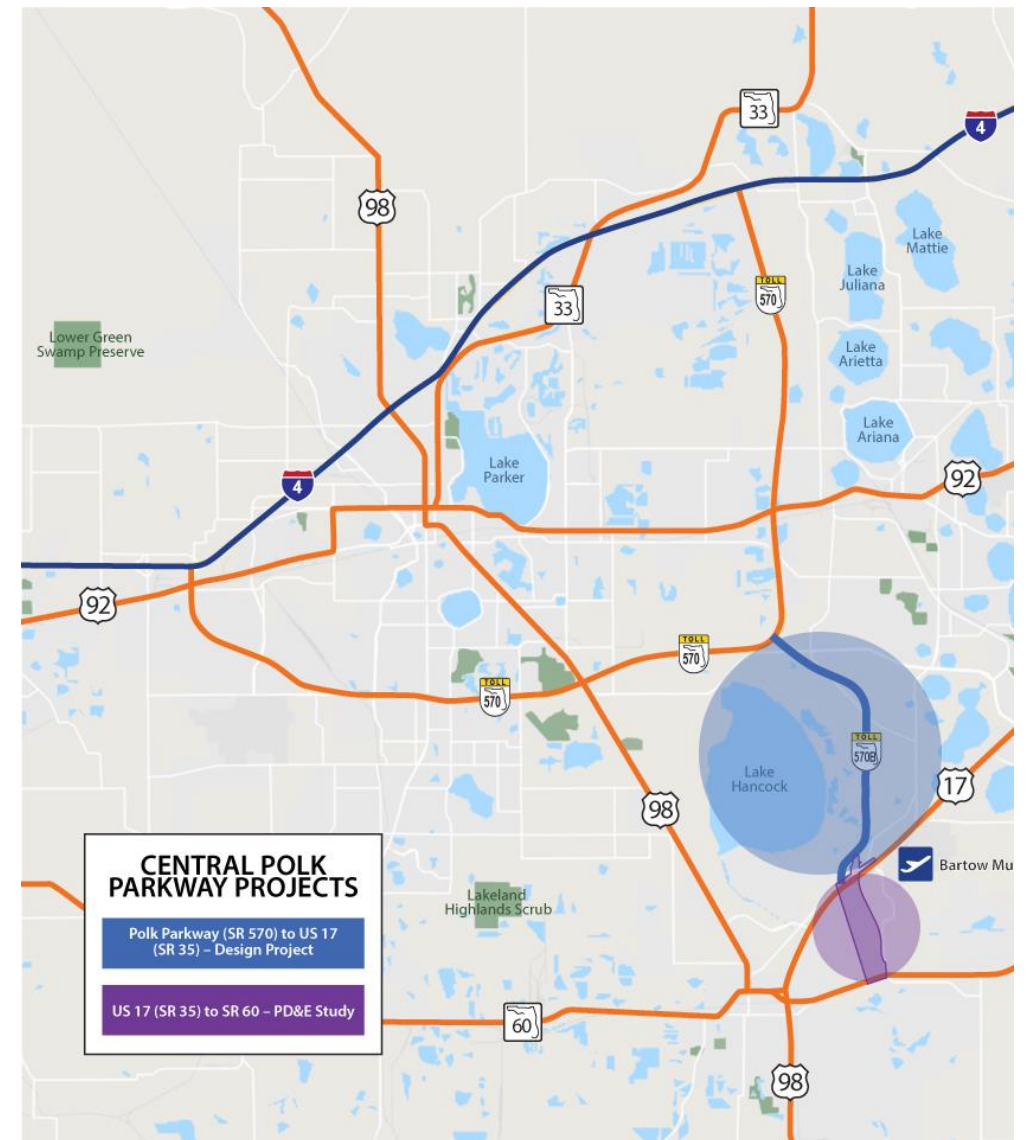
Central Polk Parkway New Road Construction from Polk Parkway (SR 570) to US 17 (6 miles)

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.





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MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE

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