Introductions, Update, Agenda Review

Task Force Meeting #5

March 4, 2020
Sunshine Law Video

Task Force Meeting #5

March 4, 2020
Corridor Utility Needs and Opportunities Panel Discussion

Task Force Meeting #5

March 4, 2020
Draft High-Level Needs Summary Discussion

Task Force Meeting #5

March 4, 2020
High-Level Needs from Task Force Notes

• “Missing out on new developments based on a lack of infrastructure.”
• “...tie between the quality of life in Florida with the quality of life of the environment.”
• ”...multi-generational families in cattle and agriculture have a deep connection to the land and that their rural heritage is important to these families.”
• “...a safety issue with evacuation. People need a lot of time to evacuate or get to a school.”
• ”...first is to prioritize existing corridors and to prioritize opportunities to upgrade existing infrastructure to meet the economic objectives and needs.”

https://floridamcores.com/event/southwest-central-florida-connector-task-force-meeting-3/#documents
• Revitalize Rural Communities
  • Maintain existing industries and improve economic diversity
  • Support and promote emerging industries
  • Broadband, sewer, water and other utilities to retain and attract businesses and workers
  • Affordable housing
• Encourage Job Creation
  • Job opportunities
  • Broadband to support education, training and remote work
  • Address education shortfalls and stagnant wages
High-Level Needs from Task Force Roll Up

• Provide Regional Connectivity While Leveraging Technology
  • Access to jobs, education, healthcare, healthy food, and services
  • Wildlife habitat connectivity
  • Limited access facilities
  • Coordinate with existing development plans
  • Consider how new land uses influence traffic
  • Policy associated with right-of-way for utilities
  • Maximize funding opportunities
• Enhance Quality of Life and Public Safety
  • Improved evacuation routes – existing corridors get gridlocked
  • Safety concerns, with heavy truck traffic
  • Upgrade existing infrastructure and utilities
  • Retain link between quality of life in Florida and quality of environment
  • Cultural preservation
  • Avoid cultural and historic areas
  • Align with visions for each community
• Protect the Environment and Natural Resources
  • Protect endangered species (wildlife and vegetation)
  • Improve wildlife connectivity
  • Expand conservation lands on the Florida Ecological Greenway
  • Enhance watersheds – quality and sheet flow
  • Prioritize co-location to mitigate environmental impact
Public Engagement Activities

Task Force Meeting #5

March 4, 2020
Your Voice Is Important
Recap of Input
Updates and Opportunities for Feedback

• Social Media

• Presentations to Groups/ Commissions / Councils

• Sign up for e-newsletters at floridamcores.com

Workshops Available

Request through FDOT.listens@dot.state.fl.us
Southwest-Central Florida Corridor Community Open House

- **March 26**
  Bert Harris Agricultural Center Auditorium
  4509 George Blvd., Sebring, FL 33870

Southwest-Central Florida Corridor Task Force Meeting #6

- **April 28**
  Turner Agri-Civic Center Arena
  2250 NE Roan Street, Arcadia, FL 34266
Written Comments
## Public Meetings

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>EVENT NAME</th>
<th>DATE</th>
<th>NUMBER OF COMMENTS / LETTERS</th>
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<td>1/27/2020</td>
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*Joint Meetings that involved more than one corridor

Total: 362
Areas of Interest

Traffic Topics

• Projected Alignment or Route Locations
• Tolls
• Expand/Maintain Existing Roads
• Multi-modal/Mass Transit/Alternate Transportation
• Hurricane Evacuation
Environmental Mentions

- Wildlife/Habit Impacts
- Wetlands
- Water Resources/Aquifer
- Pollution: Water/Air/Ground
- Native Plants
- Conversation
- Impacts to Property/Rural/Quality of Life
Areas of Interest

General Mentions

• Cost
• Tourism
• Jobs/Economic/Business Impacts
• Eminent Domain
• Water-Sewer Utilities
• Broadband
Lunch

Task Force Meeting #5

March 4, 2020
SHARE THE ROAD
Additional Priority Data Requested by Task Force

Task Force Meeting #5

March 4, 2020
Consolidated Land Use Map Synthesis

- Land use categories synthesized into common major categories for overview
- Municipalities not included at this time

Sources: County Comprehensive Plans (synthesized into common categories for overview purposes).
Consistency with State, Regional, and Local Plans

Task Force Meeting #5

March 4, 2020
• State and federal laws and rules describe areas for consistency, coordination, and consideration
  • Different approaches for rural and metropolitan areas

• Key documents
  • Local government comprehensive plan
  • MPO long-range transportation plan/transportation improvement program
  • Florida Transportation Plan/statewide transportation improvement program

• FDOT commitments to collaborating with partner agencies
• Considerations
  • Goals, objectives, and policies
  • Inclusion of transportation corridors
  • Land use and natural resources around identified interchanges

• Timing
  • After Task Force report: May incorporate guiding principles and potential corridor paths/courses
  • By December 31, 2023: Determine need to amend plan to address land use and natural resource protection around identified interchanges
• Considerations
  • Consistency with local government comprehensive plans
  • Consistency with Florida Transportation Plan
  • Identification of proposed corridor projects in statewide transportation improvement program

• Timing
  • State Transportation Improvement Program (STIP) amendment/update prior to first project advancing
• Considerations
  • Goals and objectives of Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (LRTP)
    • Linkages to Florida Transportation Plan and Strategic Regional Policy Plan (SRPP)
    • Consistency with local government comprehensive plans
  • Identification of proposed corridor projects in MPO LRTP and transportation improvement programs (TIP)

• Timing
  • LRTP amendment or next update
  • TIP amendment/update prior to first project advancing
Future Traffic Conditions

Task Force Meeting #5

March 2020
Agenda

- Traffic Analysis Steps
- Origin & Destination Summary
- Traffic Forecast Inputs
- 2050 Future Traffic Conditions
Traffic Analysis Steps

Task Force

High-Level Mobility Needs
- Existing Traffic Conditions
- Future No-Build (Baseline) Traffic

Planning and Corridor Evaluation

Alternative Corridors Development
- Traffic Evaluation of Corridor Alternatives

Project Development & Environment (PD&E) and Design

Evaluate Alternatives Alignments
- Refined Analysis of No-Build and Build Alternatives
Daily Traffic Distribution

- Study Area Trips To and From Major Florida Regions versus Trips Within Study Area

<table>
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<th>Region</th>
<th>Trips</th>
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<tr>
<td>Miami Region</td>
<td>83,600</td>
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<tr>
<td>Treasure Coast Region</td>
<td>98,300</td>
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<td>Tampa Region</td>
<td>352,600</td>
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<tr>
<td>Orlando Region</td>
<td>160,000</td>
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<td>Jacksonville Region</td>
<td>21,400</td>
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<td>Panhandle Region</td>
<td>5,600</td>
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<tr>
<td>SW-CFL Study Area</td>
<td>4,095,900</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>4,817,400</strong></td>
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Source: AirSage, Inc., September 2016
### Origin & Destination Summary

#### Daily Traffic Distribution

- **County-Based Trips within the Study Area**

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<th>Rank</th>
<th>Origin County</th>
<th>Destination County</th>
<th>Trips</th>
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<td>1</td>
<td>Lee</td>
<td>Collier</td>
<td>190,200</td>
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<td>Lee</td>
<td>Charlotte</td>
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<td>4</td>
<td>Polk</td>
<td>Highlands</td>
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<td>5</td>
<td>Charlotte</td>
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<td>6</td>
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<td>Lee</td>
<td>Polk</td>
<td>3,500</td>
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</table>

Source: AirSage, Inc., September 2016
Traffic Forecast Inputs

- **Statewide Model**
  - Validated Base Year 2015
  - Forecast Year 2050
  - Major Inputs
    - Population
    - Employment
    - Roadway Network
Population Growth 2015 – 2050

- Consistent with Local Plans
- Obtained from Regional Model Used by MPO
- Study Area Growth to 2050 – 64.8%
Traffic Forecast Inputs

Employment

• Consistent with Local Plans
• Obtained from Regional Model Used by MPO
• Study Area Growth to 2050 – 91.6%

Employment Growth 2015 – 2050

- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 4,000
- > 4,000
Traffic Forecast Inputs

Roadway Network Improvements

- FDOT 5-Year Work Programs
- FDOT Strategic Intermodal System (SIS) 10-Year Plan
- FDOT SIS Long Range Cost Feasible Plan, FY 2029 – 2045
- MPO Long Range Transportation Plans (LRTPs)
Future Year 2050 Roadway Model Network

- Many 2-Lane Roads Within Rural Areas
- I-75
  - 6 Lanes Plus Managed Lanes (Under Study)
- US 17
  - Varies from 4 to 6 Lanes
- US 27
  - 4 Lanes from Moore Haven to Sebring
  - 6 Lanes from Sebring to North of I-4

2050 Number of Lanes
- Green: 2 Lanes
- Blue: 4 Lanes
- Pink: >= 6 Lanes
Peak Season Daily Traffic Volumes

• Study Area Traffic Increases by 75% from 2018 to 2050
2050 Future Traffic Conditions

• Level of Service (LOS)
  • A Quantitative Stratification of Quality of Service Using Letter Grades A through F
  • Quality of Service Is Measured across Multiple Modes

• FDOT Target LOS
  • LOS C Rural Areas
  • LOS D Urbanized Areas

<table>
<thead>
<tr>
<th>LOS</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>Complete Mobility, Traffic Flow at or above Speed Limit</td>
</tr>
<tr>
<td>B</td>
<td>Traffic Flow at Speed Limit, Vehicles Side by Side</td>
</tr>
<tr>
<td>C</td>
<td>Slightly Congested, Traffic Flow at Speed Limit or Below</td>
</tr>
<tr>
<td>D</td>
<td>Congestion, Typical Rush Hour, Speeds Reduced below Speed Limit</td>
</tr>
<tr>
<td>E</td>
<td>Congestion, Irregular Traffic Flow, Speed Varies Rapidly</td>
</tr>
<tr>
<td>F</td>
<td>Heavy Congestion, Excessive Delay, Frequent Stops</td>
</tr>
</tbody>
</table>
2050 Future Traffic Conditions

Level of Service (LOS)

- Existing 2018
- Future 2050

LOS
A, B
C, D
E, F

Expanded Analysis Area
Congestion

• Existing 2018
• Future 2050

Congestion Level

- Moderate
- Severe
- Extreme
- Expanded Analysis Area
Summary

• Origin & Destination Summary
  • External - Tampa and Orlando Greatest Interaction with the Study Area
  • Internal - Inter-County Trips Primarily North – South

• 2050 Future Traffic Conditions
  • Roadway Network Improvements (2016 to 2050)
  • Growth to 2050 (Population = 64.8%; Employment = 91.6%)
  • Traffic Growth to 2050
    • Overall Traffic Growth = 75%
    • Many Segments >100% Change in Traffic

• Level of Service and Congestion
  • Analysis Area LOS ‘E’ and ‘F’ Segments
  • Anticipated Severe and Extreme Congestion
Major Construction Projects

- **Major Projects**
  - Capacity / widening, interstate & interchange
- **Programmed for Construction**
  - Programmed through 2025
- **Ongoing**
  - Construction has begun but not yet completed

**Legend***
1. Widen Polk Parkway from MP 18 to MP 22 (2 to 4 lanes)
2. SR 542 from 1st Street to Buckeye Loop Road
3. SR 542 from Buckeye Loop Road to US 27
4. Central Polk Parkway from Polk Parkway to US 17*
5. Central Polk Parkway from US 17 to SR 60*

*Remaining legend available on printed handout.
Major Planning and PD&E Studies

- Major Project Studies
  - Capacity / widening, interstate, interchange
- Planned & Underway
  - Ongoing and Planned through 2025
- Completed
  - Completed, but not yet constructed

**Legend**
1. US 27 from I-4 to Lake County Line
2. I-4 from US 27 to Osceola County Line
3. US 17/92 from US 27 to County Road 54 (Ronald Reagan Parkway)
4. US 98 from north of W Socrum Loop Road to SR 471
5. US 92 from West Daughtery Road to north of West Socrum Loop Road

*Remaining legend available on printed handout.*
Avoidance and Enhancement Areas

Task Force Meeting #5

March 4, 2020
Avoidance and Enhancement Areas

• Original categories identified at Task Force meeting #4:
  • **Will not impact** – Absolute avoidance areas
  • **No new corridor through** – No additional corridors will be proposed through these areas that are for the purposes of M-CORES

• What’s New Today
  • **Existing Roads for Potential Co-Location**
Review of Updated Avoidance and Enhancement Areas

• Original categories identified at Task Force meeting #4:
  • *Will not impact* – Absolute avoidance areas
  • *No new corridor through* – No additional corridors will be proposed through these areas that are for the purposes of M-CORES

• Categories for requested avoidance layers from Task Force Members:
  • *Task Force will not impact* – Proposed by the Task Force as absolute avoidance areas
  • *Task Force no new corridor through* – Proposed by the Task Force as areas where no additional corridors will be proposed through these areas that are for the purposes of M-CORES
  • *Impact only with Enhancement* – Proposed by the Task Force as areas that may only be impacted if new or existing facilities include enhancement to the natural and physical environment
  • *FDOT standard analysis areas* – Proposed by the Task Force as areas that will be reviewed and analyzed following FDOT standard policies and procedures
Existing Corridor Enhancement Commitments

Task Force Meeting #5

March 4, 2020
Enhancement Commitments

Bioswales

Improved Water Quality

Preserves/Marshes

Additional Wildlife Crossings & Design Elements

Connecting and Expanding Multi-Use Trails
Enhancement Commitments

**Improved Water Flow**
*Bridging Example*

**Connecting/Expanding Conservation Lands**

**Providing/Preserving Right-of-Way for Utilities**

**Connecting/Expanding Wildlife Corridors**
Break

Task Force Meeting #5

March 4, 2020
MOVE OVER
or slow down for emergency lights.

#MoveOverFL
1. Prioritize avoidance and enhancements to existing lands currently managed for conservation purposes; where avoidance is not feasible, minimize and mitigate impacts on these lands. Provide enhancements for mitigation lands if avoidance is not feasible.

2. Prioritize avoidance and enhancements to lands proposed for management for conservation purposes; where avoidance is not feasible, minimize and mitigate impacts to these lands.

3. Minimize and mitigate impacts to endangered, threatened, rare, or endemic species and their habitats, as well as to rare or endemic plant communities. Enhance these areas to extent practical.

4. Avoid, to the extent possible, and enhance, to extent practical, degradation of fresh water sources and aquifer recharge areas; where avoidance is not possible, minimize and mitigate impacts on these resources.

5. Maintain, and where possible, restore and enhance water quality and watershed integrity.

6. Minimize direct impacts to wetlands; where mitigation is needed, pursue regional or landscape-scale approaches.

7. Avoid or minimize fragmentation of, or other negative impacts to, regionally significant or large contiguous productive agricultural lands and other rural lands with environmental significance, working with landowners to understand their future plans.

8. Maintain and, where possible, restore and enhance the integrity and connectivity of regionally significant environmental lands (such as Florida Ecological Greenway Network Priorities 1 and 2), with emphasis on enhancing connectivity for wildlife, water, and other resources.

9. Enhance, to extent practical, existing roads to improve natural resource conditions.
Draft Guiding Principles

Cultural
10. Avoid lands owned by Native American tribal nations.
11. Avoid cemeteries and historic markers.

Social
12. Avoid military sites and lands important to maintain the site’s military mission.
13. Maintain and enhance transportation connectivity to, from, and between working farms, forests, and mines; recreational areas, trails, and other eco-tourism attractions; rural employment centers; and other economically valuable rural lands.
14. Enhance transportation corridors to reflect the context of the communities and environment through which the corridors pass, to the fullest extent possible.
15. Maintain and enhance the context and quality of life consistent with local and regional visions and plans.
16. Enhance economic development, job creation and community development with emphasis on rural areas, by maintaining consistency with local and regional comprehensive plans, economic development plans and initiatives to maximize opportunities that meet the needs of communities and the region.
17. Avoid schools and locally significant identified public serving institutions and mitigate negative impacts of a transportation corridor on these institutions.
Prioritize minimization implementation of new transportation facilities by following existing transportation rights of way, utility corridors or easements, and other existing human-disturbed corridors through conservation, agricultural, and other natural lands.

Enhance transportation connectivity by emphasizing linkages to existing communities and the existing regional roadway network.

Enhance the development and operation of transportation corridors by using state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies.

Enhance emergency evacuation and response.

Enhance areas where utilities and broadband can be combined with transportation through nondiscriminatory, competitively neutral access to FDOT rights of way for utility and service providers or joint deployment of infrastructure.

To extent feasible, minimize impacts of transportation lighting on nearby agricultural, environmental and conservation lands.
Potential Implementation Strategies

A. Consult with tribal nations to identify opportunities for enhanced connectivity that would provide mutual benefit.

B. Enhance infrastructure and transportation planning processes to support co-benefits of implementation.

C. Avoid or minimize impacts to funding for programmed FDOT projects.

D. Conservation lands include fee and less than fee conservation easements, rural land stewardship management areas, Water Management District monitoring sites, and areas needed for associated, appropriate land management (such as smoke sheds, optimal boundaries).

E. In transportation corridor planning and project development, localize public input/feedback.

F. In transportation corridor planning and project development, evaluate improvements and access to existing and planned trail networks.
Next Steps

Task Force Meeting #5

March 4, 2020
• Revise high level needs summary based on Task Force member input

• Revise guiding principles based on Task Force member input
  • Includes comments made throughout the day (i.e., during utility panel, needs discussion)

• Continue to provide more detail on corridor paths/courses

• Coordinate any info for local comprehensive plans as soon as possible
Action Items from Today

• Traffic forecast/follow up on questions today
  • Assumptions for future projects on I-75
  • Potential for diversion/demand among corridors - e.g., traffic from I-75 using an inland corridor

• Provide additional detail on costs/anticipated impacts of projects previously and current studies
Action Items from Today

• Refine avoidance area graphic
  • Consider E-W corridors as opportunities for potential co-location (e.g., SR 60, SR 64, SR 70, CR 74), Interchange Location Potential
  • Process for getting Task Force member input on areas using mobile tool (FDOT will follow up with specific homework including categories and deadline)

• Clarify/suggest additional opportunities for restoration/enhancement of existing and new corridors
Next Steps

• Meeting materials posted online today

• Meeting summary to be distributed in next 2 weeks

• Please complete meeting evaluation form before you leave today
• **Community Open House**: March 26, 2020, 5:30 – 7:30 PM  
  Bert Harris Agricultural Center Auditorium  
  4509 George Boulevard, Sebring, FL 33870

• **Task Force Meeting #6**: April 28, 2020  
  Turner Agri-Civic Center Arena  
  2250 NE Roan Street, Arcadia, FL 34266

• **Community Open House**: May 7, 2020, 5:30 – 7:30 PM  
  Turner Agri-Civic Center Exhibit Hall  
  2250 NE Roan Street, Arcadia, FL 34266

• **Community Open House**: May 14, 2020, 5:30 – 7:30 PM  
  LaBelle Civic Center  
  481 SR 80, LaBelle, FL 33935