

July 8 Community Workshops

East Central Florida Corridor Task Force

August 2014

DRAFT



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Executive Summary

The East Central Florida Corridor Task Force convened two community workshops on July 8, 2014 to obtain input from stakeholders and the public on transportation corridor needs and related issues in the East Central Florida Study Area. The workshops took place at the Kissimmee Civic Center. A morning workshop from 9:00 a.m. to 12 noon had 37 participants, and an afternoon workshop from 4:00 p.m. to 7:00 p.m. had 20 participants.

Workshop Format

Workshop attendees listened to a plenary presentation from Task Force Chair Bill Killingsworth, which outlined the Task Force's charge and work to date. Task Force staff provided brief overviews of trends, conditions, issues, and opportunities in the study area, framed around the "4 Cs" from the Central Florida Regional Growth Vision, "How Shall We Grow?":

- Conservation;
- Countryside;
- Centers; and
- Corridors

Following each of the "4 Cs" presentations, attendees were asked a series of questions to gather input on issues and opportunities for consideration by the Task Force. Following the brainstorming sessions, each attendee was given four "dots" and asked to identify the issues regarded as most significant among the comments captured on the flip charts by staff.

Summary of Comments

The following table lists the issues most frequently identified by the workshop participants for each of the 4 C's. For the list of the questions asked and a complete list of issues and comments from the Workshop's participants please see the Workshop Detailed Comments section.

Top Ranked Comments during Community Workshops

Table 1. Conservation

| Morning Session | Afternoon Session |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Plan for the future (generations of future residents and urban environments) (7) • Public transportation (4) • Hurricane evacuation routes (3) • Balance land use (3) • Multimodal/van and carpool (2) • Land use and transportation coordination (2) • Conserve agriculture and sensitive areas (2) • Protect wildlife corridors (2) • Think about the future (2) • Density (use of multimodal transit) (2) • Wildlife protection (1) • Connectivity/access (1) • Mass transit (1) • Regional conservation and mitigation (1) | <ul style="list-style-type: none"> • Minimize impacts through planning (5) • Establish criteria for protections up front (4) • Water resource protection (3) • Use existing corridors (3) • Too many task forces (duplication) (2) • Mitigation areas (2) • Permanent conservation easements (2) • Protection of conservation areas (1) • Boggy Creek and wildlife protection (1) • Design to consider natural resources (1) • Assurances from Task Force kept in place (1) • Prevent sprawl (1) • Environmental protection plan (1) • Environmental restorations, including wildlife crossing opportunities (1) |

Table 2. Countryside

| Morning Session | Afternoon Session |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>No comments provided.</p> | <ul style="list-style-type: none"> • Communication with ranchers: state-managed property very different from privately managed property; ranchers are good stewards of the land (2) • Take recommendations on conservation from ranchers (2) |

Table 3. Centers

| Morning Session | Afternoon Session |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • The coast only has north/south corridors; east/west connectivity needs improvement (7) • Look at regional economy and connecting the centers (4) • Poor public transportation contributes to poverty (3) • Better funding mechanism for public transportation; ore collaboration (3) • The Boomer generation is responsible for setting up infrastructure for millennials. Areas that don't plan for millennials will miss out on economic growth. People now move to take care of their parents. Florida will no longer be a state just for retirees. Demographics are shifting (1) • How to connect International Drive to downtown Orlando and downtown Kissimmee (1) • Consider bedroom communities (1) • 2-income families and partners commute to different places (1) | <ul style="list-style-type: none"> • We need a regional transportation system that is efficient (4) • How are we connecting economic centers? (3) |

Table 4. Corridors

| Morning Session | Afternoon Session |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Poinciana need for better connection (5) • Competing funds for transportation projects (4) • Connect population centers to education hubs (3) • No corridor in east central area connecting east and central (2) • Brevard connection to Medical City at Lake Nona (2) • Difficulty in getting leaders from different jurisdictions to agree (2) • Educate leaders on using designated funds (2) • Educate constituents of needs, plans, funding to make informed decisions (2) • Follow through with transition of public officials through education of value of improvements (1) | <ul style="list-style-type: none"> • More need for east/west connection for evacuation as well as economic connection (4) • Avoid impact of cost of roads from eminent domains (3) • Better coordination with exchange of information between all stakeholders (3) • Balance with environmental characteristics and other corridor characteristics (2) • Consider effect of opened St. Johns Heritage parkway (shortened transit time north/south in Brevard County) (2) • Keep corridors close to exiting development without encroaching on the development (2) • Make sure to use up to date data with new developments and roadways (1) • Parallel existing corridors for relief (1) • Move Southport Connector closer to development (1) • Consider Greenways with multimodal (1) |

Detailed Comments

This document provides a record of the specific comments from the Community Workshop participants. The workshop discussion was organized by the “4 Cs” of Central Florida’s Regional Growth Vision, “*How Shall We Grow*”: Conservation, Countryside, Centers, and Corridors. For each of these “4 C’s,” the document first lists the discussion questions and associated comments as recorded by staff note takers during the workshop, followed by a summary list of comments as recorded by another staff person on a flipchart. The final section of this document lists comments received following the workshop as of July 31, 2014.

COMMENTS RECEIVED DURING THE WORKSHOP

Conservation

Conservation Questions Summary – Morning Session

Question 1: What matters most to you regarding Conservation in this area and why?

- Indian River Lagoon is an important resource that needs to be considered because of fishing economy. Mayor from Palm Bay indicated he wants to bring back the lagoon to what it used to be. Brevard County is unique because it is independent and has its own tourist attractor.
 - Recommendation to task force: Ensure the Indian River is protected.
- Key words or phrases from the audience that are important transportation investments:
 - Moving passengers and goods for emergency evacuations.
 - Preserve wildlife corridors.
 - Concentrate development to limit environmental impacts. Increase density to support transit.
 - Provide a balanced multimodal transportation network with a focus on mass transit.
 - Connectivity of both people and wildlife.
 - Integration and more collaboration between agencies to improve the usage of the corridors.
 - Regional mitigation of environment to plan for the future generations.
 - Conservation and farmlands need to be considered as it is an economic engine for Osceola County.

Question 2: How can transportation corridor investments be made in a way that avoids or minimizes impacts on critical natural resources and other Conservation priorities (or if possible helps restore and enhance the environment)?

- Prevent land fragmentation to protect headwaters of the Everglades.
- The urban population needs to be exposed to issues relating to conservation.
- Proper land use and planning coordination to optimize land use and transportation arrangements.

Question 3: What other Conservation issues should the Task Force consider related to transportation corridors?

- • Getting heavy vehicles off roads.
- • Maintain high water quality.

- Mindset must be proactive instead of reactive.
- Reduce pollution related to population and traffic.

Table 5. Conservation Flip Chart Comment List – Morning Session

Issues

- What matters? Indian River Lagoon; restoration (fishing); protection of resources; Osceola County's ranches and farms
 - Emergency evacuation route to move traffic
 - Concentrate development
 - Poinciana traffic
 - Wildlife protection
 - Sprawl
 - Multimodal (van and carpool)
 - Coordinate land use
 - Utilities
 - Balance land use
 - Storm water management
 - Land use transportation coordination
 - Safety – schools
 - Mindset – become proactive and do planning
 - Connectivity and access
 - Use green energy
 - Public transportation
 - Conserve agriculture and sensitive areas
 - Protect wildlife corridors
 - Bike lanes
 - Alternative modes
 - Carbon footprint
 - Regional partnerships
 - Mass transit
 - Density – use of multimodal transit
 - Concentrate development
 - Regional conservation and mitigation
 - Think about the future
 - Plan for the future
 - Generations of future residents – urban environments
-

Conservation Summary – Afternoon Session

Question 1: What matters most to you regarding Conservation in this area and why?

- Wyndham Lakes resident purchased home because of the beautiful conservation area surrounding the community. That was the most appealing feature about the development. Wants to know how the alignment for the Osceola Parkway Extension was determined.
- Bogy Creek is the headwaters of the Everglades. The Osceola Parkway Extension will affect this area.
 - Recommendation to Task Force: Transportation design must take into account the protection of Bogy Creek and all natural resources.
- Water resources need to be taken into account. No sewage in water.
- What assurances are being incorporated into the final recommendations?
 - Recommendation to Task Force: Assurances of how the Task Force's recommendations will move forward must be incorporated into the action plan.
- Build a mitigation area making sure wildlife corridors remain intact.

Question 2: How can transportation corridor investments be made in a way that avoids or minimizes impacts on critical natural resources and other Conservation priorities (or if possible helps restore and enhance the environment)?

- Maximize use of existing corridors and transportation infrastructure.
- Remember that we manage the land, we don't own it. Let's make sure we do not infringe on people's personal property.
- Minimize impacts on the environment by proper planning.
 - Recommendations to Task Force: Review current aerial maps and talk to land owners; work with people on the ground; ensure the proper research is conducted; gather more input in public meetings from stakeholders; ensure process is transparent from the beginning.
- Wildlife corridors.
- Use Florida native plants and conserve natural water filters.
- Make sure to keep intact the existing natural resources, wildlife corridors and conservation areas.

Question 3: What other Conservation issues should the Task Force consider related to transportation corridors?

- The need for an outcome to have ongoing conservation of environmental resources. Creating checks and balances so that the government is not the only entity in control of the issues.
- Establish alignment between regional studies and agencies to capture comments from public so that issues are not repeated.

- What is the long-term process for handling runoff from roadways?
- Work with legislature to establish criteria and priorities.

Table 6. Conservation Flip Chart Comment List – Afternoon Session

Issues

- Protection of conservation areas
 - Boggy Creek and wildlife protection
 - Design to consider natural resources
 - Water resources
 - Water and sewer
 - Water resource protection
 - Assurances kept in place from Task Force
 - Ensure protections
 - Mitigation areas – wildlife areas protected
 - Seek suitable areas for development only
 - Concentrate development in developed areas
 - Use existing corridors
 - Prevent sprawl
 - Minimize impacts through planning
 - Work with the people
 - Transparency
 - Wildlife passages built into any roads
 - Native plants and bees
 - Environmental protection plan
 - Storm water ponds for pollution
 - Lakes, water, ponds for native plants
 - Too many Task Forces – duplication
 - Establish criteria for protections up front
 - Permanent conservation easements
 - Permanent conservation
 - Environmental restorations, including wildlife crossing opportunities
-

Countryside

Countryside Summary – Morning Session

Question 1: What matters most to you regarding Countryside in this area and why?

- Managing growth.
- Being a cattle rancher, the last thing you want by your ranch is a house. I spend 90 percent of my time fighting battles with rural settlements.
 - Recommendation to Task Force: Pay attention to where you build housing projects and set up rural settlements.
- Urban growth boundary shows where development stops and agriculture begins. We need to look at water and urban growth boundary.
 - Recommendation to Task Force: Region needs to look at where the urban growth boundary may be.
- We don't want channeling of water like South Florida.
 - Recommendation to Task Force: Any type of mass transportation needs to take into account flow of St. John's River.

Question 2: How can transportation corridor investments be made in a way that preserves and enhances working farms, rural settlements, and other Countryside lands?

- Go vertical with the roads. Build a road above the Beach Line. They work great out west. Which is the easiest way to move people? By monorail? By train? It's not by road.
 - Recommendation to Task Force: look at community design and how people are transported.
- Increase density of buildings. We talked about millennials' preference for living in cities. High density also helps you can preserve the farmlands. Have transportation that is more localized and can be multimodal.
- Balance interconnectivity between transportation and working farms. Challenge ahead is to balance these interests. Ours, county's, and region's.
- Connection fees and/ charges. What is the life-cycle costs of all of these impacts? Grow in an economic way.

Question 3: What other Countryside issues should the Task Force consider related to transportation corridors?

- Once we come up with regional plan, we should stand by it. Set some policy around it.
 - Recommendation to Task Force: You are doing this now by getting public input and not doing it in a vacuum.

Table 7. Countryside Flip Chart Comment List – Morning Session

Issues

- Manage growth
 - Compatibility with ranching
 - Rural settlement conflicts with existing agricultural operations
 - Osceola urban growth boundary as a tool to protect agriculture
 - Agriculture helps aquifer and conserves water
 - Look at regional urban growth boundary
 - Transportation for growers
 - Avoid mistakes of South Florida – mass transportation needs to consider water flows
 - Rather than build new roads and take land off tax roll, use existing corridors (vertical roads); better design and easiest way to move more people
 - Density to preserve farmland – multimodal transportation
 - Balance interest
 - What is the true cost of impacts? Life-cycle cost not just initial impact
 - Stand by regional plan – don't make exceptions
 - Get public input – regional policy-makers
-

Countryside Summary – Afternoon Session

Question 1: What matters most to you regarding Countryside in this area and why?

- Question: There is a for sale sign on the Deseret Ranch property. Will it be sold for more ranches or development?
 - Answer (GM of Property): There is not a for sale sign on any Desert Ranch property. There is no intention to sell this land.
- I love seeing farmland and ranchland because I love to eat. How does Deseret Ranch contribute to Florida's beef stock as a whole?
 - Answer (GM of Property): The cow calf operation is one of the largest in the country. The beef that is produced here is sold around the country. Ownership of land is one of stewardship. We do what's right for the land. That's why we are participating in this process.
- As far as Countryside, I grew up in ranches in California. I've gotten away from that life. I couldn't offer an opinion on how to manage this because my piece is so small. Large land owners should have direct input on best practices for the future.
 - Recommendation to Task Force: Deseret Ranch and all the other land owners and ranchers here can provide the best input on the Countryside.

Question 2: How can transportation corridor investments be made in a way that preserves and enhances working farms, rural settlements, and other Countryside lands?

- When it comes to eminent domain and homes versus pastureland, do they have eminent rights?
 - Recommendation to Task Force: Should there be criteria or priorities on how these decisions are made?
- Working ranches are important to wildlife like bear and panther. There is not enough dedicated conservation land for those species. We need to work with these owners to provide habitat.
 - Recommendation to Task Force: What's the criteria and how do you balance all these interests?
- Ask the ranchers how to manage property. The cattle and wildlife go hand and hand.
 - Recommendation to Task Force: Stay within existing approved corridors.
 - Recommendation to Task Force: Engage leaders of agriculture.
- Audubon is spending a lot of time trying to figure out how to keep big cattle ranches operational in perpetuity.
 - Recommendation to Task Force: Create mechanisms that will make it enticing for Deseret Ranch to permanently designate, under conservation easements, agricultural operations.

Question 3: What other Countryside issues should the Task Force consider related to transportation corridors?

- Adding Countryside as a key element of the vision is an encouragement.
 - Recommendation to Task Force: Start from the ground up with the ranches.
- How much benefit does Florida obtain from the large conglomerate ranches?
 - Recommendation to Task Force: Understand what they bring to the community.

Table 8. Countryside Flip Chart Comment List – Afternoon Session

Issues

- Deseret Ranch not for sale
 - No farms no food
 - How does Deseret Ranch impact Florida? (ownership is stewardship, planning process has value, long-term investment)
 - Small landowners difficult to have input but large ranches should have input
 - Agriculture critical for long-term regional sustainability
 - Eminent domain – how to balance agriculture versus homeowners priority
 - Importance of agriculture to wildlife – need to work with private landowners
 - Communications with ranchers and state-managed property very different than private-managed property – ranchers versus good stewards of the land
 - Take recommendations on conservation from ranchers
 - How do we keep cattle ranching in Florida? (incentivize keeping land in agricultural use)
-

Centers

Centers Summary – Morning Session

Question 1: What matters most to you regarding the growth and development of the population and economic centers in this area and why?

- Create dense populated areas. People want to be around employment centers. Think in the future, 50 years from now. Where will the centers be? People will most likely want to live near where they work.
- Make sure there is connectivity that flows throughout the region so people can get to work in other areas. The number 1 driver that gets people out of poverty is a good transportation system.
- In Dallas, TX growth had been occurring outside of the urban core. They found that people wanted to live, work, and shop in one area. Dallas' growth is now focused in the urban core to address the needs of these workers.
- Palm Bay is unique in that it is not fully developed – it is not in redevelopment mode. From a transportation perspective, we can get it right the first time. Look at the cost over the long haul and get the accessibility there.
- Connect I-Drive to Downtown Orlando. Visitors flock to I-Drive, but never go downtown.
- Don't forget about the bedroom communities like St. Cloud. People commute to Tampa and Seminole County from St. Cloud for work and they need more transportation options.

Question 2: Where should the transportation system provide better connectivity among these centers, and where should transportation investments avoid or minimize impacts on established communities?

- We need a better funding mechanism for public transportation in Central Florida. This would allow us to better plan for the future. Lynx serves only two of the three counties for this study area.
- We have a good start with SunRail but more collaboration is needed. What we have now, we should strengthen (Lynx).
- Public transportation is improving, but is not adequate. Osceola County's public transportation is limited.
- When looking at the map, activity centers have east-west and north-south connectivity. We're missing a corridor to Viera. Only north-south connectivity exists along the east coast.
- Need to work on an east-west connection now.
- The "How Shall We Grow" discussions included connecting Viera to the western side of state. Is it a good time to pick that up again?

Question 3: What other Centers issues should the Task Force consider related to transportation corridors?

- Everything was set up for the Baby Boomers. We should be setting up for the millennials. Don't worry beyond millennials because that's who we should plan for now. Kids are now following their parents. Centers are getting parents and their caretakers. Families are coming in pairs. If you plan for both, you get two incomes. Need to look at the trend and consider demographics.
- The lower limit of baby boomers is 50 years. People are retiring later or they are retiring and starting new businesses.
- Millennials like to live in urban areas. They also want to visit other places and have a connected economy. I live and work in Downtown Kissimmee, but rarely go to Downtown Orlando because of traffic.
- The nature of work also is changing. People aren't working from 9-5 anymore. Flex scheduling is becoming more popular. Have partners living together that may not be able to find work in the same area.
- Boomers like to live where they can lock and leave (Gainesville). Don't have to worry about the lawn or bills.

Table 9. Centers Flip Chart Comment List – Morning Session

Issues

- More dense areas around employment centers
 - Poor public transportation contributes to poverty
 - Dallas redeveloped. Palm Bay has new development, an opportunity to do it right. Look at long-term cost and accessibility
 - Better funding mechanism for public transportation and more collaboration
 - Some areas in the region have very limited public transportation
 - The coast only has north/south corridors, east/west connectivity needs improvement
 - The Boomer generation is responsible for setting up infrastructure for millennials. Areas that don't plan for millennials will miss out on economic growth. People now move to take care of their parents. Florida will no longer be a state just for retirees. Demographics are changing.
 - How to connect I-Drive to Downtown Orlando and Downtown Kissimmee?
 - People retire later, increase in multi-generational homes
 - Look at regional economy and connecting the centers
 - Consider bedroom communities
 - Options and choice
 - Increase in flex-schedules and people working from home
 - 2-income families and partners commute to different places
 - Live, work, and play. Have a little something for everyone
-

Centers Summary – Afternoon Session

Question 1: What matters most to you regarding the growth and development of the population and economic centers in this area and why?

- Economic centers need both skilled and unskilled labor. Skilled laborers will prefer to live right around the business. Difference in Florida is that there is no regional transportation. Our bus system (Lynx) does not address our needs. You have to go downtown to grab another bus that will take you three miles down the road from where you started.
 - Recommendation to the Task Force: review forms of transportation available today and make those better. Develop a true transportation system that will take cars off the road and give us a way to get to work. The infrastructure is not there.
- Create synergy. In Melbourne, you have employment centers coming in (Northrop Grumman and Medical City). We need jobs in Florida. We need to keep the jobs here. Attract viable businesses here that pay well.
- Factors to be considered when connecting Orlando to Canaveral include modes, fuel, etc. Need to plan for multimodal corridors.
- Medical City has a medical college now. The students say it's so expensive to use the road (the roads are tolled). Why can't we set up a system for the students to use the roads without spending that money? We need better connection to education hubs to prepare our workforce.

Question 2: Where should the transportation system provide better connectivity among these centers, and where should transportation investments avoid or minimize impacts on established communities?

- What transportation needs do we have for the region's 50 million visitors?
 - Recommendation to the Task Force: Disney has developed a great transportation system. They are a great model.
- Visitors want to go directly to the airport to Disney. Osceola wants to grab a lot of those tolls.
- When will the train from Miami be coming? How will the train differ from Amtrak?
 - 2016. All Aboard Florida will be a passenger train connecting Miami to Orlando in three hours. It's a private enterprise that does not use tax payer dollars. Amtrak's direct connection is four plus hours with only two trains per day.
- Orlando International Airport (OIA) is not a major international airport. It is a major connecting airport. A more efficient regional transportation system will help make it a major international airport.
- OIA as well as some of the other ports presented at the last Task Force meeting. Their growth projects are reasonable based on airport/port input.
- In the latest MetroPlan Orlando Long-Range Transportation Plan, 40 percent of the cost feasible funds are directed to public transportation.
- Public transportation is not just for helping centers. It will address all 4 C's.
- What is the state's marketing strategy? Are they marketing to young adults? That's our workforce (skilled and unskilled). You need to tie into the small communities for this to be successful. This is the first time I heard about the cattle ranches. That should not be the case. There are other things to look for other than Orlando or Miami. What is the market for the people? We should be marketing to workers between the ages of 18-34. Consider homeless people as well. Once you get one group, the others will follow. Next step would be to look at their niche. How are we connecting economic clusters in a better way?

Question 3: What other Centers issues should the Task Force consider related to transportation corridors?

- Millennials are living at home because they can't afford to live on their own. Our state doesn't pay minimum wage. Young people now can't find a job because older folks are taking all the minimum wage jobs. When you spend all your money to go to and from work, there's no incentive to go to work. We need some form of affordable public transportation. Public transportation should be self-sustaining. Affordable regional self-sustaining public transportation is what we should be focused on.
- I have attended many meetings in support of public transportation and yet we keep building roads. Can this Task Force really act on the desire for public transportation? It's old-fashioned to keep talking about it. Let's just do it.

Table 10. Centers Flip Chart Comment List – Morning Session

Issues

- Businesses need skilled and unskilled labor
 - We need a regional transportation system that is efficient
 - Look at a true transit system and vehicles on the road
 - Create synergy. Retain and grow jobs
 - What is the need? Is it multimodal? Rail and utilities?
 - Break in tolls for students
 - We need higher wage jobs
 - Transportation cost are too high for minimum wage workers. We need affordable, connecting transit, not just one hub
 - Orlando International Airport needs to be a true international airport
 - Make alternative modes a cornerstone of the corridor
 - Who is this corridor marketed to?
 - There is more to Florida than Orlando
 - Attract workers aged 18-34
 - How are we connecting economic clusters?
-

Corridors

Corridors Summary – Morning Session

Question 1: Thinking about longer-distance trips that cross county lines, what problems does this study area face in moving people and freight? For example, what Centers need to be better connected?

- Because of the transitional period of the Central Florida Expressway Authority, I encourage the Task Force to think about Poinciana and the projects that are coming down the pike and what connections they need to I-4 and Florida's Turnpike.
- We need a better connection to education hubs in Poinciana to prepare our workforce.
- There's no pink line on the board for future corridors. It only illustrates the existing network. What potential improvements could help the region?
- Brevard wants to connect with the west but I can't define where the corridors should link up. Lake Nona and Narcoossee are multimodal and will continue to expand. That's a key hub that needs to be a focus area. This is an education hub that will attract populations in the future. We need to plan for alternative commute options.
- How do you transform a vision into an action across jurisdictional boundaries?
 - Adequate representation on key planning boards. Orange County at times has more representation. Equality of representation is important.

- Education. There is a need to educate politicians on what needs to be done. Funding also should be addressed. The County has to be educated on how to use funds appropriately.
- Elected officials are responsible to make decisions. The reality is that not everyone will be happy with the outcome. Elected officials have had trouble pulling the trigger for certain decisions because of fear of losing an election.
- What could we recommend to the Task Force to make it easier to bring elected officials to the table?
 - Bring enough officials together to speak and communicate with stakeholders. Officials base their decision off of the materials reviewed.
 - Keep elected officials more connected to stakeholders.
 - City's need to educate the constituents' not just officials. We all need to understand what the issues are to make an informed choice.
- Always show 'what's in for me?' for both constituents and officials.

Question 2: Would currently planned and proposed projects help meet these needs? What issues should the Task Force consider about these planned and proposed projects?

- What happened to the plan to expand 408?
 - A need has been identified but a specific project hasn't been funded. Project may be 30-40 years out. Is there a transportation need that would benefit conditions in that area?
 - State owns ROW in this area. They need to widen three bridges across the St. Johns River. SR 520 is four lanes but would provide a southern evacuation route. Bottleneck at 50 needs to be looked at. Need to provide east-west evacuation routes.

Question 3: What other transportation corridor investments should the Task Force consider?

- What's going to happen to the Task Force during the next election?
- These plans are long term. We must think of regional impacts.
- Important to analyze what the true cost will be. This must be identified.

Table 11. Corridors Flip Chart Comment List – Morning Session

Issues

- Extend 408 status unfunded
 - Highway 50 Right-of-Way available for 6-lane evacuation route
 - Bottleneck at SR 50
 - Extend 408 to provide evacuation route
 - Poinciana need for connections
 - Connect population centers to education hubs
 - No corridor in central area connecting east and central
 - Brevard connection to Medical City
 - Difficulty in getting leaders from different jurisdictions to agree
 - Equal representation
 - Competing funds for transportation projects
 - Educate leaders on using designated funding
 - More interaction with elected officials and stakeholders to create a plan
 - Educate constituents of needs, plans, funding, to make informed decisions
 - Make long-term plans for long-term impacts
 - Make sure cost and value of improvements are considered
 - Follow through with transition of public officials through education of value of improvements
-

Corridors Summary – Afternoon Session

Question 1: Thinking about longer-distance trips that cross county lines, what problems does this study area face in moving people and freight? For example, what Centers need to be better connected?

- Area around Southport doesn't have an established corridor.
- Look at all the light blue [corridor concepts on the map] around Osceola County – A lot of state money is being invested for a population that is non-existing. Why are we focusing on one population center?
- Is there a need for connecting the east-west as opposed to north-south considering safety and evacuation?
 - Recommendation to Task Force: Want to ensure to Task Force is considering emergency evacuation needs and the connections to economic centers.
- Focus on regionally significant corridors. Example, St Johns Heritage Parkway in Palm Bay is almost finished and it is going to change things. People in this area spend an hour commuting around the ranches heading north to Melbourne. Study found that it'll save Palm Bay residents, 250K people, a significant savings in gas and time. It also is a hurricane evacuation route. Must plan ahead to prevent fragmentation. This route will be beneficial to the region.

- Task Force should consider east-west connections in phases. If it isn't done in segments, it is hard to complete.
- Make sure the Task Force reviews updated maps and current information.
- Must balance the criteria and weight of factors appropriate to their importance. Avoid high cost of roads from eminent domain.

Question 2: Would currently planned and proposed projects help meet these needs? What issues should the Task Force consider about these planned and proposed projects?

- There is a meeting in Orange County today – one of the east-west corridors for the Osceola County Expressway Authority (OCX) would cost \$32 million just to cut through one residential community.
 - Recommendation to Task Force: Work with other committees that are conducting studies. Why are we spending tax dollars three times over to conduct the same studies? Task Force should ensure better coordination between other agencies and the transmission of information.
- Build corridors as close as you can to populated areas without affecting the homeowners. Recommend focusing on Southport/192 in Osceola County where projects already have been approved.
- Do not see greenways on maps. Consider multimodal greenways.

Question 3: What other transportation corridor investments should the Task Force consider?

- Paralleling existing roads such as I-95.
- Extreme environmental issues with Southport Connector. The Task Force must balance environmental needs with future corridors along with effects of crime.
- Focus on interconnectivity outside the study area. Recommendations must address other studies and how these recommendations will interface with future projects.
- Understand connectivity issues balanced with the environment. Current corridors don't connect with existing development in Osceola County.

Table 12. Corridors Flip Chart Comment List – Afternoon Session

Issues

- Southport and Osceola/Orange County connection still undecided
 - Why concentrating on one population center (Osceola county)?
 - More need for east/west connection for evacuation as well as economic connection
 - Consider effect of opened St. Johns Heritage Parkway (shortened transit time north/south in Brevard County)
 - Make sure to use up to date data with new developments and roadways
 - Parallel existing corridors for relief
 - 417 connection (phases if needed)
 - Keep corridors close to existing development with out encroaching on the development
 - Move Southport Connector closer to development
 - Consider effects of corridors on pollution, crime, and other effects (environmental)
 - Consider greenways with multimodal
 - Emphasize public/private projects/roadways
 - Avoid impact of cost of roads from eminent domains
 - Make sure expressways are compatible with character of surrounding roadways (numerous signals)
 - Balance with environmental character and other corridor characteristics
 - Most expedient may be the most expensive
 - Better coordination with exchange of information between all stakeholders
-

COMMENTS RECEIVED FOLLOWING THE WORKSHOPS

Conservation

Question 1: What matters most to you regarding Conservation in this area and why?

- Maintain green space, wildlife corridors, mitigation patterns, water quality; in short Mother Nature.
- Regional job synergies. Connection of job clusters is critical for job growth and our regional economy.
- Involve stakeholders early, taking houses is expensive.

Question 2: How can transportation corridor investments be made in a way that avoids or minimizes impacts on critical natural resources and other Conservation priorities (or if possible helps restore and enhance the environment)?

- Plan ahead, work with land owners/stakeholders.
- Move the people and connect roadways.
- Plan alignment early.
- Use green energy sources and construction practices.
- Emphasis on density within urban growth boundaries.
- Emphasis on public transportation, less focus on roads.

Question 3: What other Conservation issues should the Task Force consider related to transportation corridors?

- Jobs, jobs, jobs.
- Transportation efficiency (St. Johns Heritage Parkways example).

Countryside

Question 1: What matters most to you regarding Countryside in this area and why?

- Maintenance of rural tracts for agriculture.
- Work with large landowners.
- Maintain quality of life.
- Transportation planning/visioning/destiny.

Question 2: How can transportation corridor investments be made in a way that preserves and enhances working farms, rural settlements, and other Countryside lands?

- Good Planning with stakeholders will lead to a win/win.
- Access to corridors is important.
- Establish urban growth boundaries and enforce them.
- Increase housing density options.

Question 3: What other Countryside issues should the Task Force consider related to transportation corridors?

- Has any thought been given to the potential impact of global warming on transportation over the long range?
- Best management practices.
- Wildlife management is very good on ranches.
- Some environmental areas are full of invasive species such as pepper trees.

Centers

Question 1: What matters most to you regarding the growth and development of the population and economic centers in this area and why?

- Some areas have had huge population growth but are significantly underserved or under planned for transportation – classic example: Poinciana.

Question 2: Where should the transportation system provide better connectivity among these centers, and where should transportation investments avoid or minimize impacts on established communities?

- Development must pay more of the costs to create transportation options and maintain older systems
- Emphasis on moving people to work centers (education and healthcare centers) by public transportation modes

Question 3: What other Centers issues should the Task Force consider related to transportation corridors?

- Denser housing options.
- Public transportation linkages (less car emphasis).
- Establish a long-term funding source to build and maintain.

Corridors

Question 1: Thinking about longer-distance trips that cross county lines, what problems does this study area face in moving people and freight? For example, what Centers need to be better connected?

- City of Kissimmee to Orlando, etc.
- Poinciana to Kissimmee.
- Melbourne/Palm Bay to Kissimmee/Lake Nona/Medical City/VA Hospital/ UCF Medical School/ Children's Hospital.
- 417 to 192 critical.
- Significant regional plans.

Question 2: Would currently planned and proposed projects help meet these needs? What issues should the Task Force consider about these planned and proposed projects?

- St. Johns Heritage Parkway (regional parkways).
- 192 improvements.
- 417 to 192.
- Interstate 4 to 192.
- Public Private Partnerships.
- Sunrail – when phases are completed – hours of operation need to be increased to fully utilize.

Question 3: What other transportation corridor investments should the Task Force consider?

- East/west corridor connecting east coast with western interior.
- St. Johns Heritage Parkway expansion connection (regionally significant).
- Connect 417 to 192 covering Medical City and Melbourne/Palm Bay.

Other Community Workshops Comments

“The only expressway toll building that should be allowed in Orange County is the green line across pasture attached to this email (shown below). This will service the North South traffic in the future. It will service the 132,000 acres being developed on Deseret property. (This development has been hidden from the East Central Florida Corridor Task Force and bald faced denied by the Deseret representative at the July 8th workshop and no commented by Deseret lawyer Wayne Rich and not included in any way by the Deseret representative on the Task Force, Erik Jacobsen.) It will provide access to the Medical City Complex and

the airport as well as a true expressway west as opposed to the 19 stop lights currently impeding traffic on Osceola Parkway. It will not require a 15 mile or so backtrack for North South traffic. It will give a connector to handle future hurricane evacuation routes from Brevard County.

Why has this and other obvious routes been overlooked by competent engineers. Is there a possible conflict of interest on the Osceola County Expressway Authority? We learned that Mr. Wayne Rich is the Osceola County Expressway Authority attorney. He is also the lobbyist for Deseret. His firm also, I am given to understand, arranges Bonding for such roads.

Now we must examine all factors hiding in the shadows. Osceola County would get a large influx of money, if such a road were built, even though no person looking at a map would use it unless they are going to the Deseret property. It would coast Osceola practically no tax income because it destroys no Osceola assets. It would bring Bonding companies a nice sum and the banks could charge interest at junk bond rates. It would destroy the sensitive Boggy Creek habitat with a 10 lane connector and detrimentally impact the lives of thousands of Orange County residents., 1 less, of course, if Mr. Rich lives in Orange County. It would have a 2 4 lane roads within a stones throw of each other and 417 within 1 mile. Maybe Osceola County would forgo widening Boggy Creek Rd north, Orange County would not have to build the 4 lane, forever needed, 1 mile stretch of Boggy Creek Rd. north and could continue to take the impact fee money and spend it on other projects. However, the neighbors would have to deal with the 460' 10 lane connector. But, what ever is a cost to come is a profit to others. Win Win for Osceola, but not so great for Orange.”

