Welcome

Task Force Meeting #5
Corridor Utility Needs and Opportunities Panel Discussion

Task Force Meeting #5
FDOT’s MISSION

➢ The FDOT mission is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities.
Draft High-Level Needs Summary Discussion

Task Force Meeting #5
• “Create economic opportunity and job growth for our children. We want to keep our children within their county.”
• “Protect forests and farmlands (avoid bisecting) by treating them like wetlands and mitigate impacts.”
• “Protect and encourage travel to retail commercial centers, historic resources, and downtowns.”
• “Affordable access to healthcare is a great issue of concern.”
• “…needs for broadband and passenger rail.”
• “…connect freight rail and protect agricultural and water recharge/discharge areas, as well as wildlife corridors.”
• "Need to find better transportation options for state tourism and our residents."
• "...additional infrastructure to enhance industrial workforce."

https://floridamcores.com/event/suncoast-connector-task-force-meeting-3/#documents
Protect the Environment and Natural Resources

- Protect endangered species (wildlife, habitat, and vegetation)
- Improve wildlife connectivity
- Protect and enhance conservation and agricultural lands
- Minimize impacts and enhance water resources (springs, springsheds, groundwater recharge areas, aquifers, stormwater)
- Prioritize co-location to mitigate environmental impact
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
- Maximize funding opportunities
- Consider multi-modal needs (access to other roads/ports, freight movement, air cargo, passenger rail)
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
Encourage Job Creation

- Job opportunities
- Provide enhancement/access to opportunities
- Provide broadband enhancements to allow for remote/connected access employment opportunities
- Encourage job opportunities such that future generations can remain in their local communities
Enhance Quality of Life and Public Safety

- Improve evacuation routes
- Use existing infrastructure as much as possible
- Retain link between quality of life in Florida and quality of environment
- Avoid cultural and historic areas
- Align with visions for each community
- Provide additional truck parking capacity in order to improve lost freight costs and enhance highway safety so that truck drivers can reliably locate rest and parking locations
- Access to improved healthcare through enhancements such as tele-healthcare
Your Voice Is Important

Recap of Input
We Have Heard You

Email us at:
FDOT.Listens@dot.state.fl.us

COMMENT STATION

m-cores
MULTI-USE CORRIDORS OF REGIONAL ECONOMIC SIGNIFICANCE
FloridaMCORES.com

Facebook
Twitter
Stay Engaged

Updates and Opportunities for Feedback

• Sign up for e-newsletters at FloridaMCORES.com

• Social Media

• Presentations to Groups/ Commissions / Councils

Workshops Available

Request through FDOT.listens@dot.state.fl.us
Written Comments
<table>
<thead>
<tr>
<th>COUNTY</th>
<th>EVENT NAME</th>
<th>DATE</th>
<th>NUMBER OF COMMENTS / LETTERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Citrus</td>
<td>Northern Turnpike Corridor Task Force Meeting #2</td>
<td>10/22/2019</td>
<td>17</td>
</tr>
<tr>
<td>Citrus</td>
<td>Suncoast Corridor Task Force Meeting #2</td>
<td>10/23/2019</td>
<td>15</td>
</tr>
<tr>
<td>Citrus</td>
<td>Northern Turnpike Corridor Community Open House</td>
<td>10/24/2019</td>
<td>10</td>
</tr>
<tr>
<td>Citrus</td>
<td>*Suncoast / Northern Turnpike Corridors Community Open House</td>
<td>1/30/2020</td>
<td>26</td>
</tr>
<tr>
<td>Collier</td>
<td>Southwest-Central Florida Corridor Community Open House</td>
<td>12/12/2019</td>
<td>3</td>
</tr>
<tr>
<td>DeSoto</td>
<td>Southwest-Central Florida Corridor Community Open House</td>
<td>1/30/2020</td>
<td>14</td>
</tr>
<tr>
<td>Dixie</td>
<td>Suncoast Corridor Community Open House</td>
<td>10/24/2019</td>
<td>36</td>
</tr>
<tr>
<td>Gilchrist</td>
<td>Northern Turnpike Corridor Task Force Meeting #4</td>
<td>2/12/2020</td>
<td>7</td>
</tr>
<tr>
<td>Glades</td>
<td>Southwest-Central Florida Corridor Task Force Meeting #4</td>
<td>2/13/2020</td>
<td>10</td>
</tr>
<tr>
<td>Hardee</td>
<td>Southwest Central Florida Corridor Community Open House</td>
<td>11/12/2019</td>
<td>9</td>
</tr>
<tr>
<td>Hendry</td>
<td>Southwest-Central Florida Corridor Task Force Meeting #3</td>
<td>12/9/2019</td>
<td>7</td>
</tr>
<tr>
<td>Hillsborough</td>
<td>*Suncoast, Northern Turnpike &amp; Southwest-Central Florida Corridors Task Force Meeting #1</td>
<td>8/27/2019</td>
<td>72</td>
</tr>
<tr>
<td>Lafayette</td>
<td>Suncoast Corridor Community Open House</td>
<td>12/19/2019</td>
<td>9</td>
</tr>
<tr>
<td>Levy</td>
<td>*Suncoast / Northern Turnpike Corridors Community Open House</td>
<td>1/28/2020</td>
<td>59</td>
</tr>
<tr>
<td>Madison</td>
<td>Suncoast Corridor Task Force Meeting #4</td>
<td>2/11/2020</td>
<td>19</td>
</tr>
<tr>
<td>Marion</td>
<td>Northern Turnpike Corridor Task Force Meeting #3</td>
<td>12/18/2019</td>
<td>6</td>
</tr>
<tr>
<td>Polk</td>
<td>Southwest-Central Florida Corridor Task Force Meeting #2</td>
<td>10/30/2019</td>
<td>8</td>
</tr>
<tr>
<td>Polk</td>
<td>Southwest-Central Florida Corridor Community Open House</td>
<td>1/9/2020</td>
<td>10</td>
</tr>
<tr>
<td>Sumter</td>
<td>Northern Turnpike Corridor Community Open House</td>
<td>12/19/2019</td>
<td>2</td>
</tr>
<tr>
<td>Taylor</td>
<td>Suncoast Corridor Task Force Meeting #3</td>
<td>12/17/2019</td>
<td>7</td>
</tr>
<tr>
<td>Taylor</td>
<td>Suncoast Corridor Community Open House</td>
<td>1/27/2020</td>
<td>16</td>
</tr>
</tbody>
</table>

*Joint Meetings that involved more than one corridor

Total: 362
Environmental Mentions

• Wildlife/Habitat Impacts
• Wetlands
• Water Resources/Aquifer
• Pollution: Water/Air/Ground
• Native Plants
• Conservation
• Impacts to Property/Rural/Quality of Life
Traffic Topics

- Projected Alignment or Route Locations
- Tolls
- Expand/Maintain Existing Roads
- Multi-modal/Mass Transit/Alternate Transportation
- Hurricane Evacuation
Areas of Interest

General Mentions

• Cost
• Tourism
• Jobs/Economic/Business Impacts
• Eminent Domain
• Water-Sewer Utilities
• Broadband
FDOT’s VISION:

➢ FDOT serves the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.
Additional Priority Data
Requested by Task Force

Task Force Meeting #5
Consolidated Future 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
• 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
Transportation Planning: Rural Areas

- 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
Transportation Planning: MPO Areas

**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
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
### Study Area Daily Trips Summary

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Within Study Area</strong></td>
<td></td>
</tr>
<tr>
<td>Trips that start and end completely within the Study Area</td>
<td>295,700</td>
</tr>
<tr>
<td><strong>To and From Study Area</strong></td>
<td></td>
</tr>
<tr>
<td>Trips that start within, end outside, of the Study Area, and vice versa</td>
<td>141,600</td>
</tr>
<tr>
<td><strong>Pass-Through</strong></td>
<td></td>
</tr>
<tr>
<td>Trips that start and end outside of, and passing through, the Study Area</td>
<td>38,200</td>
</tr>
<tr>
<td><strong>Total Trips</strong></td>
<td>475,500</td>
</tr>
</tbody>
</table>

*Source: AirSage, Inc., September 2016*
Roadway Improvements and Number of Lanes

Traffic Forecast Inputs

[Map showing improvements and number of lanes for the years 2016 to 2050.]

Population
- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 4,000
- > 4,000

Employment
- < 1,000
- 1,001 - 2,000
- 2,001 - 3,000
- 3,001 - 4,000
- > 4,000
Peak Season Daily Traffic Volumes

• Study Area Traffic Increases by 56% from 2018 to 2050
• Increase in Passenger Car and Truck Traffic
2050 Future Traffic Conditions

Peak Season Daily Truck Volume

- **98** Taylor: 2018 - 19, 2050 - 19
- **19** Jefferson: 2018 - 19, 2050 - 19
- **10** Madison: 2018 - 49, 2050 - 19
- **51** Lafayette: 2018 - 19, 2050 - 19
- **349** Dixie: 2018 - 19, 2050 - 19
- **19** Levy: 2018 - 51, 2050 - 19
- **19** Citrus: 2018 - 19, 2050 - 19

![Map showing truck traffic percentage](image)
• 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>
</tr>
</thead>
<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>
Level of Service (LOS)

- Future Year 2050
- Study Area LOS E/F
  - Citrus County
    - SR 44, US 41, SR 200
  - Levy County
    - SR 121
- Expanded Analysis Area LOS E/F
  - I-75
Level of Service (LOS) Deficiency

- Segments that Exceed the Target LOS
- Existing 2018
- Future 2050
Summary

• Origin & Destination Summary
  • Regional and Pass-Through – 193,400 Daily Trips

• 2050 Future Traffic Conditions
  • Growth to 2050 (Population = 26%; Employment = 33%)
  • Traffic Growth to 2050
    • Overall Traffic Growth = 56%
    • Many Segments >100% Change in Traffic

• Level of Service and Congestion
  • Analysis Area LOS ‘E’ and ‘F’ Segments in Citrus County
  • Several Segments Do Not Meet Target LOS
Existing Capacity Projects

Task Force Meeting #5
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. Suncoast Parkway 2, Phase 3 (FPID: 405270-5) [Currently on hold]
2. I-10 (SR 8) from Jefferson CL to the I-75 Interchange (FPID: 442938-2)
3. I-75 (SR 93) from N of US 90 to N of SR 136 (FPID: 442811-1)
4. I-75 (SR 93) from US 41/US 441 to US 90 (FPID: 424686-1)
5. I-75 (SR 93) from US 441 to US 41/441 (FPID: 423071-8)
6. I-75 (SR 93) from SR 222 (NW 39th Ave.) to US 441 (Alachua)
7. I-75 (SR 121) from Williston Rd. to SR 222 (NW 39th Ave.)
8. I-75 (SR 93) from S of CR 221 to SR 121 (Williston Rd.)

*Remaining legend available on handout
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. Suncoast Parkway 2, Phase 1 (FPID: 405270-1)
2. Suncoast Parkway 2, Phase 2 (FPID: 442764-1)
3. US 19 from W Green Acres to W Jump Ct. (FPID: 405822-2)
4. US 19 from W Jump Ct. to W Fort Island Trail (FPID: 405822-3)
5. CR 491 from Audubon Park Path to Horace Allen St. (FPID: 434498-2)
6. US 41 (SR 45) from E of Live Oak Ln. to E of Arlington (FPID: 257165-5)
7. US 41 (SR 45) from S of Withlacoochee Trail Bridge to E of Live Oak Ln. (FPID: 257165-4)

*Remaining legend available on handout
Avoidance and Enhancement Areas

Task Force Meeting #5
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 corridors 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
Suncoast Corridor Avoidance and Enhancement Areas & Task Force Meeting #4 Comments
Existing Corridor Enhancement Opportunities

Task Force Meeting #5
Enhancement Commitments

- Improved Water Quality
- 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
Buckle up. It’s the law.

Florida Law: Buckle Up

➢ It’s not just a good idea, it’s the law.

➢ Florida law requires all drivers, all front seat passengers, and all passengers under the age of 18 to wear a seatbelt every time.

➢ Don’t be a statistic and don’t get a ticket. Buckle up.
### Avoidance Areas/Features

**Will Not Impact***
- High-Risk Coastal Areas
- Springheads
- Lakes/Surface Water Bodies
- Cultural Sites (Archaeological/Sites with Human Remains)
- Tribal Lands
- Cemeteries
- National Register of Historic Places (Listed)

**No New Corridors Through**
- State Forests
- Florida Forever (Owned)
- Aquatic Preserves
- State Parks
- Mitigation Banks
- Wildlife Refuges
- Managed Lands
- Airports
- Hospitals
- Prisons
- Public Water Supply Plants
- Wastewater and Electric Facilities
- Schools
- Coastal Areas

Further refinement of the Guiding Principles will identify additional resources and evaluate for **Will Not Impact*** and **No New Corridors Through**

There are now **Guiding Principles** and **Potential Implementation Strategies**

Note: There may be some redundancy between the categories as some topics overlap and are interrelated.
1. Protect, restore, and enhance the integrity and connectivity of federal, state, local, and regionally significant natural resources. Prioritize impacts to these resources; where avoidance is not feasible, minimize and mitigate impacts to them. Resources identified include:
   - Florida Forever Lands (including prospective and targeted lands identified)
   - Florida Ecological Greenway and Trails Network (Priority 1 and 2)
   - Florida Department of Environmental Protection lands including former Conservation and Recreation Lands and Preservation 2000 properties
   - State Parks and Recreation lands
   - Mitigation Banks
   - Water Management District lands
   - Springheads*, springsheds, and groundwater recharge areas
   - Conservation land and easements (federal, state, local, private/land trusts)
   - East/West greenway corridors (some are on Florida Forever list)
   - Florida Communities Trust properties
   - Natural Resources of Regional Significance in Strategic Regional Policy Plans
   - Resources identified in Conservation Elements of Local Comprehensive Plans

*Will Not Impact* No New Corridor
2. Minimize and mitigate impacts to threatened and endangered species (wildlife and plants), their habitats, and wildlife refuges. Enhance these habitats and provide wildlife corridor connectivity and protection. Resources identified include:
   - FWS Endangered, Threatened, an At-Risk Species
   - Native/Endemic Species
   - USGS Species Habitat Suitability Layers
   - CLIP Species Data
   - Biodiversity layers reviewed for overlap

3. Prioritize identified agricultural and silviculture lands for protection and preserve transportation connectivity for these lands while avoiding/minimizing fragmentation of large, contiguous properties.

Will Not Impact*  No New Corridor▲
Draft Guiding Principles

**CULTURAL**

4. Avoid lands owned by Native American Tribes*

5. Enhance and seek to avoid negative impacts to cultural resources, historic structures, and archeologically significant areas. Avoid cultural sites with human remains, cemeteries, and historic resources listed on the National Register of Historic Places (NRHP)*.

**SOCIAL**

6. Maintain and enhance the existing character and quality of life in communities and ensure the corridor provides for the future vitality of these areas consistent with local, regional, and state plans and visions.

7. Consider additional community infrastructure needs and comprehensive plan updates associated with anticipated changes that could come with the new corridor.

*Will Not Impact*  No New Corridor ▲
Draft Guiding Principles

**SOCIAl**
8. Ensure consistency with local and regional economic plans and initiatives and maximize opportunities to enhance local economic development, job creation, and community development, with emphasis on rural areas.

9. Avoid and minimize negative economic, social, and quality of life impacts to individual communities and resources including schools, parks, places of worship, and hospitals.

**PHYSICAL**
10. Follow, where feasible, existing transportation rights of way and utility corridors or easements, and other existing disturbed areas to avoid new impacts, including potential for co-location of roadways.

11. Enhance transportation connectivity by improving links to existing communities, resources (farms, businesses), and existing or planned roadways, railway networks, trails, transit systems, airports, and ports.

Will Not Impact*  No New Corridor
12. Plan and design a corridor that considers the context of its unique surroundings and impacts to the natural and human environment.

13. Provide for multiple modes of transportation (bike, pedestrian, transit, rail) in the design.

14. Provide opportunity for improving infrastructure (broadband, utilities, sewer/water) and examining potential for co-location.

15. Enhance emergency response and evacuation access, plans, and routes.

16. Minimize impacts through design and technology (TBD with technology panel discussion).
Potential Implementation Strategies

A. Consult with local city and county government, Regional Planning Councils (RPCs), Metropolitan Planning Organizations (MPOs), Native American Tribes, and communities to ensure consistency with plans and understand community preferences.

B. Assist with updates and revisions to regional and local plans or polices where needed to accommodate the corridor.

C. Work with private and public conservation organizations to develop a land protection program for acquisition of identified conservation and agricultural lands.

D. Work with owners of agricultural and silviculture lands to understand their needs and plans and avoid/minimize impacts to their properties.

E. Consult with private and public wildlife organizations to understand priority species protection and needed wildlife crossings and/or corridors.
Potential Implementation Strategies

F. Ensure corridor design minimizes impacts and bridges areas identified for protection if avoidance is not feasible.

G. Ensure stormwater Best Management Practices (BMPs) are utilized and that they maintain, restore, and enhance water quality and watershed integrity.

H. Examine funding opportunities for local and other infrastructure needed to accommodate growth associated with the corridor (roads, rail, utilities, sewer and water) and create measurable goals to ensure this is achieved.

I. Work with private sector on opportunities for technology and enhancements along the corridor (broadband, renewable energy, etc.)

J. Outreach to businesses early to understand their needs and ensure that the corridor enhances the local and regional economy.

K. Ensure local input and feedback in incorporated in corridor planning and project development.
Next Steps

Task Force Meeting #5
Next Steps

- Webinar
- Task Force Meeting #5 Homework
- One-on-One Meetings
Upcoming Meetings

Task Force Meeting #6: May TBD

Community Open House: TBD
Florida Law: Hands-Free in School Zones or Work Zones

- It is a primary offense to use a phone in a work zone or school zone.

- Drivers may be ticketed for using wireless communication devices in a handheld manner in work or school zones.