

Polk Transportation Planning Organization

Technical Advisory Committee



Polk Transportation
Planning Organization

January 22, 2026



1. Call to Order

Tess Schwartz, Chairperson



2. Confirmation of Quorum

KC Rivera, TPO Staff



3. Approval of Draft Meeting Minutes

December 4, 2025



4. Agenda Review

Ryan Kordek, Polk TPO

Agenda Review

Revised Agenda

Action Items

- ❑ Election of Officers for the 2026 calendar year
- ❑ Polk Vision Zero Presentations
 - ❑ Safety Performance Targets – Resolution 2026-02
 - ❑ Vision Zero Action Plan/Safe Streets for All (SS4A) Update
- ❑ FY 2025/26 – 2029/30 TIP Amendments and Modification
- ❑ Draft Planning Tasks for FY 2026/27 - 2027/28 UPWP

Presentations and Status Reports

- ❑ Central Polk Parkway (CPP) Update
- ❑ **Polk County Comp Plan Transportation Element**





5. Election of Officers

Polk TAC – Chair and Vice-Chair

History 2014 - 2025

Year	Chair	Vice-Chair
2014	Richard Lilyquist, Lakeland	Kathy Bangley, Lake Wales
2015	Kathy Bangley, Lake Wales	Amy Palmer, Auburndale
2016	Kathy Bangley, Lake Wales	Amy Palmer, Auburndale
2017	Amy Palmer, Auburndale	Doug Leonard, Lake Hamilton
2018	Amy Palmer, Auburndale	Doug Leonard, Lake Hamilton
2019	Doug Leonard, Lake Hamilton	Ameé Baily, Lake Alfred
2020	Doug Leonard, Lake Hamilton	Ameé Baily, Lake Alfred
2021	Ameé Baily, Lake Alfred	Bob Wieggers, Bartow
2022	Ameé Baily, Lake Alfred	Bob Wieggers, Bartow
2023	Bob Wieggers, Bartow	Tess Schwartz, Lakeland
2024	Bob Wieggers, Bartow	Tess Schwartz, Lakeland
2025	Tess Schwartz, Lakeland	Carlie Flagler, Citrus Connection





6 a. Polk TPO Safety Performance
Measures
Resolution 2026-02

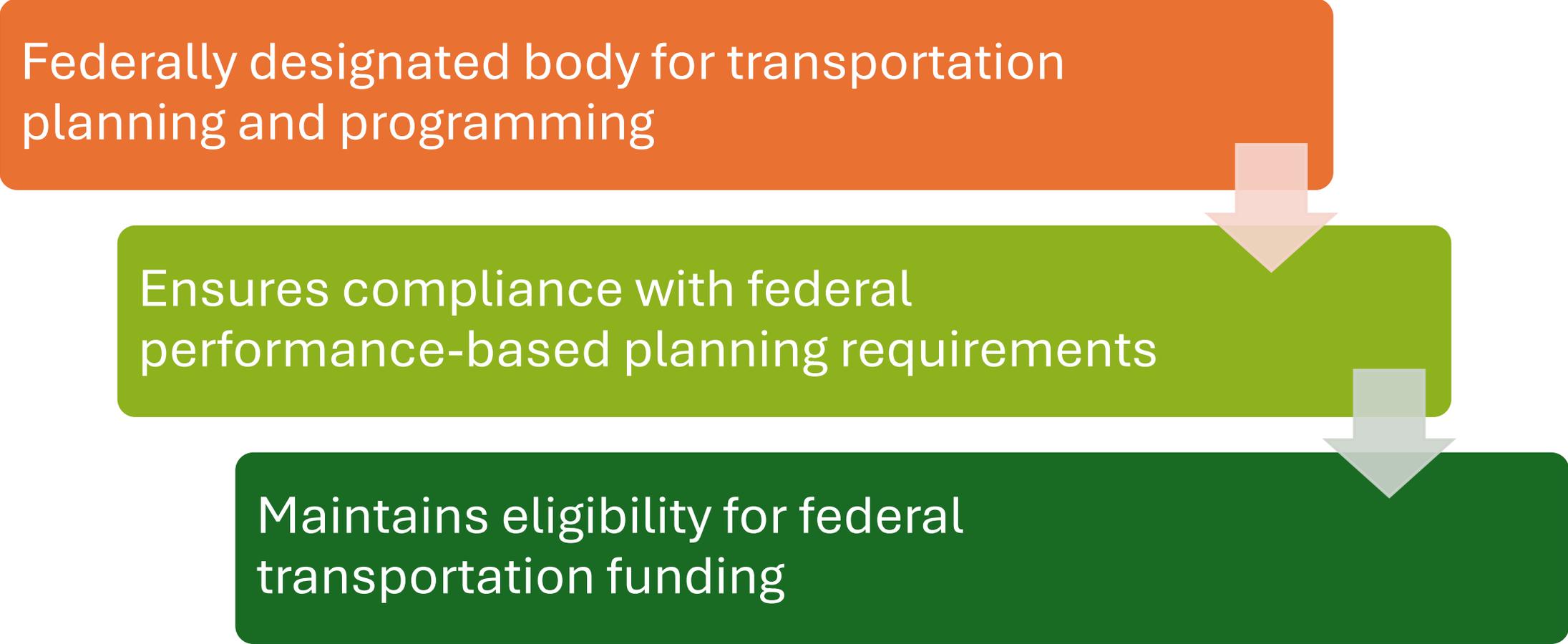
Polk TPO Resolution No.2026-02 Adopting FDOT Safety Performance Targets

Aligning Local Goals with Florida's Vision for Zero
Deaths



Polk Transportation Planning Organization Role

Federally designated body for transportation planning and programming



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graph TD; A[Federally designated body for transportation planning and programming] --> B[Ensures compliance with federal performance-based planning requirements]; B --> C[Maintains eligibility for federal transportation funding];
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Ensures compliance with federal performance-based planning requirements

Maintains eligibility for federal transportation funding



To be eligible for funding, the Federal Highway Administration requires:

- Annual reporting of:
 1. Number of fatalities
 2. Rate of Fatalities
 3. Number of serious injuries
 4. Rate of Serious Injuries
 5. Number of non-motorized fatalities and serious injuries

Why Adopt FDOT Targets?

Reinforces commitment to reducing traffic fatalities and serious injuries

Aligns Polk County with FDOT's **Target ZERO** vision

Supports a unified statewide safety strategy

What Adoption Means

1

State Goal:

Eliminate fatalities and serious injuries (SHSP & HSIP)

2

Local Alignment:

MPOs/TPOs adopt FDOT targets or set their own within 180 days

3

Federal Mandate:

Meets FHWA performance-based planning requirements

FDOT's 2026 Safety Performance Targets

TPO staff will present a draft resolution adopting FDOT's

Safety Performance Targets which include a target of zero for the following categories:

- Number of Fatalities
- Number of Serious Injuries
- Fatality Rate
- Serious Injuries Rate
- Number of Non-Motorized Fatalities and Serious Injuries

Key Performance Measures

Fatalities: Total number of traffic-related deaths



Serious Injuries: Pedestrians, cyclists, and other vulnerable users



Systemic Approach: Safe System design to minimize human error consequences

How Targets Are Developed



DATA-DRIVEN STRATEGIES USING
CRASH FREQUENCY AND RATES

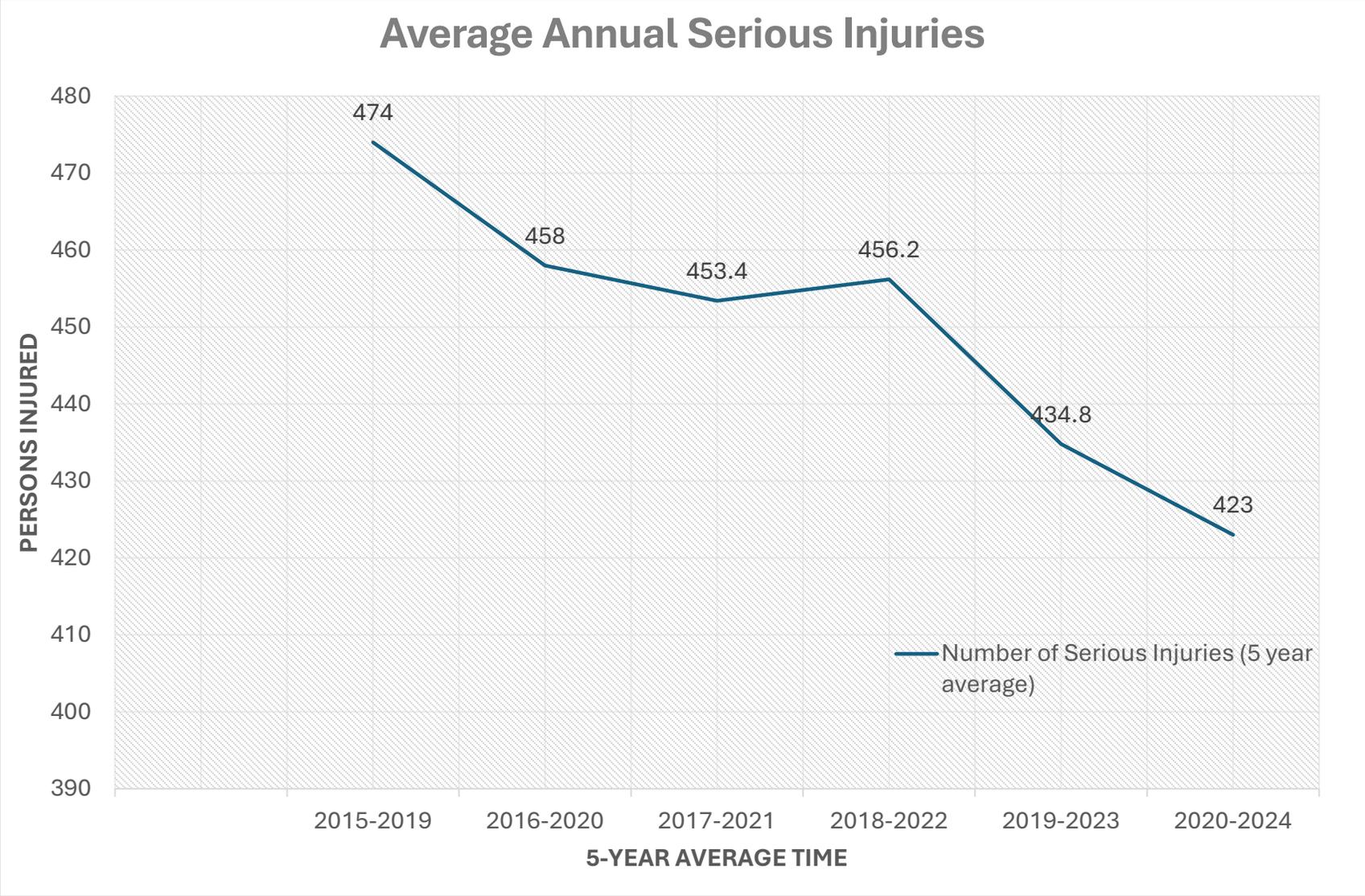


INCORPORATES LOCAL INPUT
FOR REGIONAL PLANNING

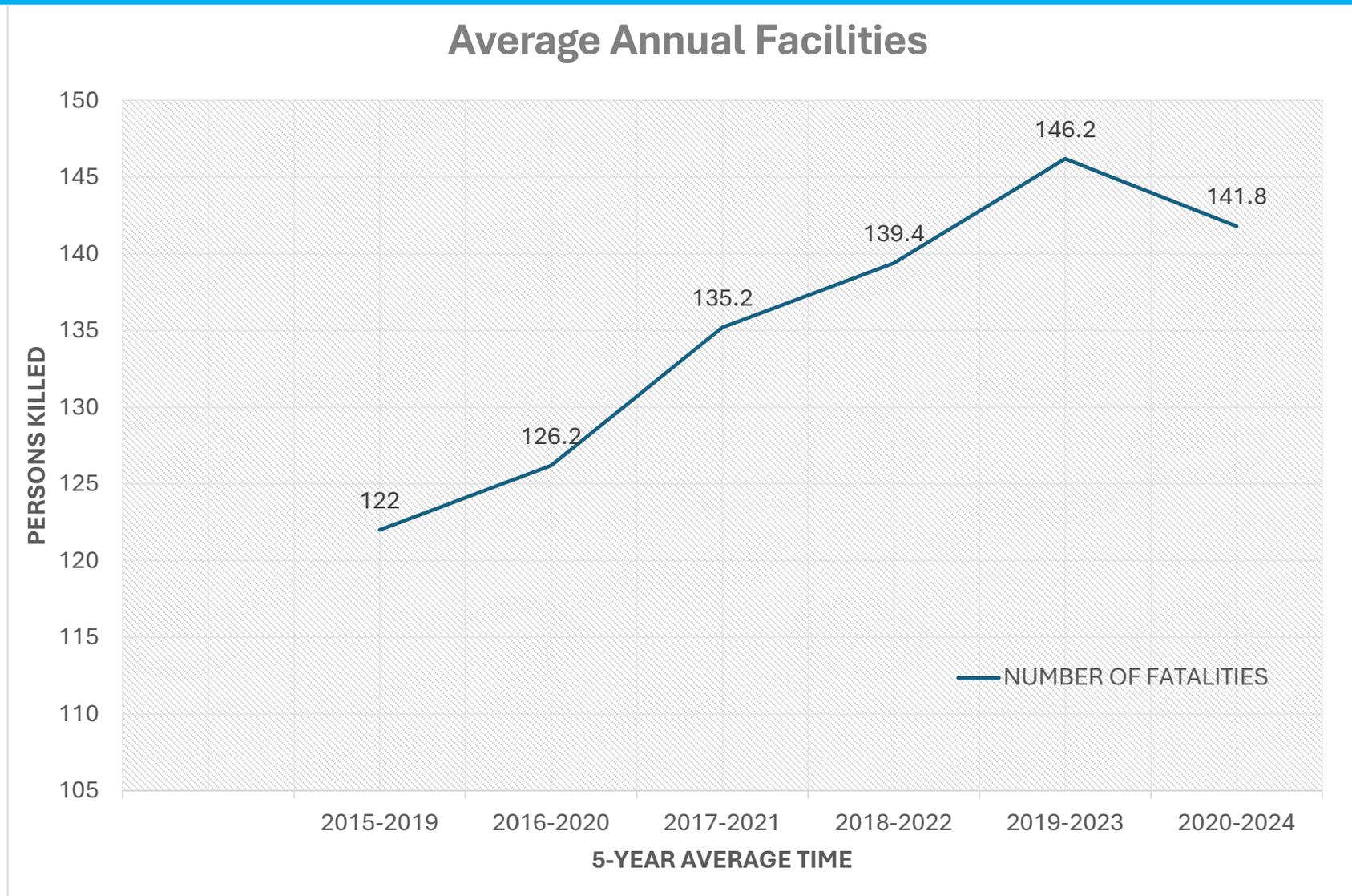


SUPPORTS MEASURABLE,
ACHIEVABLE GOALS

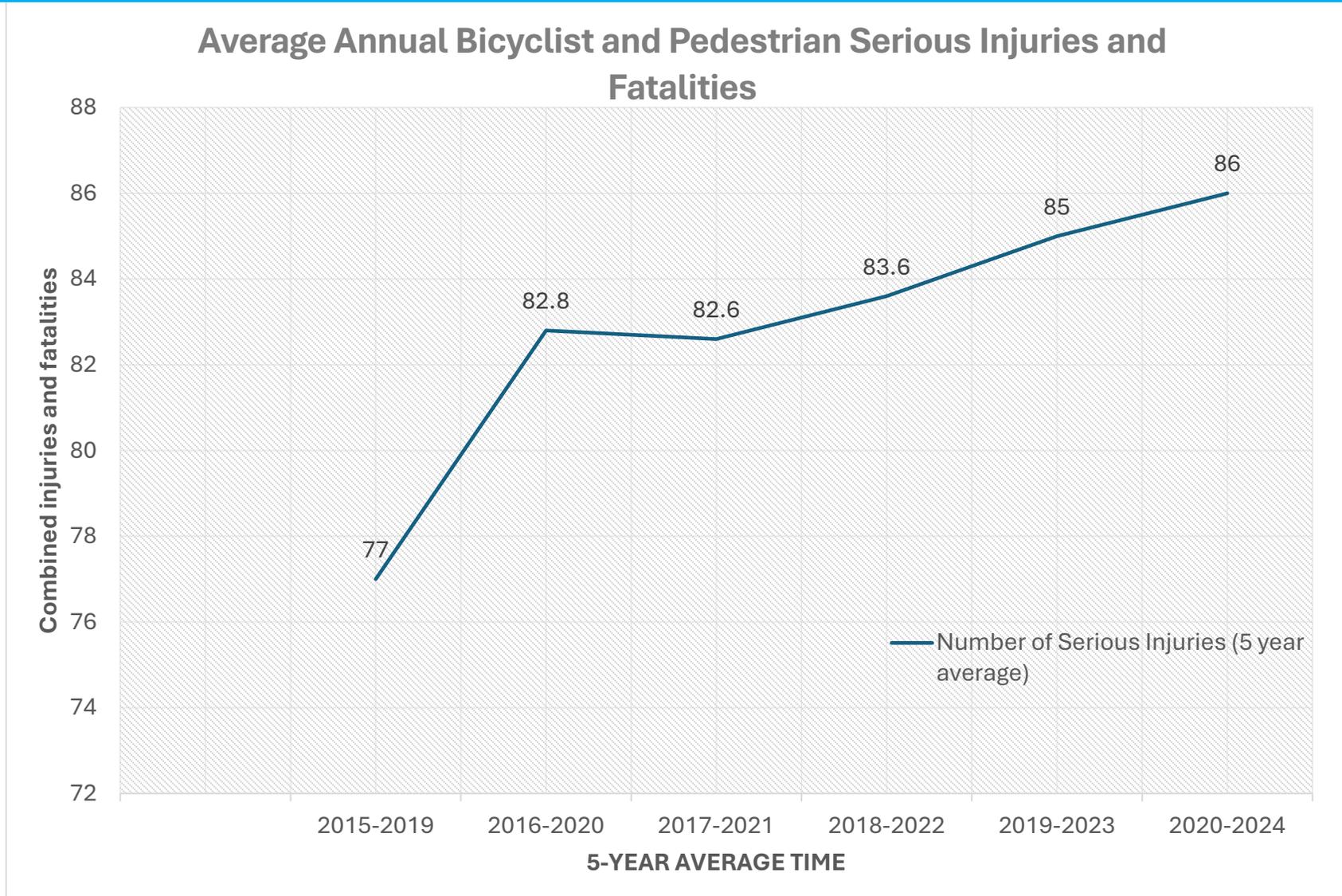
Number of Serious Injuries (5-Year Average)



Number of Fatalities (5-year Average)



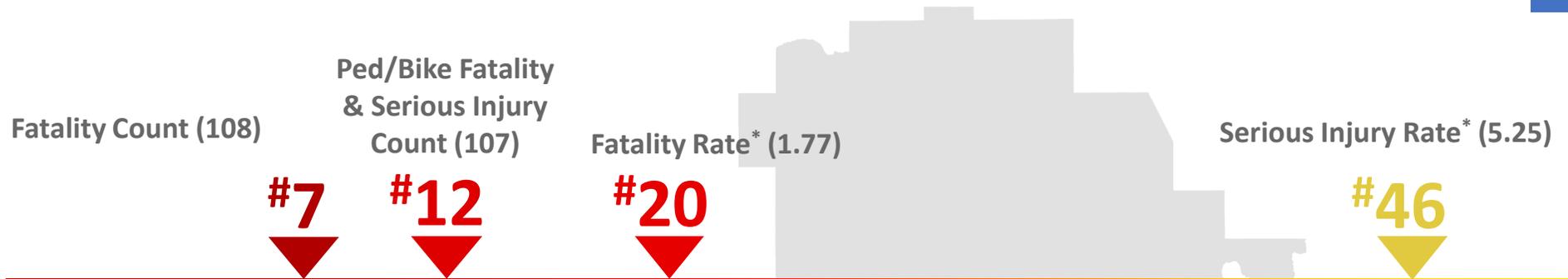
Bicyclist and Pedestrian Serious Injuries and Fatalities (5-Year Average)



The Polk TPO has adopted a target of Zero (0) fatalities and serious injuries on Polk County roads.



Polk County ranks as the 9th largest county in Florida and is the fastest growing county in Florida having added 163,322 residents since 2020.
2025 Population Estimate: 888,368



WORST

1

Polk's Rank – Florida Counties

67

BEST



In 2024, the Lakeland-Winter Haven area was listed as the 21st most dangerous metro area in the country to be a pedestrian.
Smart Growth of America - Dangerous by Design.

*Per 100M Vehicle Miles Traveled
The numbers in parentheses are the Average Annual during the 2020-2024 time period.
Sources: FDOT Transportation Data and Analytics Office, U.S. Census



TPO Staff Recommendation



Recommendation:

- Adopt FDOT's safety performance targets to:
 - Align with statewide **Target ZERO** vision
 - Fulfill federal requirements
 - Enhance safety for all road users



6 b. Vision Zero Action Plan/Safe Streets for All (SS4A) Update



Technical Advisory Committee (TAC)

Polk Vision Zero Action Plan
A Comprehensive Strategy for Roadway Safety for All

Presented by:



January 22, 2026



Agenda

- Introductions
- Safe System Approach Overview
- Project Goals and Objectives
- Community Engagement
- High Injury Network
- Corridor Selection
- Schedule
- Next Steps
- Conclusion and Q&A



Introduction



OBJECTIVE

Develop a Vision Zero Action Plan to enhance Polk County's efforts in eliminating roadway fatalities and serious injuries



PARTNERSHIPS

Polk County, Polk TPO, FDOT, FHWA, Local Municipalities, and Community Stakeholders.



OUTCOME

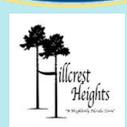
A federally qualifying, highly rated, and comprehensive safety strategy



Polk Transportation Planning Organization



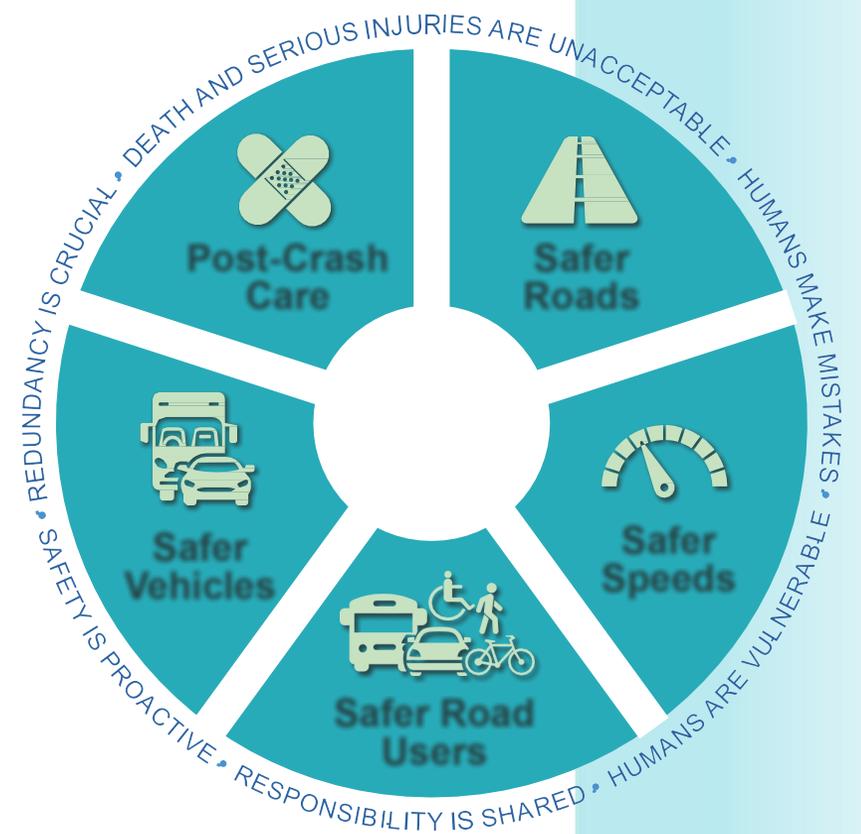
agency for persons with disabilities
State of Florida



Polk Transportation Planning Organization

Principles of a Safe System Approach

- **Eliminating Fatalities:** Crashes resulting in death or serious injury are unacceptable.
- **Human Error is Inevitable:** Design a transportation system to accommodate human errors and prevent death and severe injuries.
- **Human Vulnerability:** Design transportation to accommodate human vulnerability and crash force limits.
- **Shared Responsibility:** Government, industry, advocates, researchers, and the public must collaborate on safety.
- **Proactive Safety:** Identify and address risks before crashes occur.
- **System Redundancy:** Strengthening all parts of transportation system ensures protection if one fails.



Project Goals



TARGET ZERO ROADWAY FATALITIES

Aim for no fatalities on roads



DATA-DRIVEN SAFETY IMPROVEMENTS

Use data to guide safety enhancements



QUALIFY FOR FEDERAL SS4A GRANTS

Secure funding for implementation



ENGAGE UNDERSERVED COMMUNITIES

Foster connections with all community members

Key Objectives



Identify most dangerous corridors and intersections



Develop evidence-based strategies using FHWA's Proven Countermeasures



Facilitate robust public engagement



Adopt innovative technologies for safety and equity

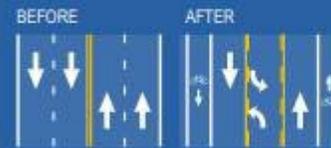


Implement and demonstrate key safety countermeasures

Pedestrians/Bicyclists

These countermeasures are specifically designed for traffic safety issues related to pedestrians or bicyclists.

Road Diets (Roadway Reconfiguration)



SAFETY BENEFITS:

4-LANE TO 3-LANE, ROAD DIET CONVERSIONS

19-47%
REDUCTION IN TOTAL CRASHES

Rectangular Rapid Flashing Beacons (RRFBs)



SAFETY BENEFITS:

RRFBs CAN REDUCE CRASHES UP TO **47%** PEDESTRIAN CRASHES

RRFBs CAN INCREASE MOTORIST YIELDING RATES UP TO **98%**

Pedestrian Hybrid Beacons



SAFETY BENEFITS:

55% REDUCTION IN PED. CRASHES

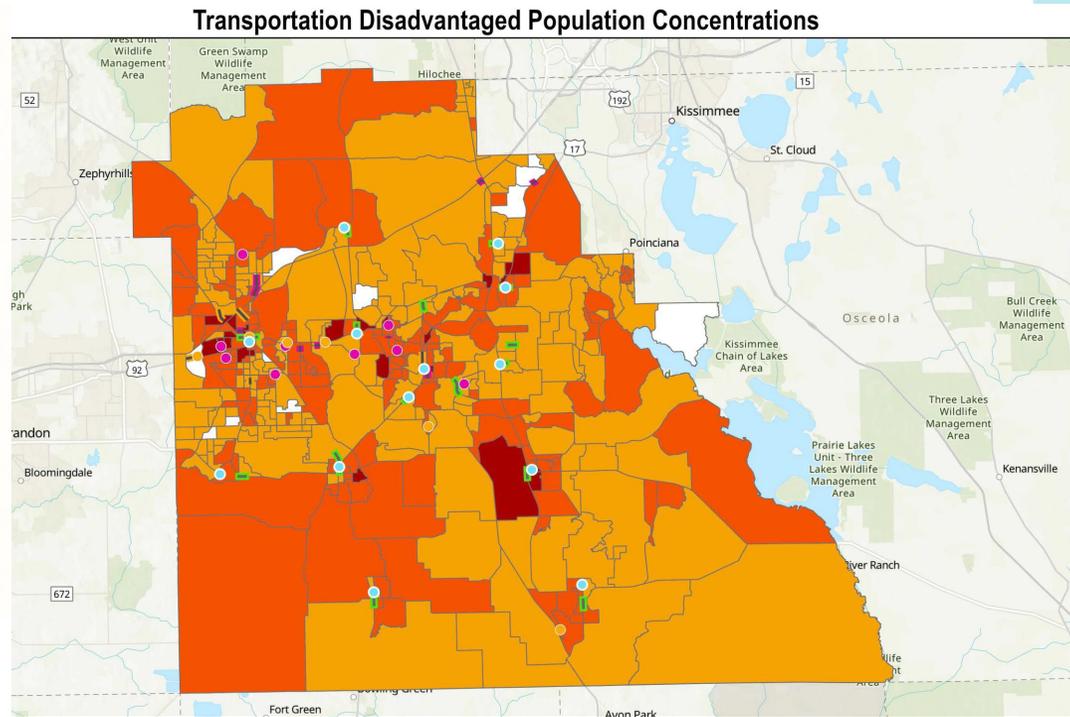
29% REDUCTION IN TOTAL CRASHES
15% REDUCTION IN SERIOUS INJURY AND FATAL CRASHES

Community-Focused Approach

Equity & Underserved Communities



Tiers in the map are based on a grading system, the higher Tier (Tier 3) has the highest number of populations identified as transportation disadvantaged (that are higher than average)



Legend

- Tier 0
 - Tier 1
 - Tier 2
 - Tier 3
- Top HIN County Intersections
 - Top HIN SHS Intersections
- Top HIN Jurisdictions Intersections
 - Top HIN County Segments
- Top HIN SHS Segments
 - Top HIN SHS Jurisdictions

0 2.75 5.5 11 16.5 22 Miles

Source: 2020 United States Census 2018-2023 American Community Survey Five-Year Estimates

Public Engagement Strategy

- Established a Stakeholder Committee with diverse representation.
- Conduct three corridor meetings over the project duration.
- Hold two countywide community events.
- Administer community surveys and social media engagement.

Public Engagement Advertisement

LOCAL

Zero traffic deaths? TPO will host meeting Oct. 28 on plan to reduce traffic-related injuries

Lakeland Ledger
Oct. 10, 2025, 5:46 a.m. ET

The Polk Transportation Planning Organization will hold a Polk Vision Zero community meeting Oct. 28 in Winter Haven.

The TPO is developing the Polk [Vision Zero Action Plan](#), designed to reduce the number of traffic related fatalities and serious injuries to zero in Polk County.

The plan incorporates community input through surveys, group meetings and other outreach initiatives, the TPO said in a news release. It will outline the most hazardous corridors and intersections in Polk County, explore emerging technologies and strategies to enhance safety and equity and propose and test potential countermeasures to reduce traffic fatalities and serious injuries.

The screenshot shows a Facebook post from the Polk Transportation Planning Organization (TPO). The post features a graphic with the following information:

- Polk Vision Zero Action Plan** (with icons for a person, bicycle, wheelchair, and car)
- Vision Zero Community Meeting**
- When?** 5 to 7 P.M. Tuesday, Oct. 28
- Where?** Garden Center of Winter Haven, 715 Third St. NW, Winter Haven, FL 33881
- Visit our project site:** Includes a QR code and the URL polkvisionzero.mysocialprint.com
- Scan or visit:** polkvisionzero.mysocialprint.com

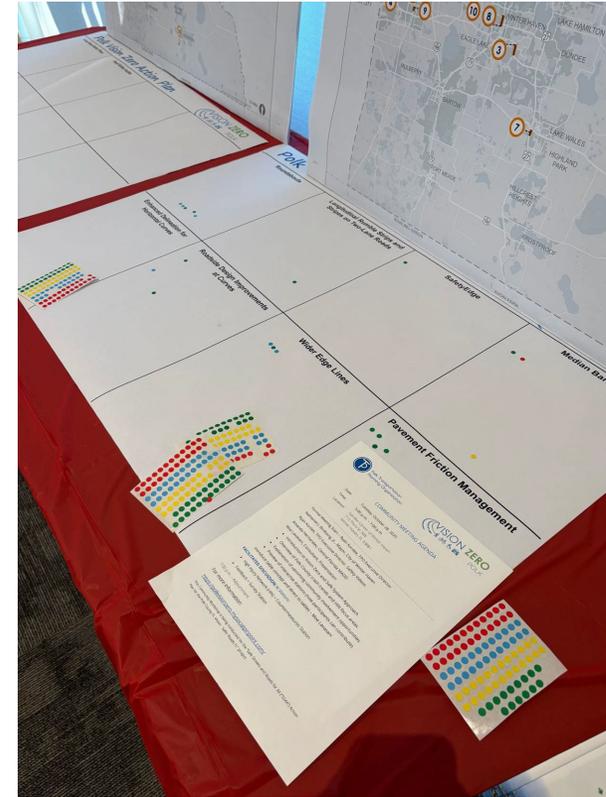
Are you passionate about safe streets in your community?

The TPO will be holding a Vision Zero community meeting from 5 to 7 p.m. on Tuesday, Oct... See more

Like Comment Share

- Mayor of Winter Haven Invitation (Confirmed)
- Invitation to FL Polytechnic
- Polk Vision
- Share the invitation to Transit (Ride Citrus)
- Polk CTST
- Bike/Walk CF
- Central Florida Regional Planning Council

Community Engagement Event (Oct 28)



Community Engagement - Website

- Vision Zero website is live
 - <https://polkvisionzero.mysocialpinpoint.com/>
- The first survey and map are now closed

Polk Vision Zero Action Plan

VISION ZERO POLK

Lives Matter. Deaths and Serious Injuries from Traffic Accidents are Preventable in Polk County.

The banner features a light blue background with a teal and green wave graphic at the top. The title 'Polk Vision Zero Action Plan' is in a large, blue, sans-serif font. To the right is the 'VISION ZERO POLK' logo, which includes icons for a pedestrian, a bicycle, a person in a wheelchair, and a car. Below the logo is the slogan 'Lives Matter. Deaths and Serious Injuries from Traffic Accidents are Preventable in Polk County.' in a smaller, bold, green font.

Polk Vision Zero Action Plan

VISION ZERO POLK

Vision Zero Community Meeting

When?
5 to 7 P.M.
Tuesday, Oct. 28

Where?
Garden Center of Winter Haven
715 Third St. NW
Winter Haven, FL 33881

Visit our project site:
Scan or visit polkvisionzero.mysocialpinpoint.com

polktpo.com

The flyer includes a map of the Garden Center area with a red pin indicating the meeting location. The map shows streets like 'Lake Oliver' and 'Third St. NW'. The text is arranged in a clean, modern layout with a mix of bold and regular fonts.

What is Vision Zero?

VISION ZERO POLK

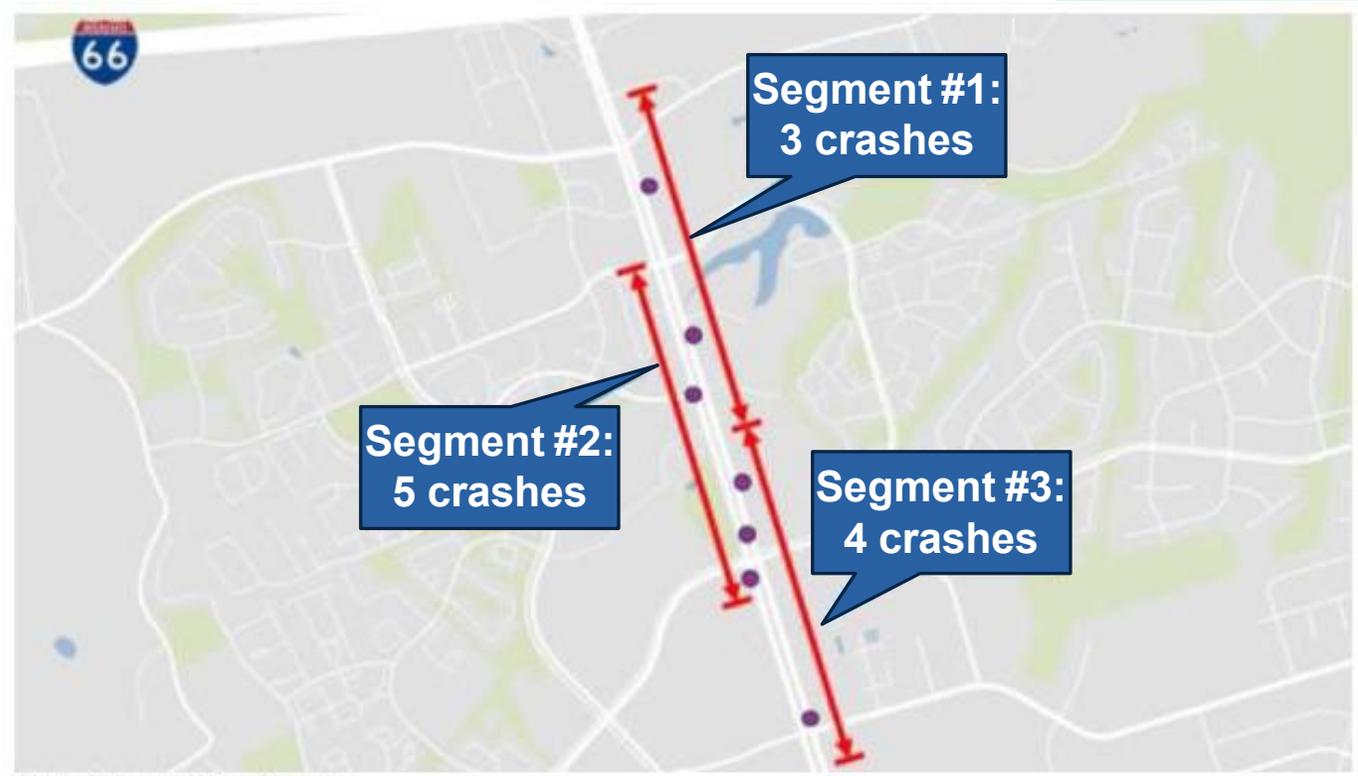
Vision Zero is a safety initiative aimed at eliminating all traffic fatalities and severe injuries that occur during everyday transportation. Traffic deaths and severe injuries have often been considered inevitable, and while mistakes made by human users are unavoidable, the resulting cost should never be death or serious injury.

Vision Zero moves away from the traditional approach to traffic safety with the belief that traffic deaths are preventable, that human failings should be integrated in the approach to prevent fatal and severe crashes. This collaboration among local traffic planners and engineers, policymakers, and public health professionals analyzes all the factors contributing to safe mobility including roadway design, speeds, behaviors, technology, and policies.

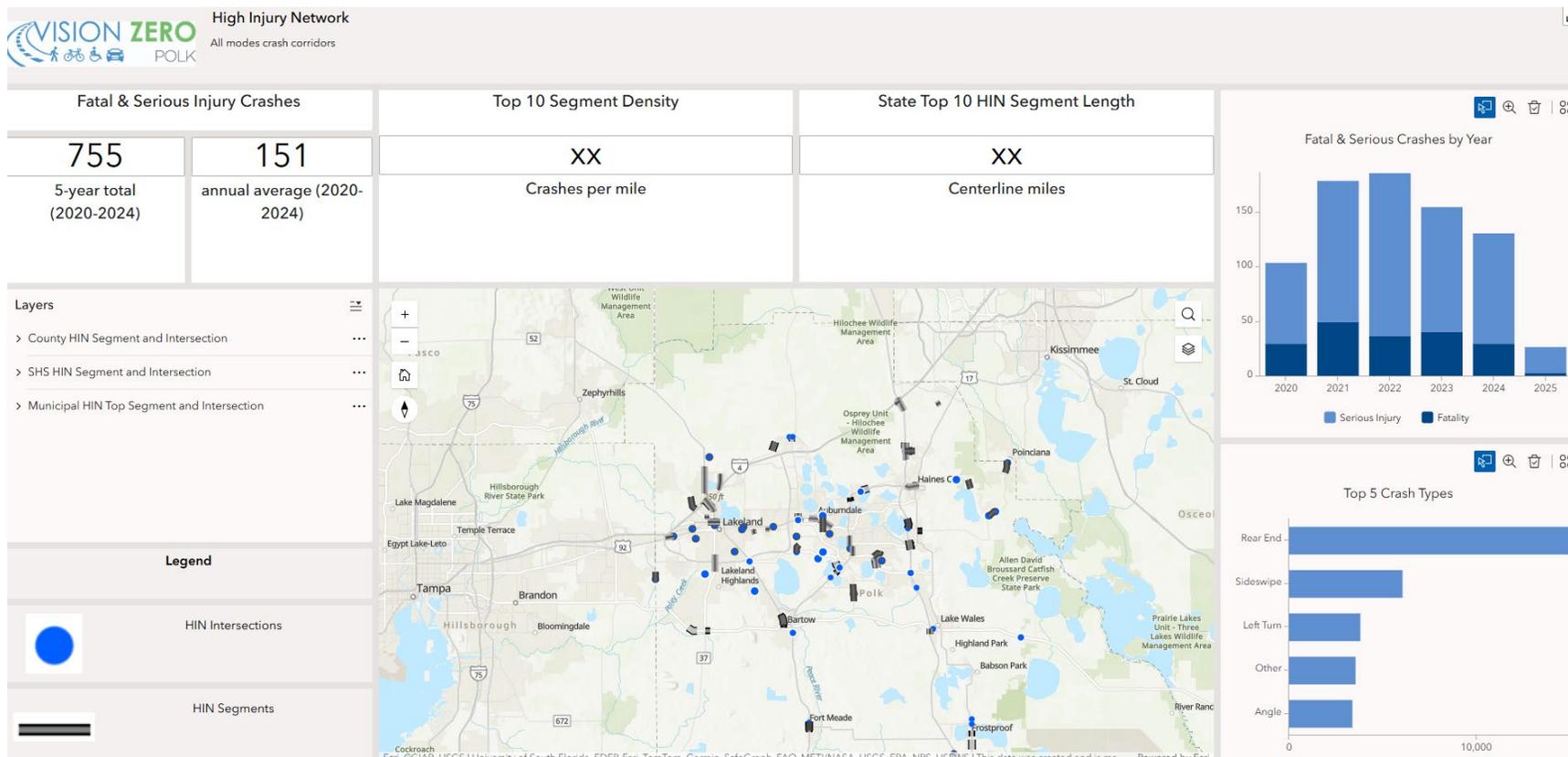
This block contains a short paragraph explaining the Vision Zero initiative and its goals, followed by a second paragraph detailing the collaborative approach to traffic safety.

High Injury Network (HIN) Update

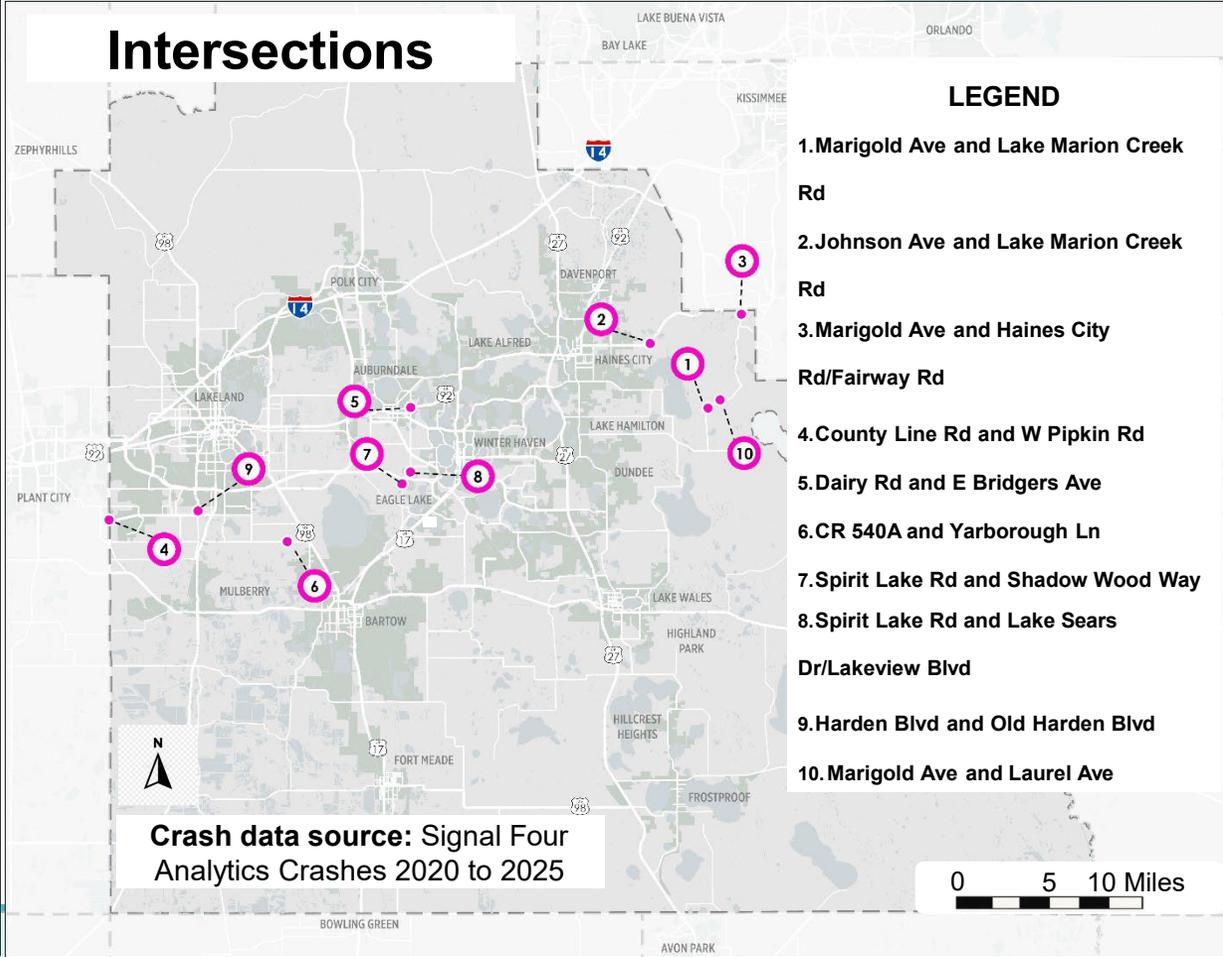
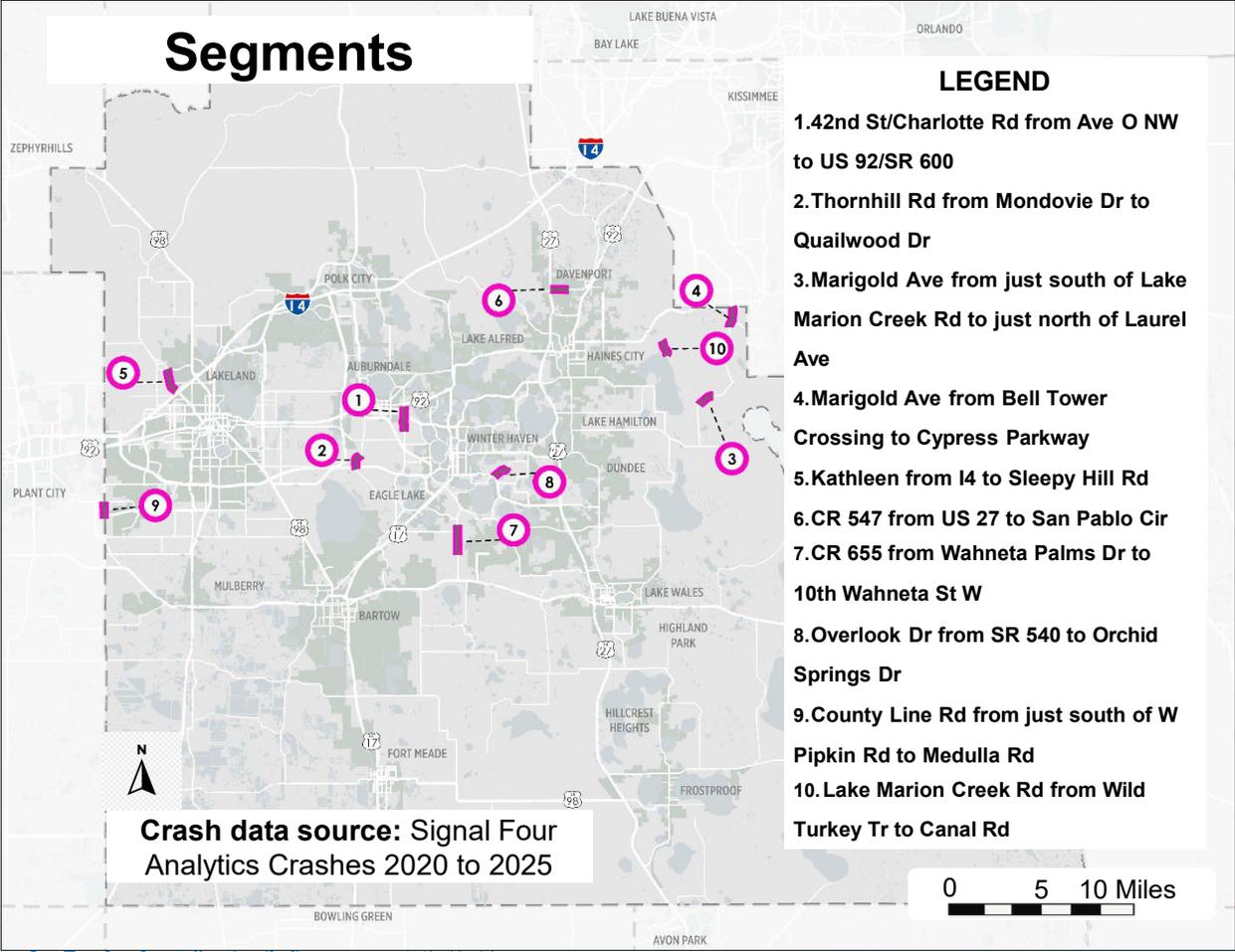
- Polk County crashes were pulled and processed
- January 1, 2020, to April 8, 2025
- Intersections and Segments were ranked based on the crash score



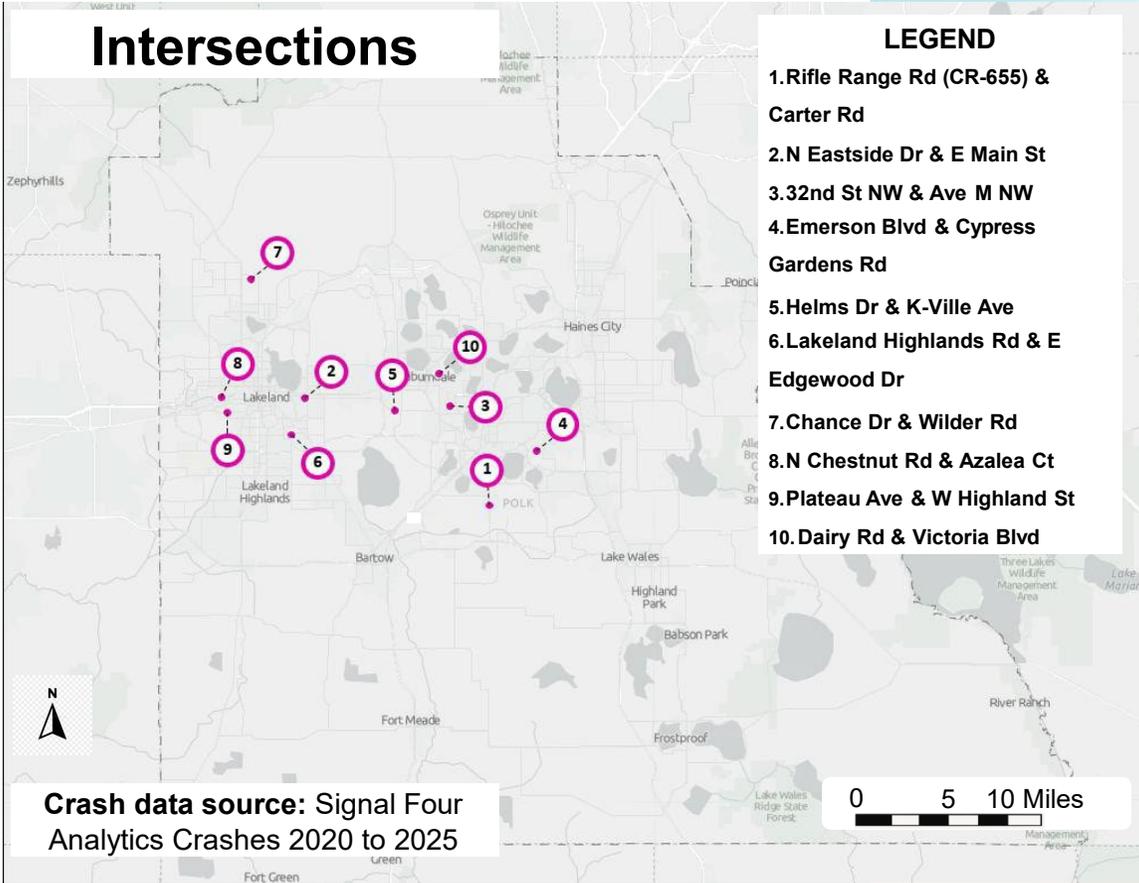
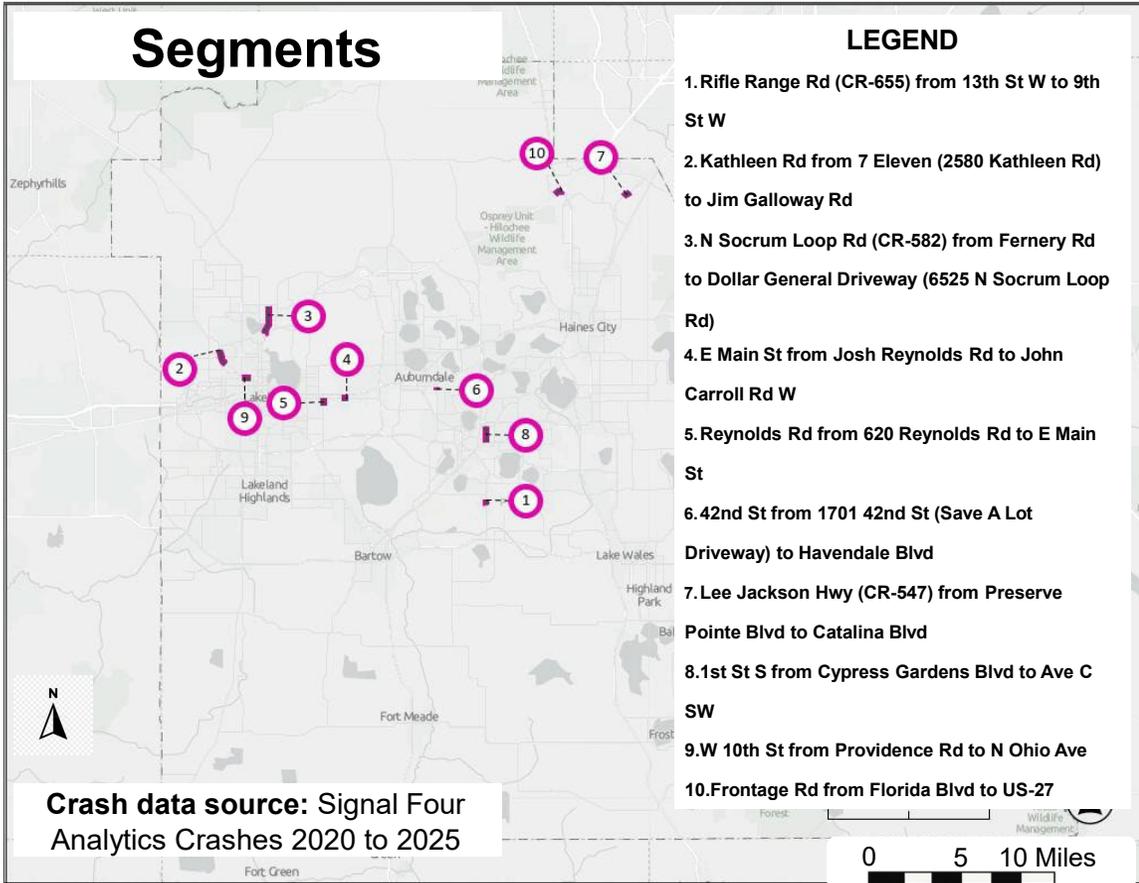
Measuring Progress and Reporting



High Injury Network (HIN) – All Modes



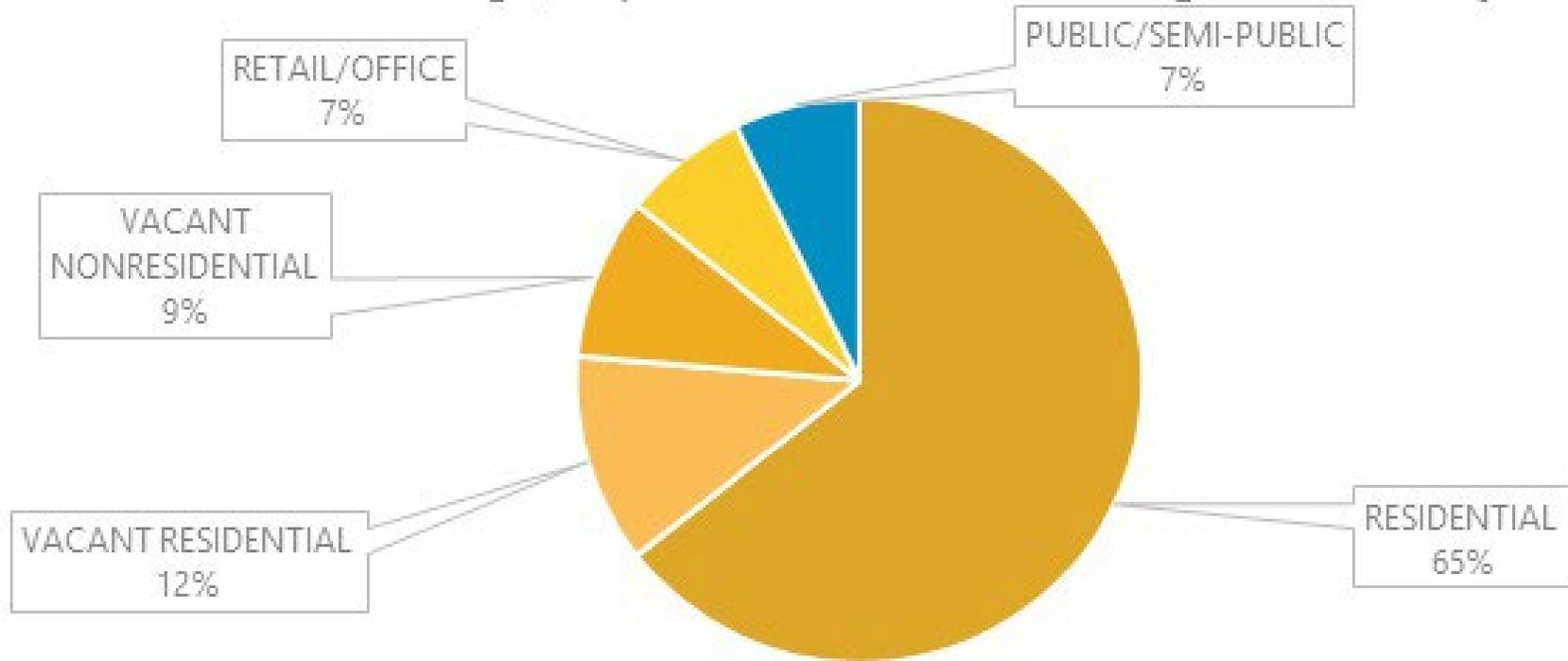
High Injury Network (HIN) – Ped & Bike



Land Use Analysis

- Context analysis of five (5) top ranked HIN corridors and intersections
- Assess existing land use that correlates with negative impacts on safety
- Look into overall crash trend on that corridor/intersection
- Make recommendations to promote roadway safety, particularly for Ped/Bike

% of Frontage, Top 5 Most Prevalent Categories, County



Potential Corridors for Further Analysis

- Three corridors are under selection process for further analysis
- These are the corridors which DATA show them to be top safety priority in the County
- Our team will setup 1 meeting nearby each corridor to get community input
- Design-level countermeasures will be assessed for these three corridors



Group	Map	Description	Location	Category	Category Rank	Corridor/Intersection Name	Fatal	Serious	Moderate	Minor	PDO	Total	F+S	KSI
1		<p>This group includes four locations in Auburndale and a fifth nearby in Inwood. The All and VRU segments overlap. The All segment is 1.5 miles long and experienced 4 fatalities and 8 serious crashes. The All and VRU intersections do not overlap; together, they account for 1 fatal and 5 serious crashes.</p>	Auburndale	Intx VRU	10	Dairy Rd and Victoria Blvd	1	0	1	0	0	2	1	2
				Intx All	5	Dairy Rd and E Bridgers Ave	0	3	6	6	34	49	3	15
				Seg All	1	42nd St/Charlotte Rd from Ave O NW to US 92/SR 600	4	8	42	66	242	362	12	120
				Seg VRU	6	42nd St from 1701 42nd St (Save A Lot Driveway) to Havendale Blvd	1	1	1	0	1	4	2	3
			Inwood	Intx VRU	3	32nd St NW and Ave M NW	0	2	0	0	0	0	2	2

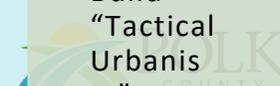
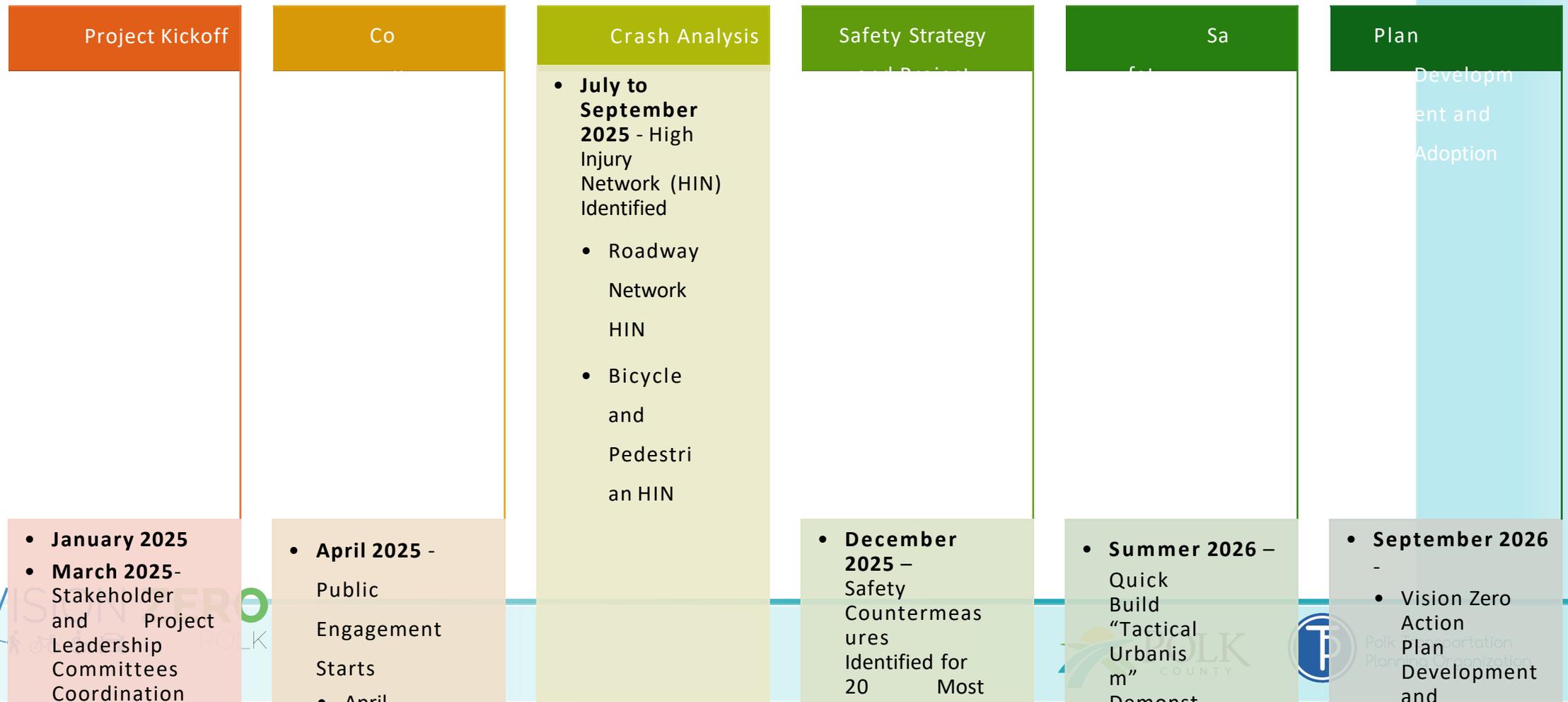


Group	Map	Description	Location	Category	Category Rank	Corridor/Intersection Name	Fatal	Serious	Moderate	Minor	PDO	Total	F+S	KSI
2		<p>All three locations overlap. There are 5 total fatalities, 4 involving pedestrians. There are 7 serious crashes, including 2 pedestrian-involved crashes. Total crashes equal 112.</p>	Wahnetta	Intx VRU	1	Rifle Range Rd (CR-655) and Carter Rd	2	1	2	0	1	6	3	5
				Seg VRU	1	Rifle Range Rd (CR-655) from 13th St W to 9th St W	4	2	4	0	1	11	6	10
				Seg All	7	CR 655 from Wahnetta Palms Dr to 10th Wahnetta St w	5	7	18	30	52	112	12	60



Group	Map	Description	Location	Category	Category Rank	Corridor/Intersection Name	Fatal	Serious	Moderate	Minor	PDO	Total	F+S	KSI
5		<p>Two of the three locations in this area overlap. The two overlapping locations on Kathleen Road account for three fatalities, all of which are VRU-related and occur within the overlapping portion of the corridors. Serious crashes are more dispersed throughout the corridor. The third corridor, located about 1.25 miles away, has one VRU-related fatality.</p>	Galloway	Seg All	5	Kathleen from I4 to Sleepy Hill Rd	3	7	17	32	154	213	10	59
				Seg VRU	2	Kathleen Rd from 7 Eleven (2580 Kathleen Rd) to Jim Galloway Rd	3	2	3	0	1	9	5	8
				Seg VRU	9	W 10th St from Providence Rd to N Ohio Ave	1	0	2	2	0	5	1	5

Timeline for Key Actions



Next Steps

- **Corridors Meeting(s) Planning**
- **Land Use Analysis and Project Selection**
- **Draft Action Plan**
- **Revise Documents and Addressing Comments**
- **Coordinate TAC Meeting – Jan 22nd , TPO Board Feb 12th**
- **Dashboard Design**

Conclusion and Q&A

Thank you for your time and collaboration!
Questions and Discussion.

Contact Details

*Polk Transportation Planning
Organization (TPO)*

330 West Church Street
Bartow, FL 33830

Office: (863) 534-6486

AECOM

7650 West Courtney
Campbell Causeway
Tampa, FL 33607

Office: (813) 286-1711
Domingo.noriega@aecom.com



7. Amendments to the FY 2025/26 – 2029/30 Transportation Improvement Program (TIP)

TIP Amendment

FDOT has requested the TPO include these projects in the FY 2025/26 – 2029/30 TIP to ensure eligibility for federal and state funding is maintained.

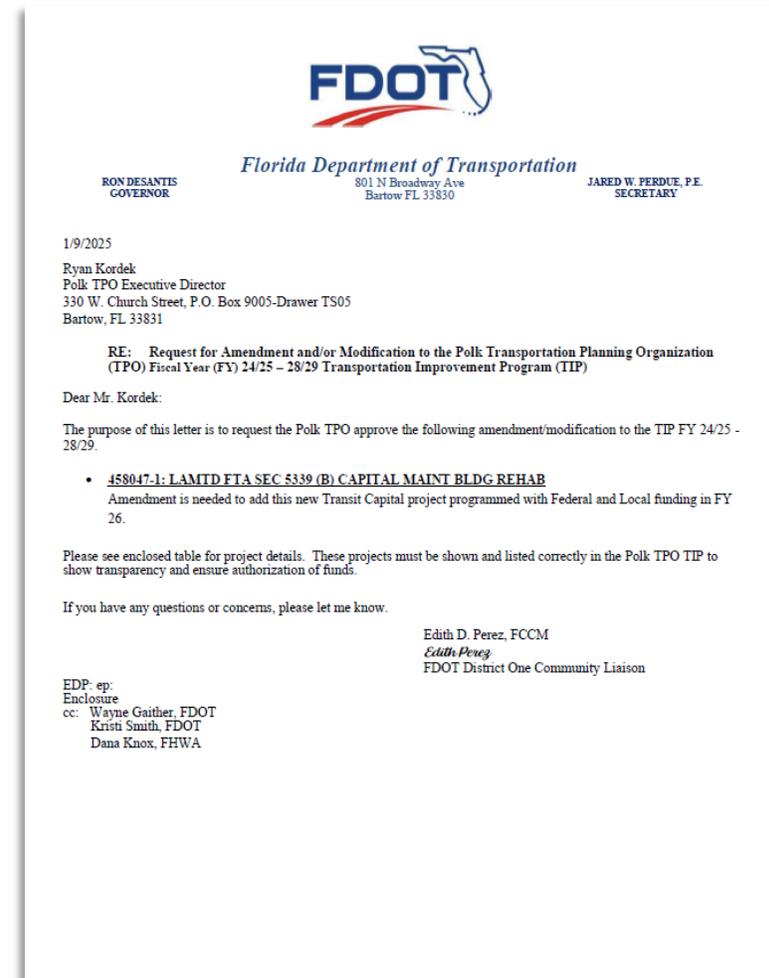
These amendments and modification are necessary to ensure authorization of federal funds in the current fiscal year. See the letter and project listing included in the meeting packet.



TIP Amendment

This amendment is to add a Transit Capital Transit Project that is programmed with Federal and Local (SEC 5339 (B)) funding for fiscal year 2026.

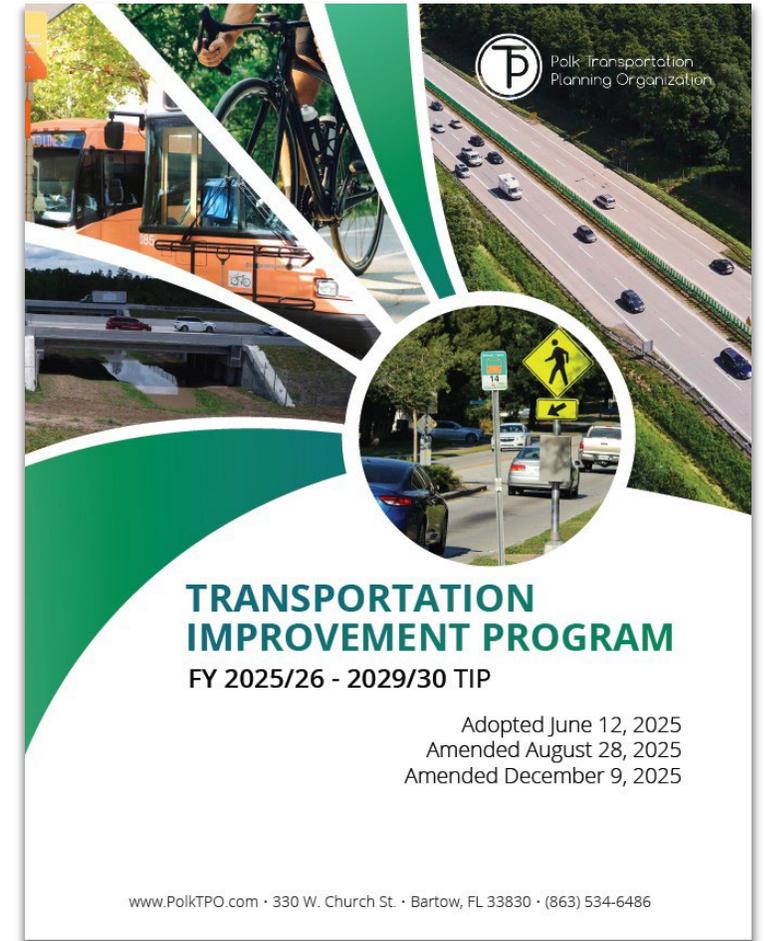
The project is to provide building rehabilitation.



TIP Amendment

Recommended Action

Staff is requesting the TAC to make a recommendation for the TPO Board to approve the amendments to the FY 2025/26 – 2029/30 Transportation Improvement Program (TIP) as requested by FDOT.



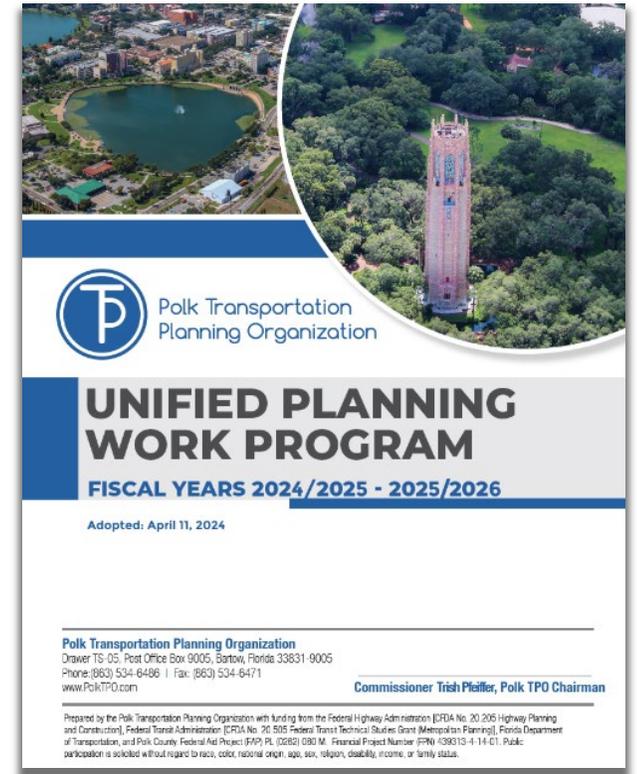


8. Planning Tasks for the FY 2026/27/2027/28 UPWP

FY 2026/27 - 2027/28 Planning Tasks

Introduction

- ❑ The Unified Planning Work Program (UPWP) contains the planning tasks and associated grant budget for the two (2) year period beginning July 1, 2026, through June 30, 2028.
- ❑ The Draft UPWP will be submitted for agency review and comment in March.
- ❑ A final document will be presented for adoption at the Board's meeting in April.



FY 2026/27 - 2027/28 Planning Tasks

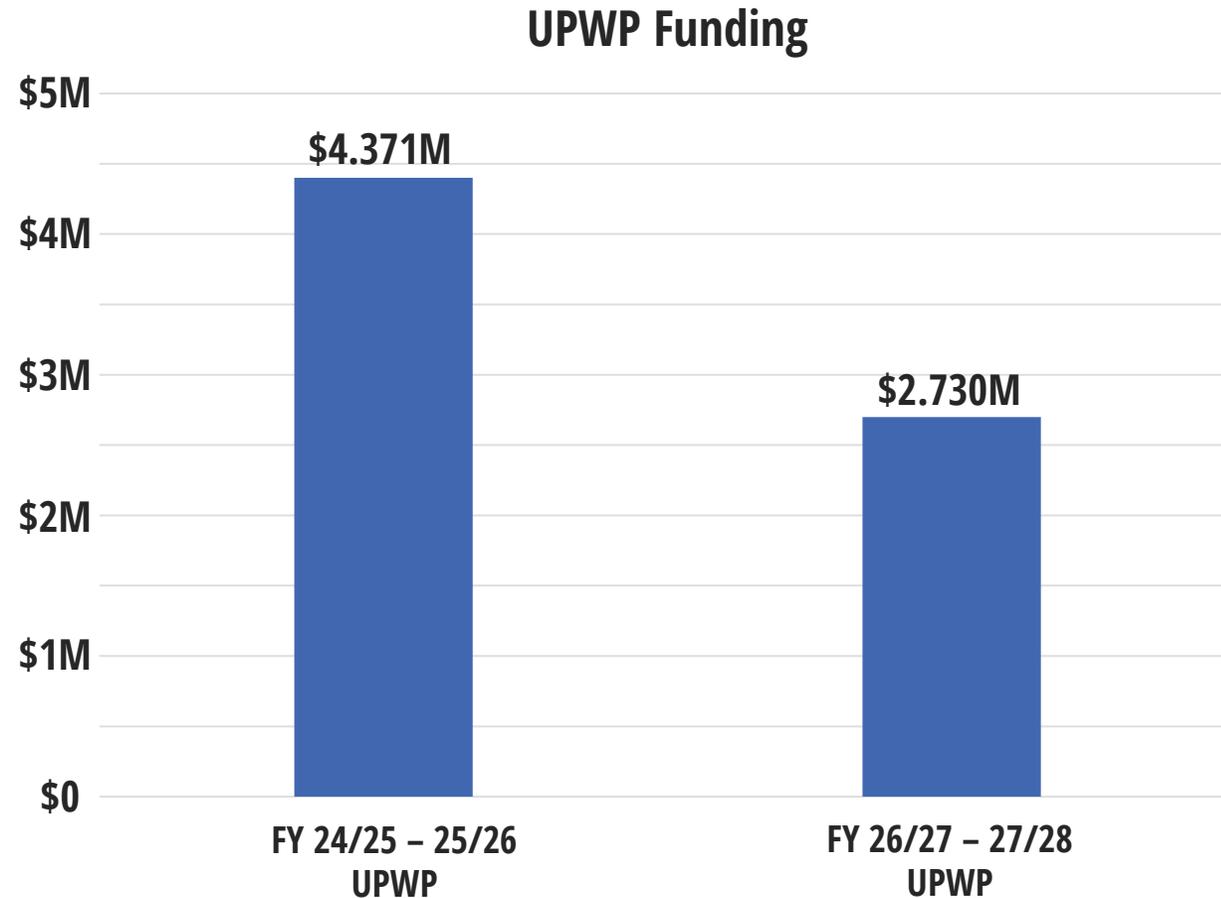
Introduction – Key Themes

- ❑ The TPO has completed a number of large projects as part of the current UPWP (FY 2024/25 – 2025/26)
 - ❑ Envision 2050
 - ❑ Transit Development Plan
 - ❑ Vision Zero Action Plan
- ❑ Continuing projects
 - ❑ I-4 Passenger Rail Station Feasibility/Planning Study
 - ❑ Vision Zero Action Plan
- ❑ New Projects/Planning Tasks for the next UPWP...



FY 2026/27 - 2027/28 Planning Tasks

Introduction – Funding



FY 2026/27 - 2027/28 Planning Tasks

Task 1.1 Administration

- ❑ Four-Year Federal Certification Review
 - ❑ FDOT/FHWA/FTA & Polk TPO
 - ❑ Fall of 2027
- ❑ Annual Report
 - ❑ Year in Review



September 2023



FY 2026/27 - 2027/28 Planning Tasks

Task 2.1 Data Development and Management

❑ Congestion Management Process

❑ State of the Transportation System Report

❑ Highway & Multi-Modal Database

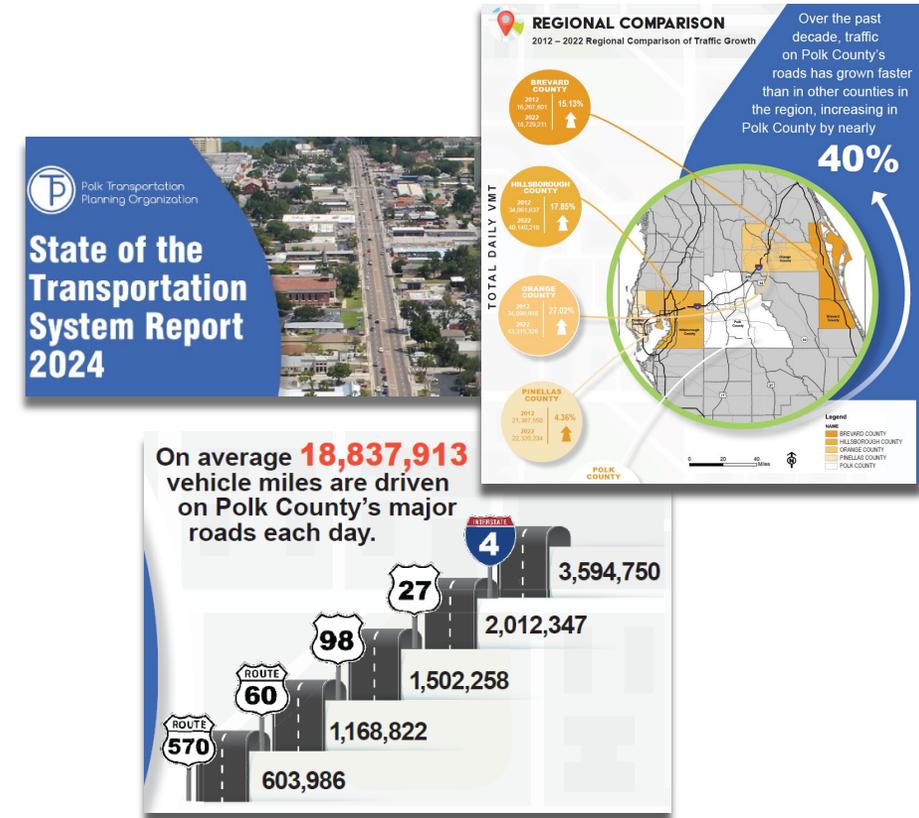
❑ Traffic Count Collection

❑ Roadway LOS

❑ Multi-Modal Facilities

❑ Crash Data

❑ Dashboards & Viewers...



FY 2026/27 - 2027/28 Planning Tasks

Task 3.1 Long-Range Transportation Planning

- ❑ I-4 Passenger Rail Station Feasibility Study
 - ❑ \$500,000 in FY 2025/26
 - ❑ Large portion of project will be done in FY 2026/27
- ❑ SunRail PD&E Study
 - ❑ Transit Supportive Planning

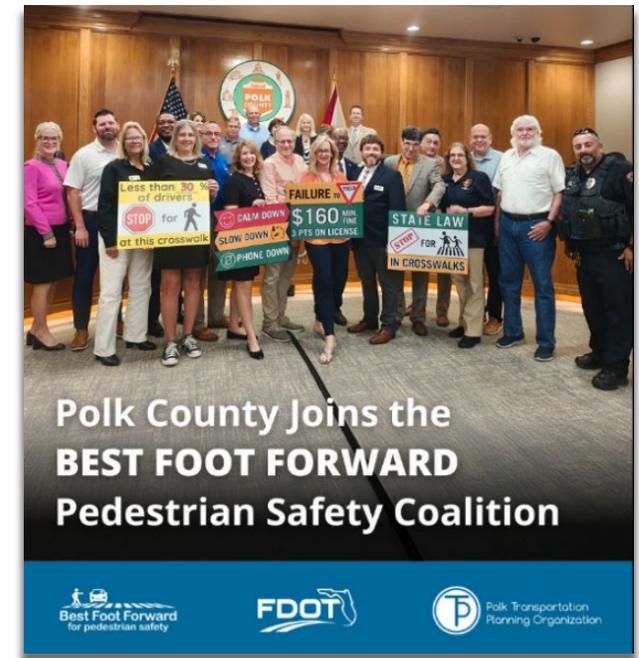
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FY 2026/27 - 2027/28 Planning Tasks

Task 3.2 Short-Range Transportation Planning

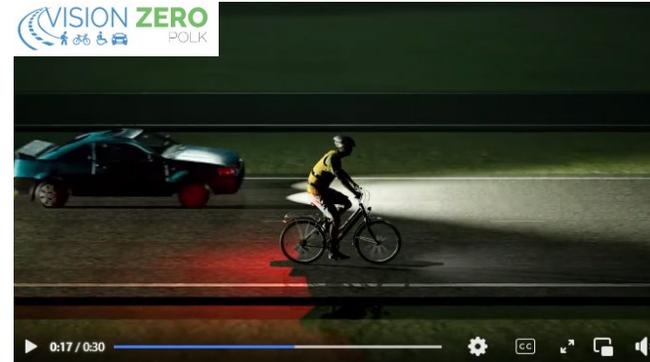
- ❑ Vision Zero Action Plan
 - ❑ Two-Year Project – Early 2027
 - ❑ TPO is managing the Project
- ❑ Best Foot Forward
- ❑ Bicycle/Pedestrian Team
 - ❑ Collaboration with Polk Vision



FY 2024/25 - 2025/26 Planning Tasks

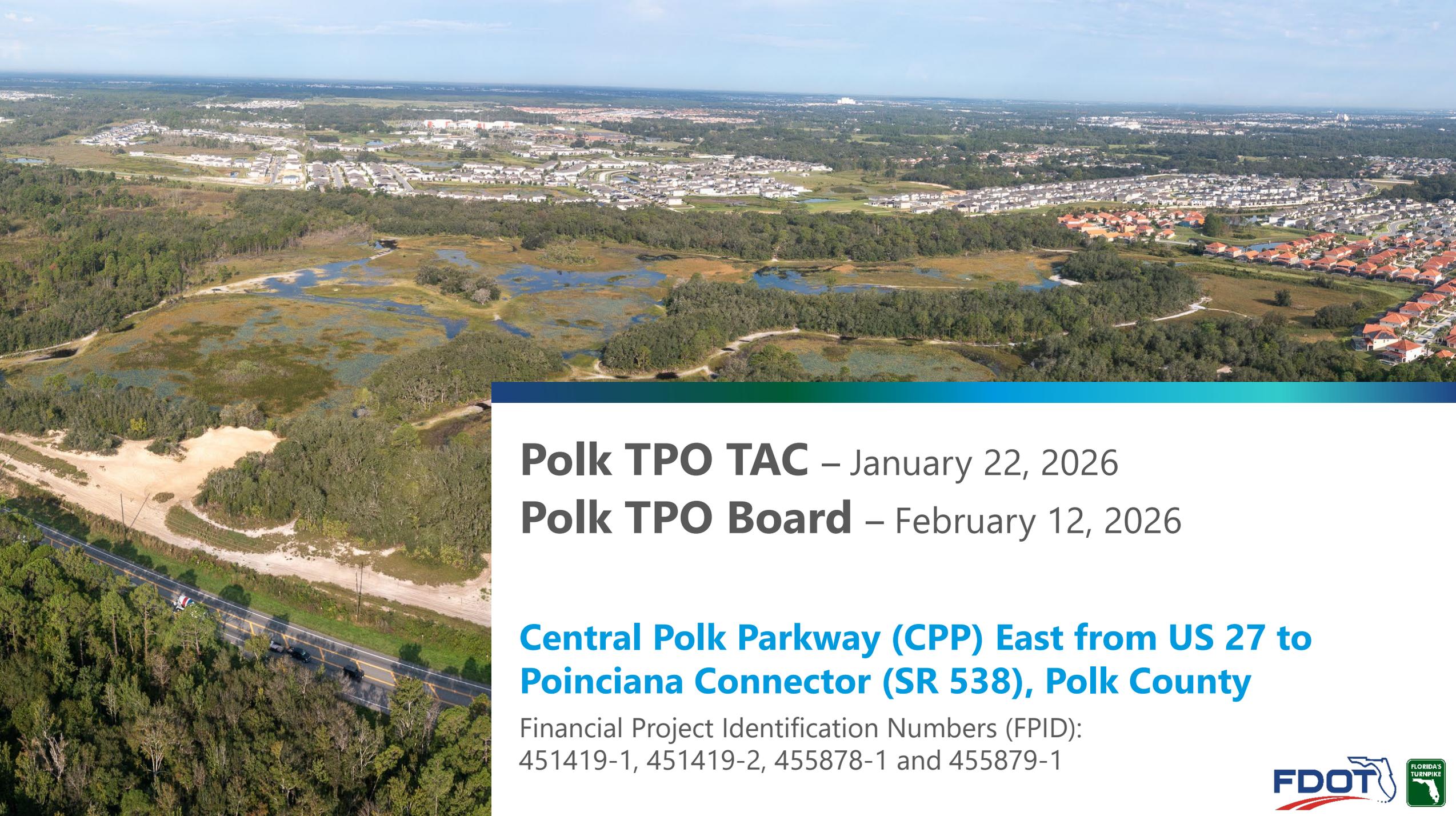
Task 3.5 Public Participation Process

- ❑ Public Participation Plan
 - ❑ Major Update of the Plan (2026)
- ❑ Transportation Adviser Network
 - ❑ Virtual Community Forums
 - ❑ TPO Videos
 - ❑ Engagement





9. Central Polk Parkway (CPP) Update



Polk TPO TAC – January 22, 2026

Polk TPO Board – February 12, 2026

**Central Polk Parkway (CPP) East from US 27 to
Poinciana Connector (SR 538), Polk County**

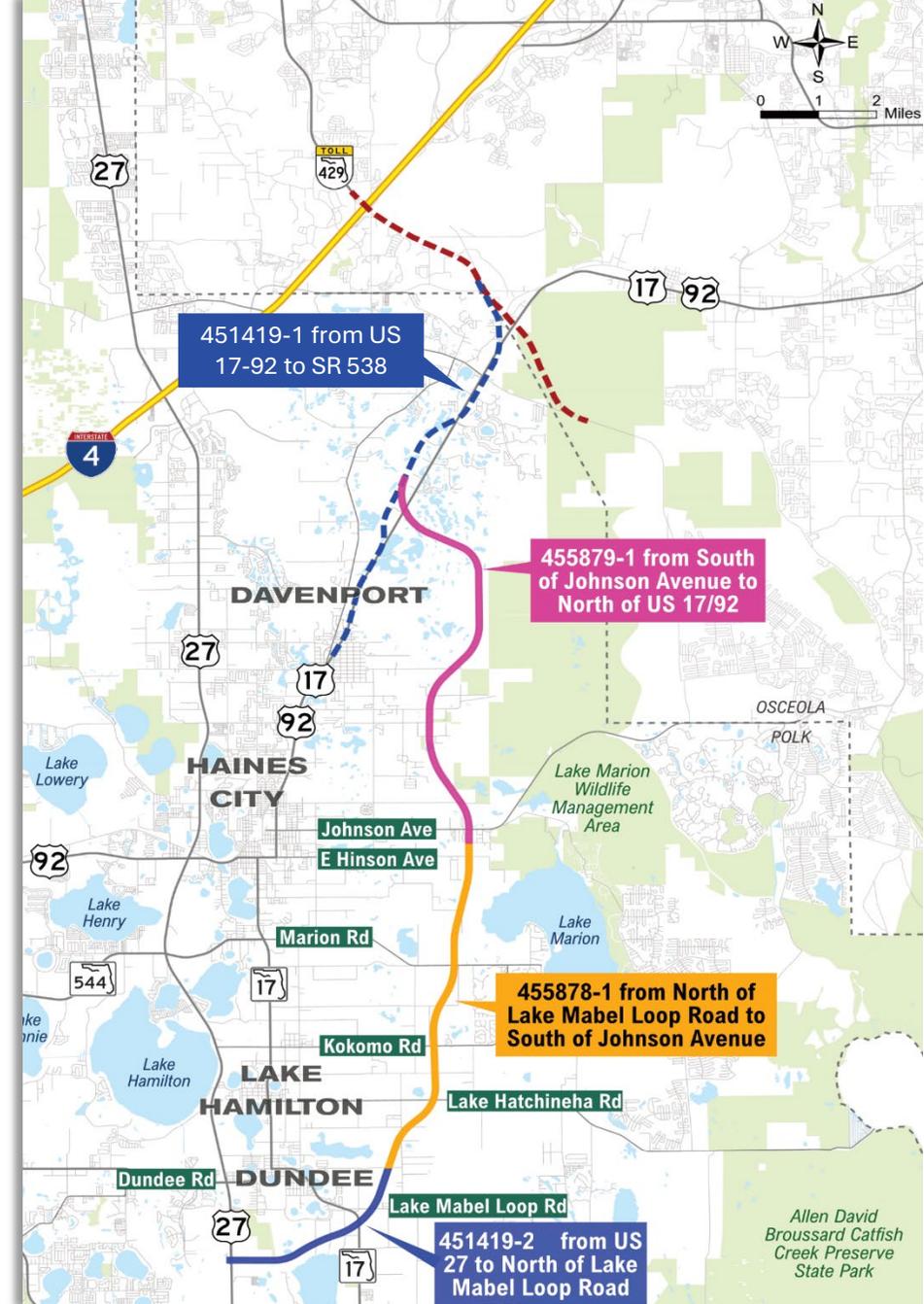
Financial Project Identification Numbers (FPID):
451419-1, 451419-2, 455878-1 and 455879-1

Project Presentation Outline

1. Central Polk Parkway (CPP) East Projects
2. Projects Purpose and Need
3. Community Outreach
4. Cypress Parkway Route Evaluation
5. CPP East Projects Status

CPP East Projects

- Central Polk Parkway East
 - Proposed new tolled limited-access highway
- Current project segments:
 1. **451419-2:** US 27 to North of Lake Mabel Loop Road
 2. **455878-1:** North of Lake Mabel Loop Road to South of Johnson Avenue
 3. **455879-1:** South of Johnson Avenue to North of US 17/92
 4. **451419-1:** US 17/92 to future Poinciana Connector



Projects Purpose and Need

- Purpose and need for a project provides the basis for developing, considering, evaluating, and eliminating project alternatives.
- Project needs include:



**Accommodate
Population Growth
& Travel Demand**
(Year 2050)



**Improve
Regional
Connectivity**



**Enhance Freight
Mobility and
Economic
Competitiveness**



**Enhance
Safety &
Emergency
Evacuation**



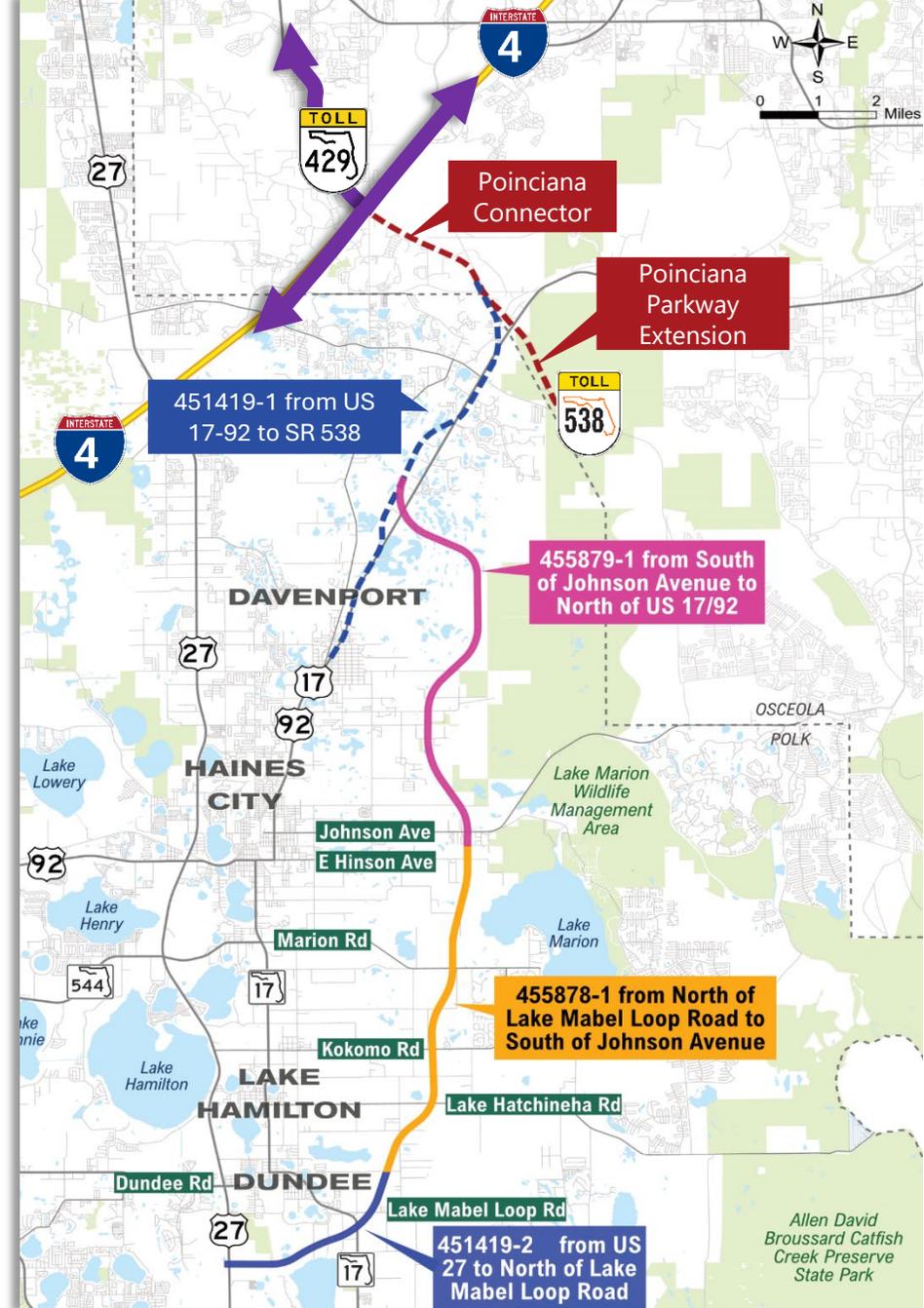
Regional Significance

- Projects of regional significance:
 - CPP East
 - Poinciana Parkway extension to I-4
- Direct link would be provided to I-4 and SR 429
- Current travel time to SR 429, via US 27 and I-4:

50-70 Minutes

- Potential travel time to SR 429 via proposed projects:

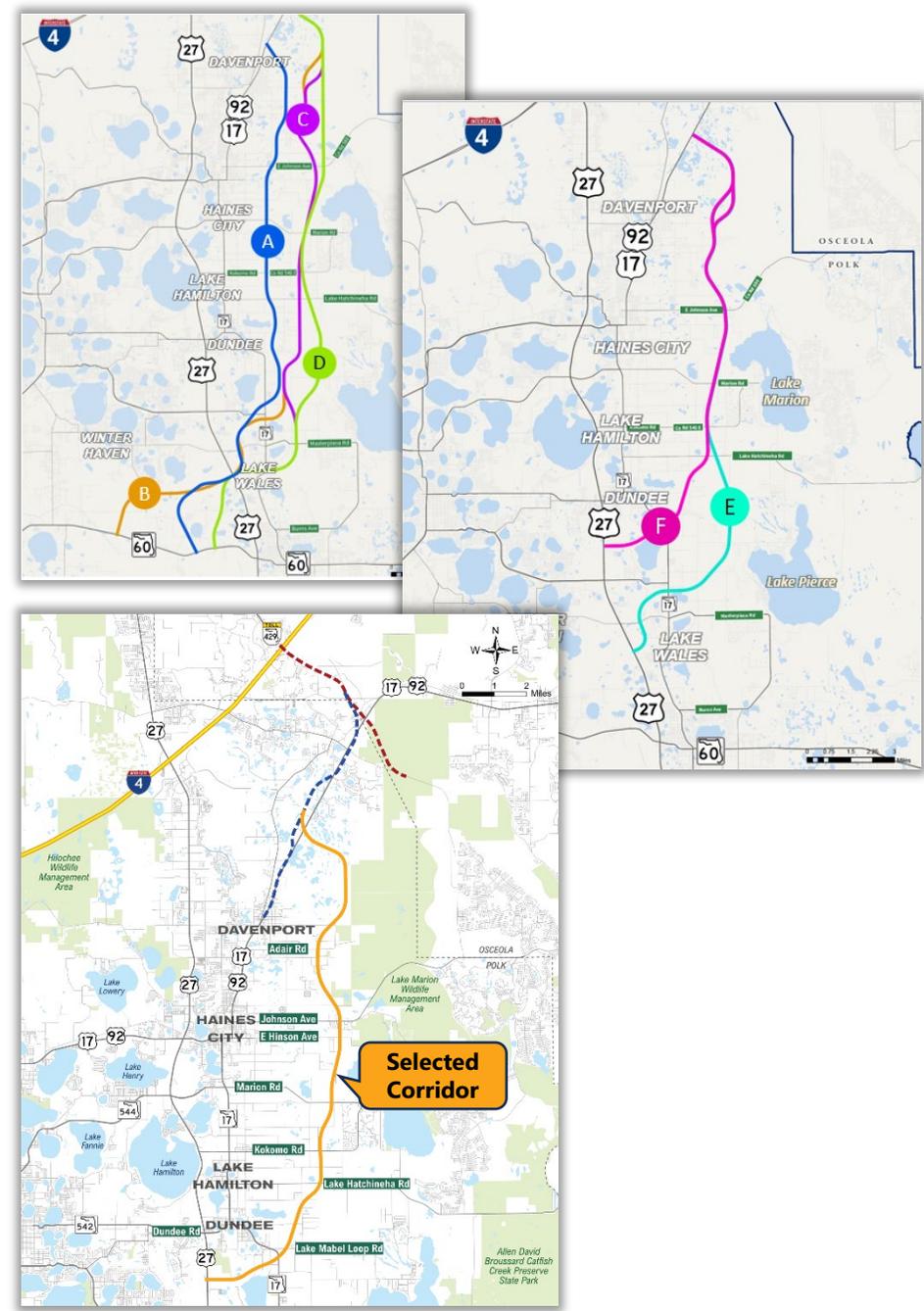
23-28 Minutes



Community Outreach

US 27 to US 17/92

- **Alternative Corridor Evaluation Begin**
 - April 2024
- **Corridor Alternatives Public Meeting**
 - January 14, 2025 (virtual) – 386 participants
 - January 15, 2025 (in-person) – 314 participants
- **2nd Corridor Alternatives Public Meeting**
 - May 5, 2025 (virtual) – 419 participants
 - May 7, 2025 (in-person) – 293 participants
- **Selected Corridor Public Meeting**
 - December 15, 2025 (virtual) – 141 participants
 - December 17, 2025 (in-person) – 175 participants



Community Outreach

US 17/92 to Poinciana Connector

- **PD&E Study Begin**
 - April 2024
- **Public Kickoff Meeting**
 - December 10, 2024 (virtual) – 61 attendees
 - December 11, 2024 (in-person) – 47 attendees
- **Alternatives Public Information Meeting**
 - April 21, 2025 (virtual) – 93 attendees
 - April 22, 2025 (in-person) – 114 attendees
- **Public Hearing**
 - December 2, 2025 (virtual) – 106 attendees
 - December 4, 2025 (in-person) – 119 attendees

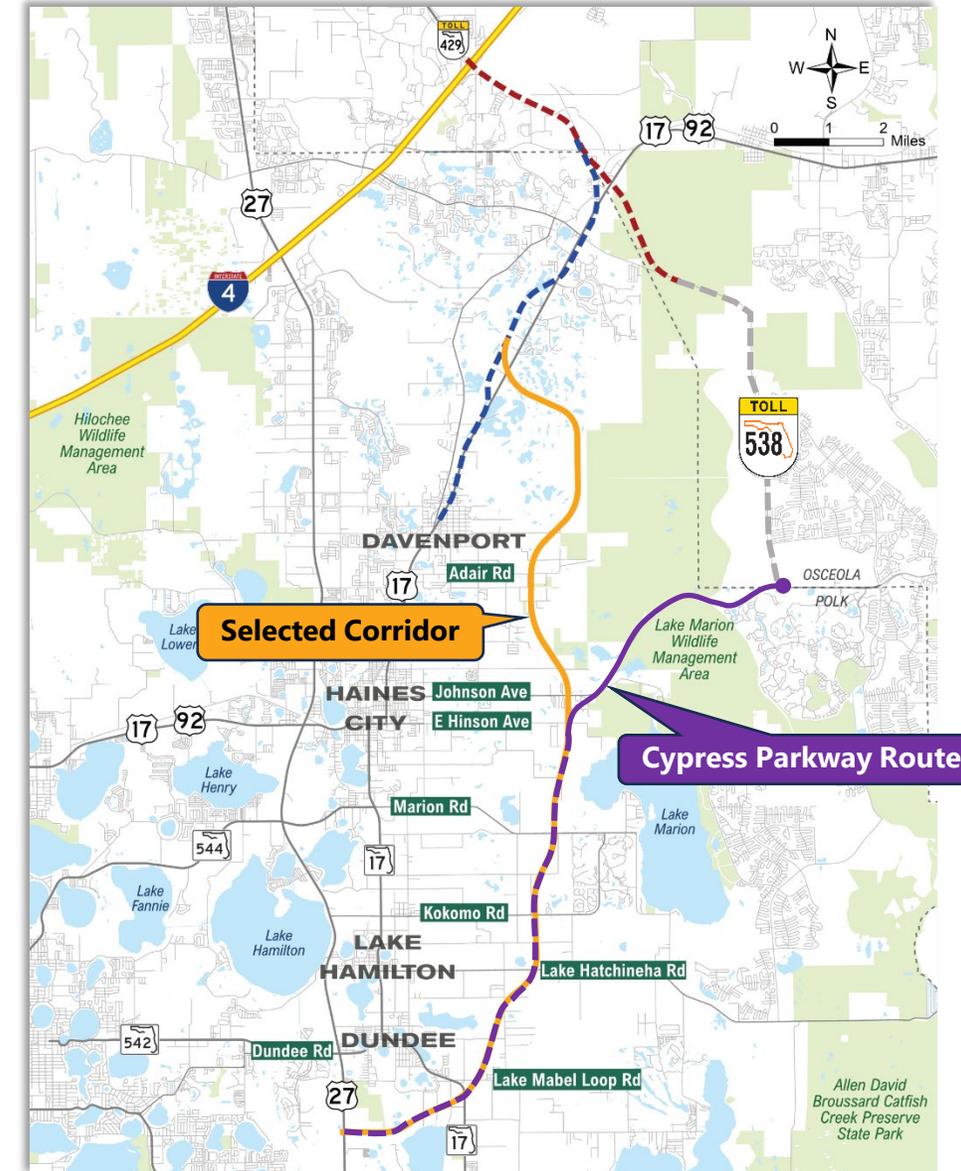


Single-line diagram of preferred alternative



Cypress Parkway Route Evaluation

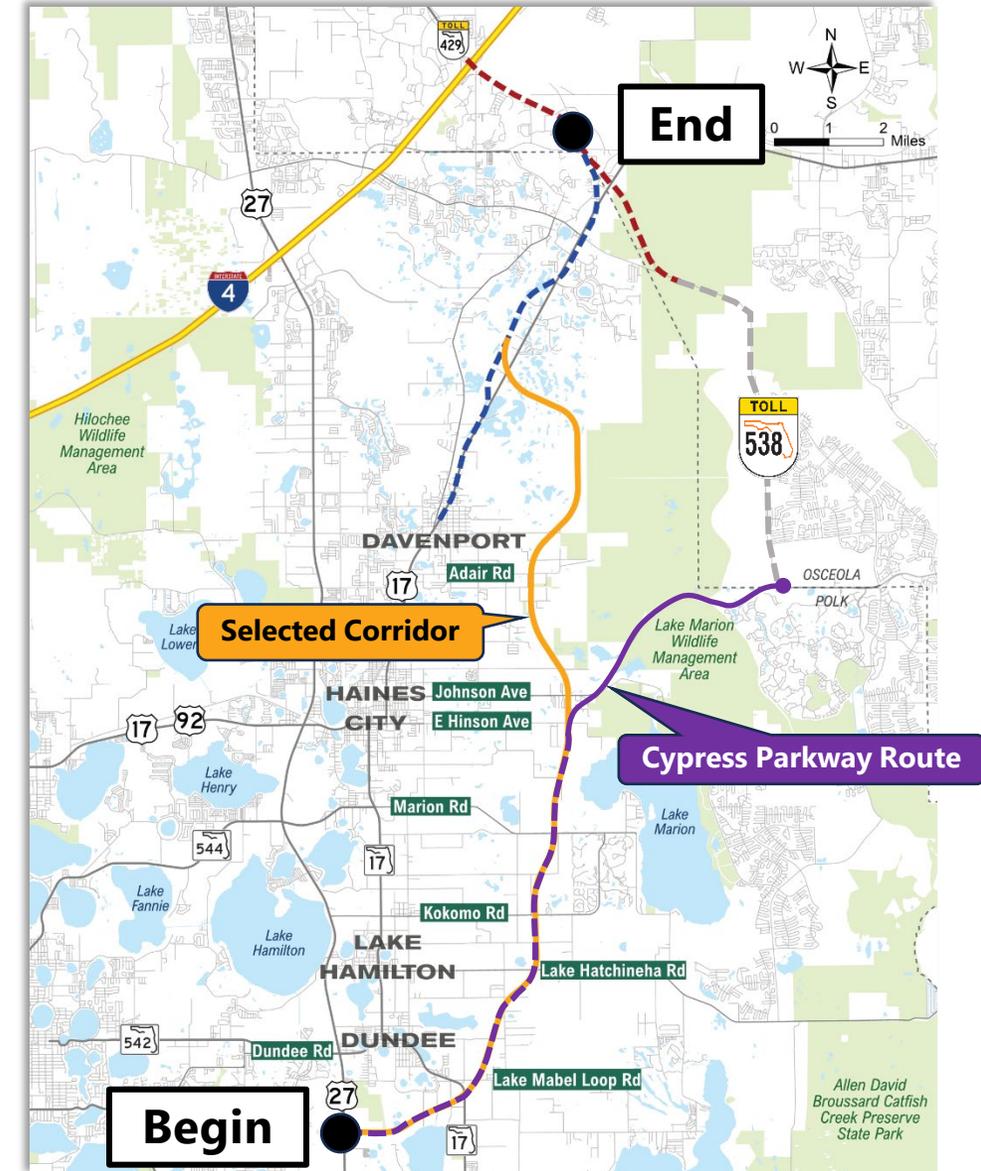
- Multiple routes considered early in the process, including a Cypress Parkway route.
- **Cypress Parkway Route:**
 - Follows selected corridor from US 27 and diverges east, near Johnson Avenue.
 - Connects to Poinciana Parkway (SR 538) and future Southport Connector.



Cypress Parkway Route Evaluation

Traffic

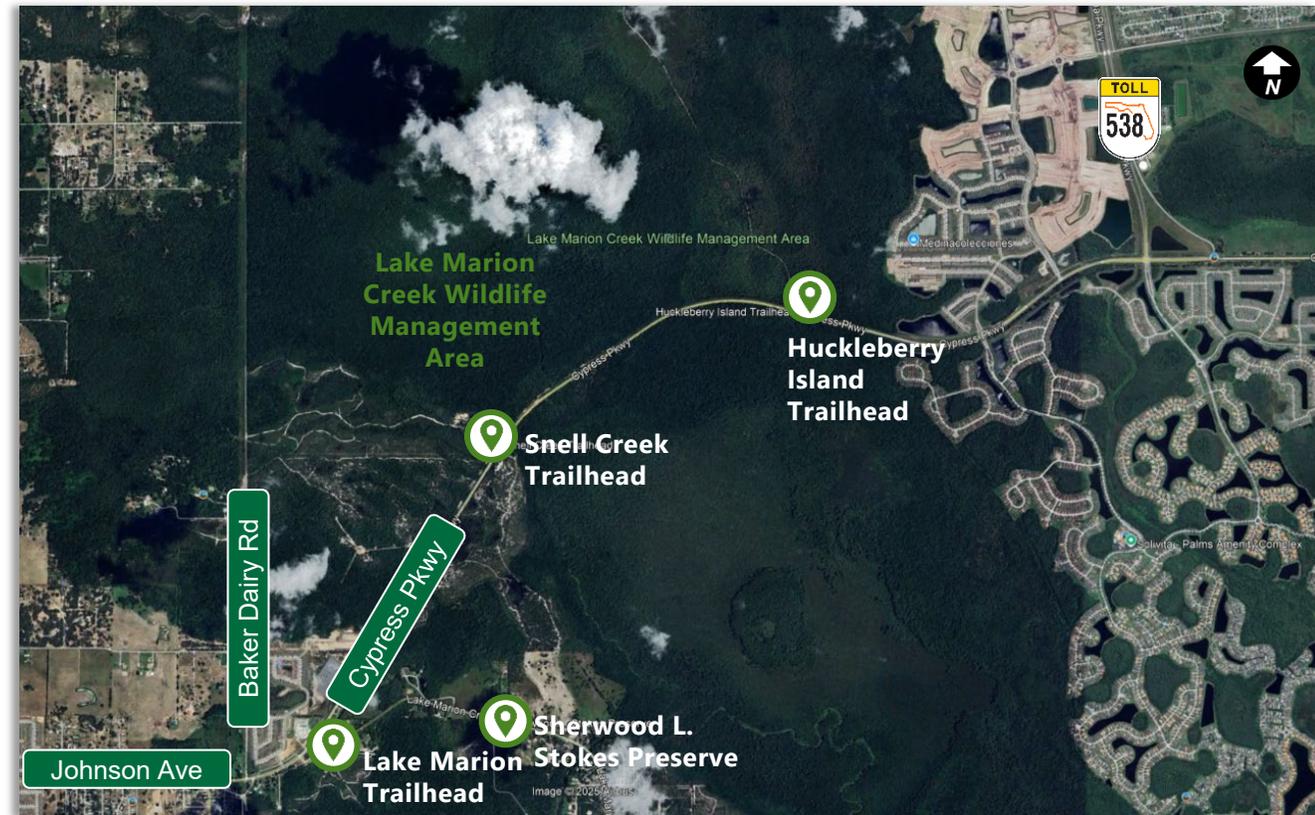
- Cypress Parkway route three miles longer than selected corridor – longer travel time
 - From US 27 to Poinciana Connector
- Route forecasted to carry 41% less traffic
 - Cypress Parkway – 12,200 AADT
 - Selected Corridor – 20,700 AADT
- Lower benefits to US 27, US 17-92 and I-4



Cypress Parkway Route Evaluation

Environmental

- More complex environmental challenges
- Existing R/W reduces impacts to adjacent lands but doesn't eliminate all issues
- State and federal conservation lands
- Would impact existing trailheads
- Would also require residential relocations



Cypress Parkway Route Evaluation

Environmental

- Would cross wildlife corridor
 - “Last Green Thread”
 - Encourages wildlife movement opportunities between Green Swamp and Everglades
 - Part of the larger Florida Wildlife Corridor (F.S. 259.1055)



Cypress Parkway Route Evaluation

Environmental

- Potential similar design to Poinciana Parkway across Reedy Creek
 - 1.5 miles on structure with no parallel at-grade roadway
- Potential fatal flaws with permitting and conservation land impacts



Poinciana Parkway across Reedy Creek

Cypress Parkway Route Evaluation

Engineering

- Complex connection to Poinciana Parkway and Southport Connector
 - Extensive reconstruction of Poinciana Parkway
 - A three-level interchange
 - Visual and noise impacts
- Constructability issues maintaining access
- Seven existing subdivisions along Cypress Parkway
- Increased floodplain encroachments



Example of three-level interchange

Rendering of future Sawgrass Expressway and Florida's Turnpike improvements, in Broward County.

Cypress Parkway Route Evaluation

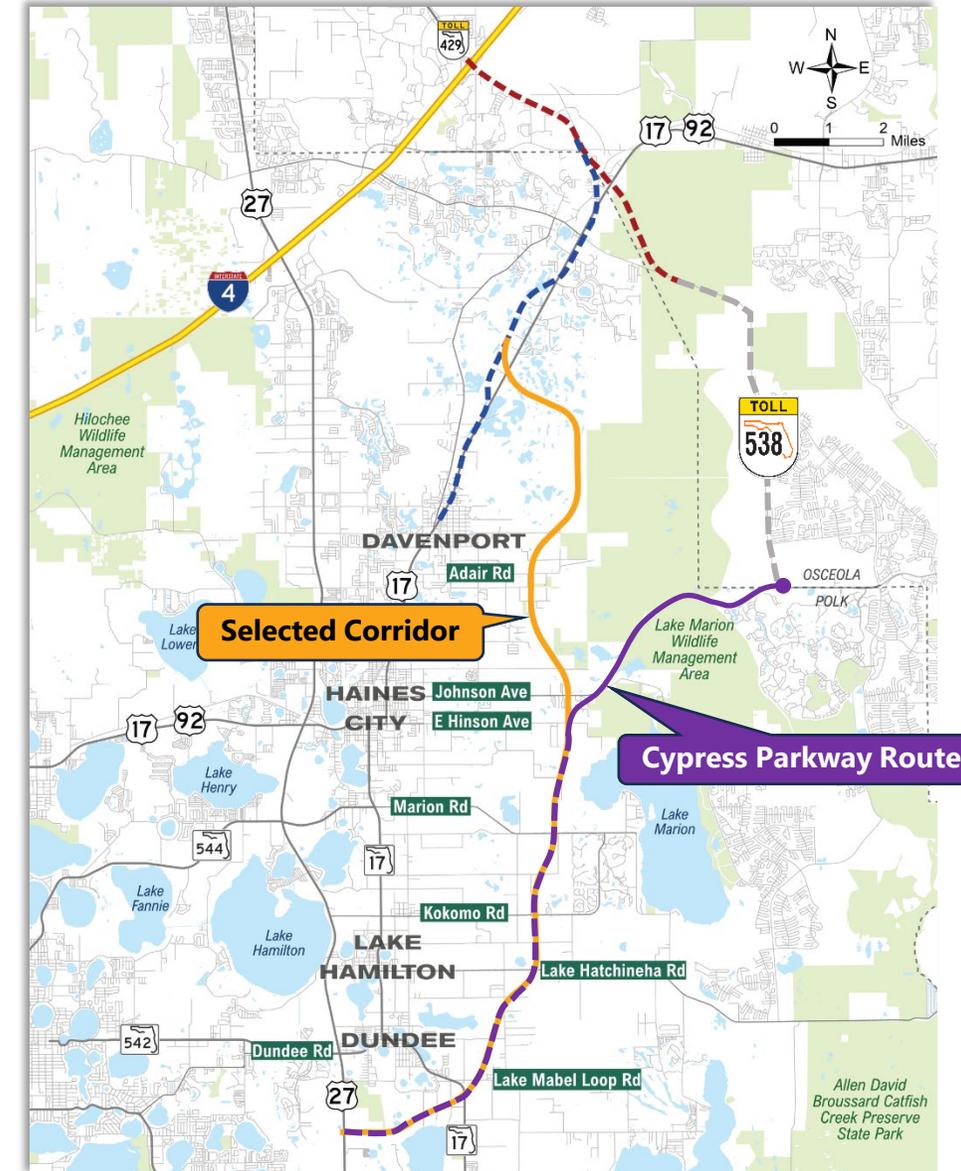
Summary

Cypress Parkway Route

- Lower benefits to US 27 and I-4
- Forecasted to carry 41% less traffic
- Approximately three miles longer
- More complex environmental and engineering challenges
- Higher project cost and risk

Selected Corridor

- Provides more congestion relief to US 27
- Less complex environmental and engineering challenges



Projects Status

FDOT's Project Development Process



Concluding PD&E Study Phase:

- **US 17/92 to future Poinciana Connector** (Project 451419-1)

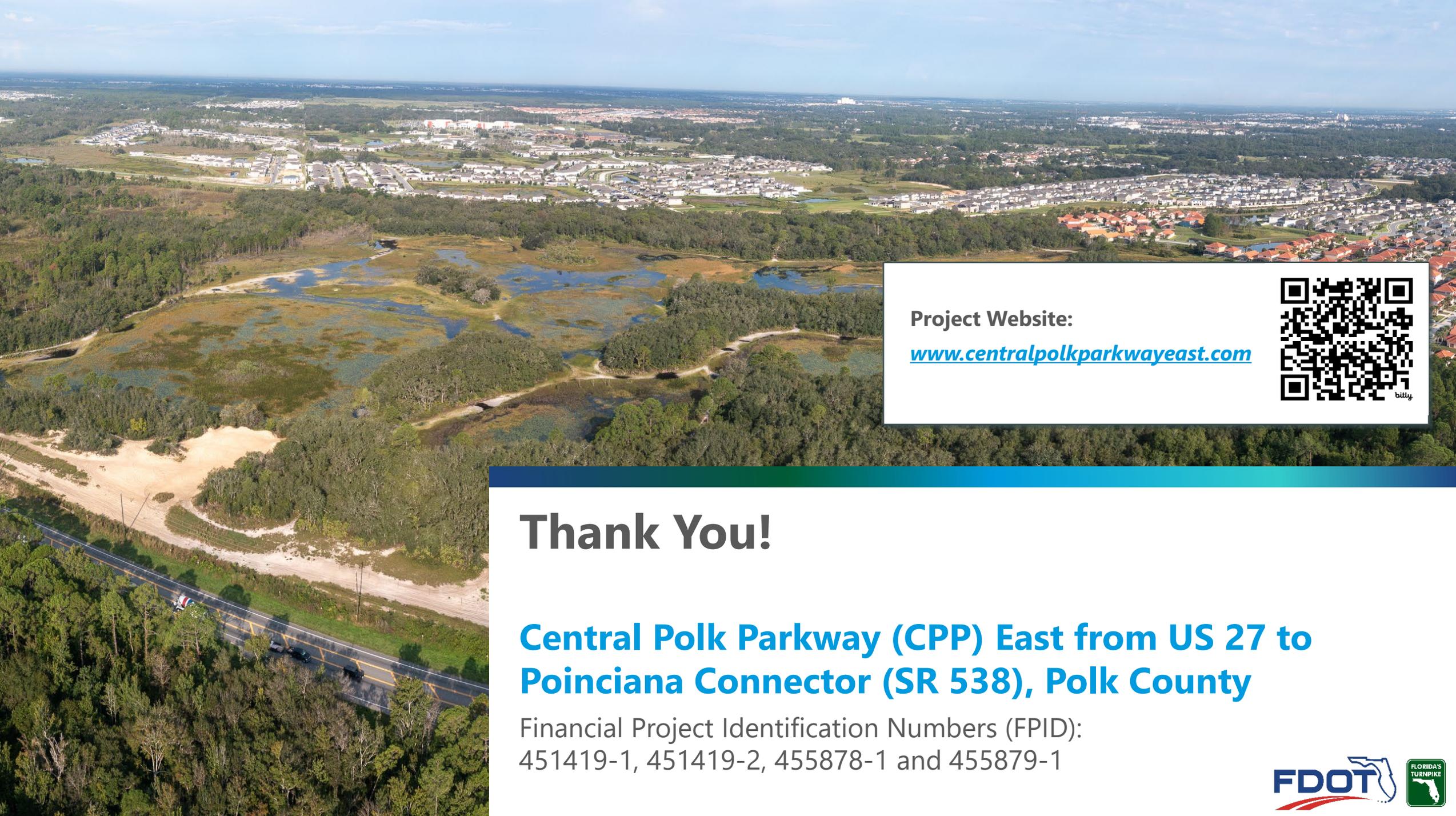
Approaching PD&E Study Phase:

- **US 27 to US 17/92** (Projects 451419-2, 455878-1 and 455879-1)

Keys to Success

- Central Polk Parkway is a regionally significant project
- Local agency partnerships critical to project's success
- Continued community outreach to solicit feedback





Project Website:

www.centralpolkparkwayeast.com



Thank You!

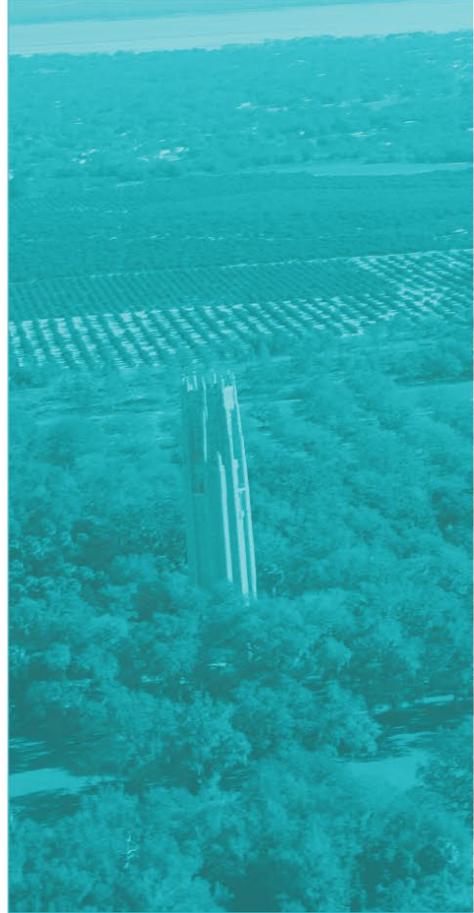
Central Polk Parkway (CPP) East from US 27 to Poinciana Connector (SR 538), Polk County

Financial Project Identification Numbers (FPID):
451419-1, 451419-2, 455878-1 and 455879-1





10. Polk County's Comprehensive Plan Transportation Element Draft Revisions



Polk TPO TAC

Thursday, January 22, 2026

AGENDA

1 COMPREHENSIVE PLAN UPDATE

2 DATA AND ANALYSIS

3 PUBLIC ENGAGEMENT

4 TRANSPORTATION D&A

5 TRANSPORTATION GOPS



COMPREHENSIVE PLAN UPDATE



INTEGRATED DEVELOPMENT - MANAGEMENT SYSTEM

ARTICLE I: COMPREHENSIVE PLAN

Goals, Objectives and Policies

Original Process

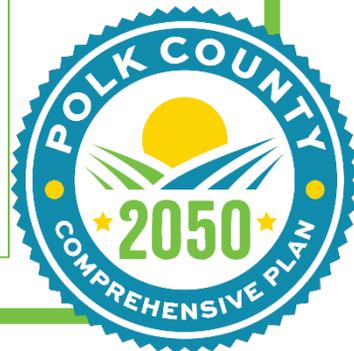
- Data & Analysis (2024)
- Public Engagement (2024)
- Goals, Objectives & Policies (2025)
- Listening Sessions (2025)
- Adoption (EAR 11-25/Full-2026)

Bifurcated Process

Board Split Process

EAR Based Amendments

Full Rewrite



DATA & ANALYSIS

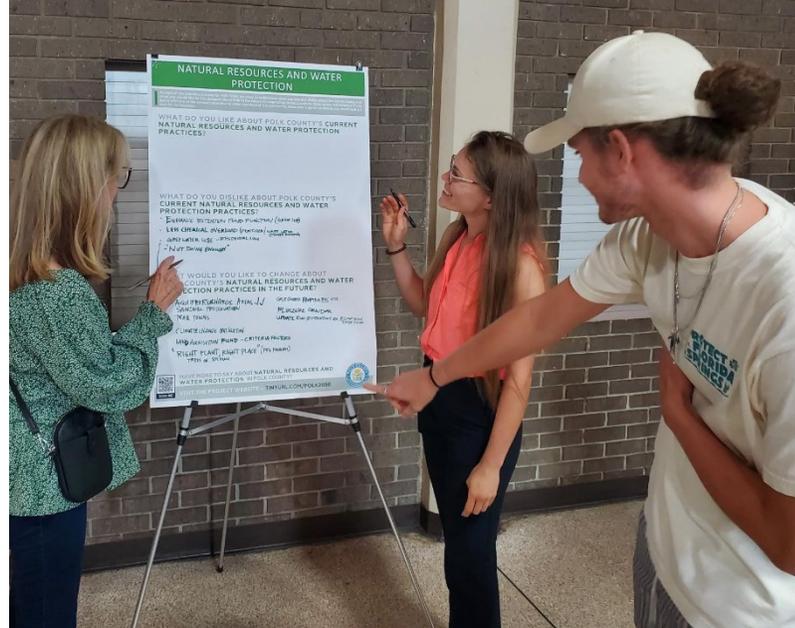
Key Takeaways

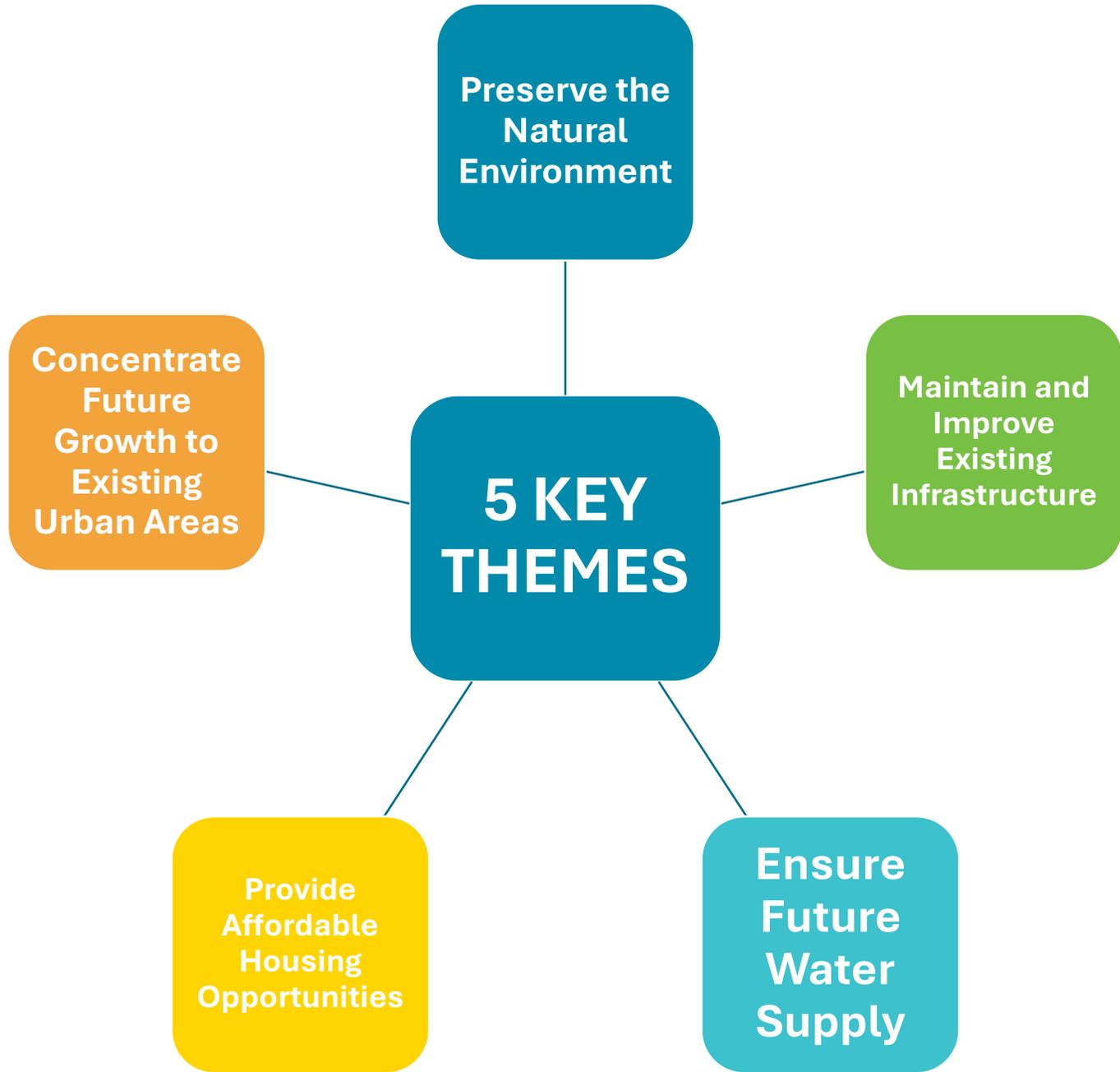
- Unincorporated County anticipated to grow by approximately 261,000 residents through 2050
- Will need approximately 109,000 new housing units
- Capacity for growth available on the County's Future Land Use Map
- Significant environmental resources including the Green Swamp
- The County will need to consider public facility capacity: schools, utilities, transportation, parks



PUBLIC ENGAGEMENT

- 8 Stakeholder Group Interviews
- 3 Community Pop-Up Events
- 7 Countywide Workshops
- 3 Listening Sessions
- 5,027 Website Visits
- 574 Surveys Taken
- 944 Website Contributions
- 4,542 Vision Preferences Tallied





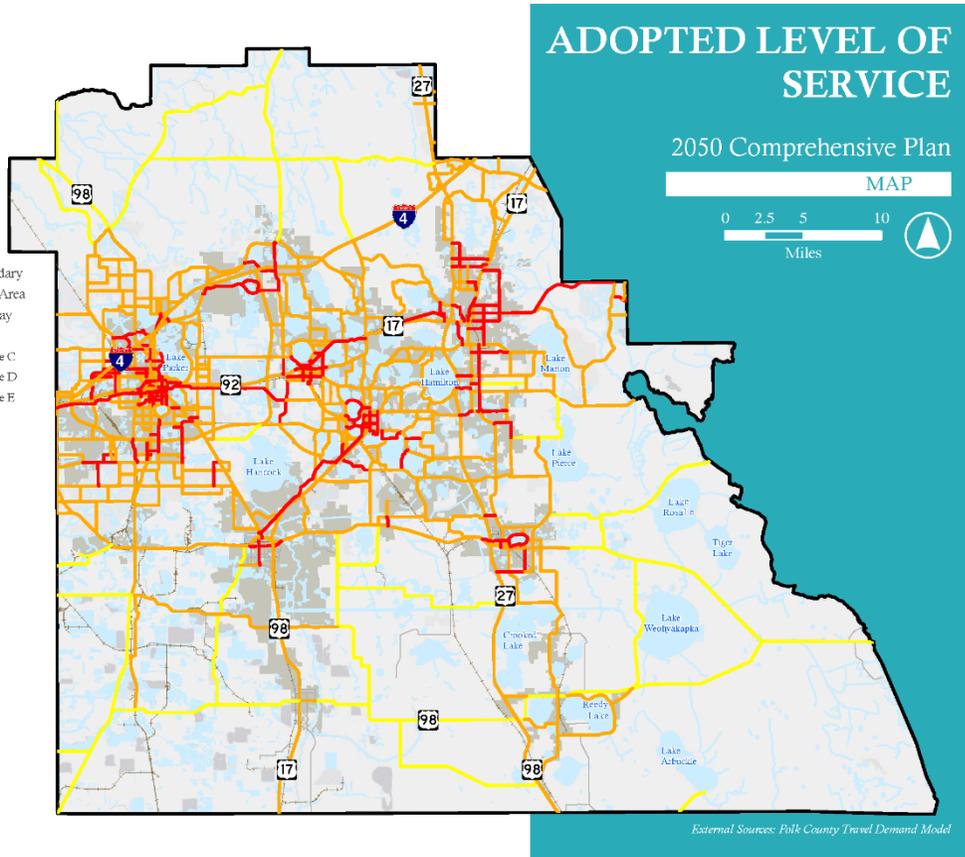
Transportation D&A

D&A Highlights



LEGEND

- County Boundary
- Incorporated Area
- Major Roadway
- Adopted LOS
 - Level of Service C
 - Level of Service D
 - Level of Service E



- Adopted LOS
- 2023 vs 2050 Peak Hour LOS
- Roadway Classification
- SIS Facilities
- Sidewalks
- Public Transportation
- Crash Density
- Freight Density

TRANSPORTATION GOPs

Florida Statutes

163.3177(6)(b) - A transportation element addressing mobility issues in relationship to the size and character of the local government. **The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.** A local government that has all or part of its jurisdiction included within the metropolitan planning area of a metropolitan planning organization (M.P.O.) pursuant to s. [339.175](#) shall prepare and adopt a transportation element consistent with this subsection. Local governments that are not located within the metropolitan planning area of an M.P.O. shall address traffic circulation, mass transit, and ports, and aviation and related facilities consistent with this subsection, except that local governments with a population of 50,000 or less shall only be required to address transportation circulation. **The element shall be coordinated with the plans and programs of any applicable metropolitan planning organization, transportation authority, Florida Transportation Plan, and Department of Transportation adopted work program.**



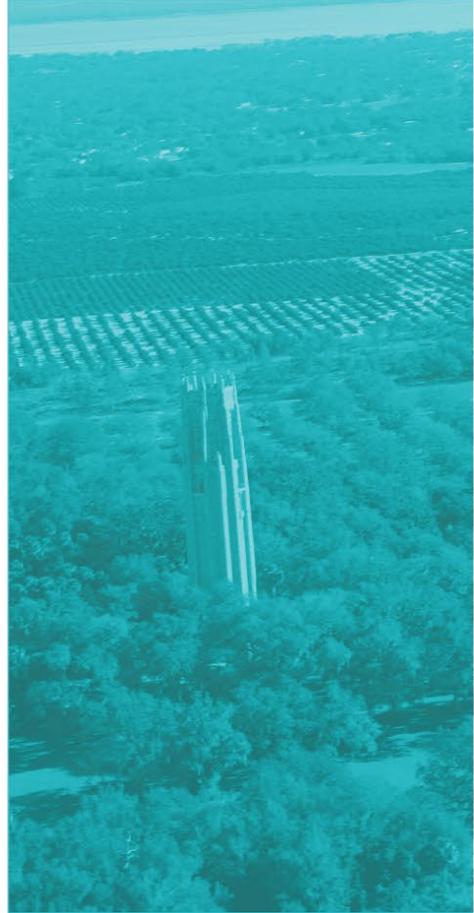
TRANSPORTATION GOPs

GOPs

- Removed** policies related to outdated transportation projects and programs
- Added** language for addressing and mitigate for failing approaches to intersections
- Added** a reference to Polk TPO's ~~Complete~~ **Context Sensitive** Street Policies
- Added** language related to an inventory of pedestrian and bicycle facilities
- Added** language to reference the TPO's Bicycle and Pedestrian Safety Action Plan
- Added** new policies related to coordination for high-speed rail, passenger rail, the Central Polk Parkway, and general transportation projects
- Amended** policies to support access to airports
- Added** new policies on Vision Zero
- CPAC made policies more general
- Eliminated** the Implementation section

***Outstanding** - LOS including Multi-Modal and Airport Zoning Policies need more coordination with Polk TPO staff





THANK YOU!

Transportation D&A

D&A Highlights



2023 PEAK HOUR LEVEL OF SERVICE

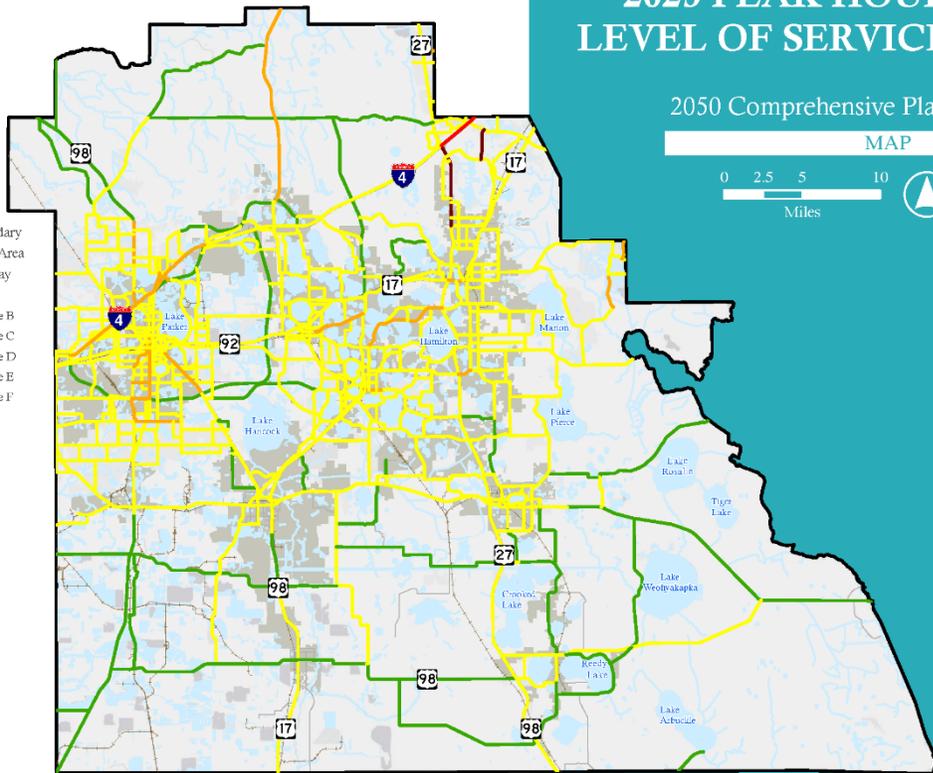
2050 Comprehensive Plan

MAP



LEGEND

- County Boundary
- Incorporated Area
- Major Roadway
- 2023 Peak LOS
 - Level of Service B
 - Level of Service C
 - Level of Service D
 - Level of Service E
 - Level of Service F



External Sources: Polk County Travel Demand Model



2050 PEAK HOUR LEVEL OF SERVICE

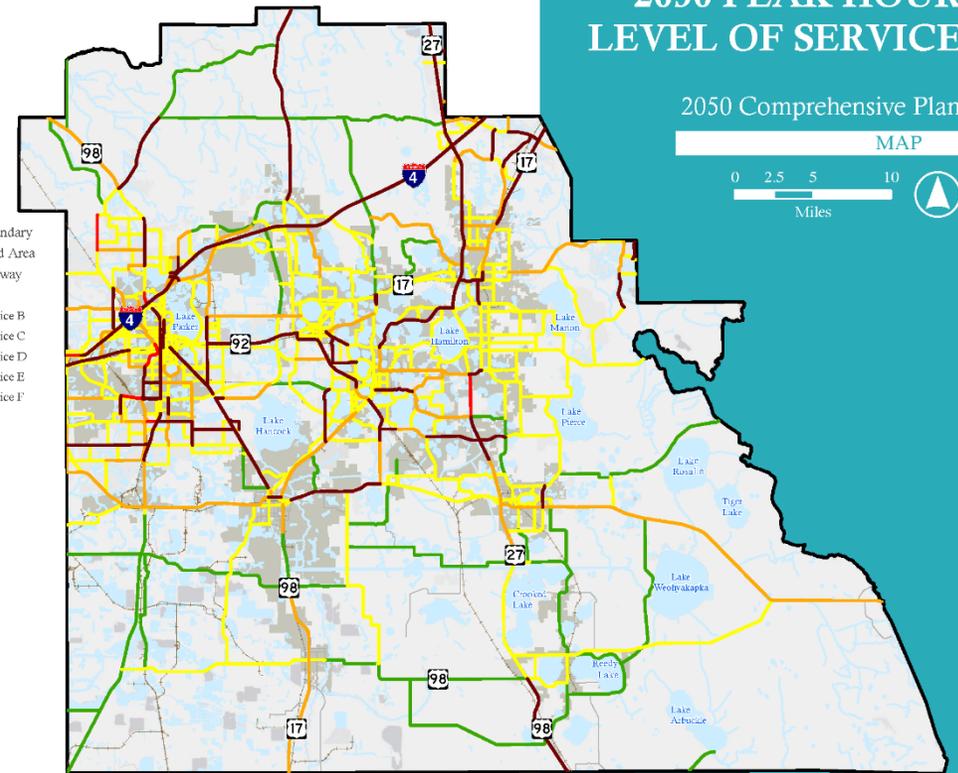
2050 Comprehensive Plan

MAP



LEGEND

- County Boundary
- Incorporated Area
- Major Roadway
- 2050 Peak LOS
 - Level of Service B
 - Level of Service C
 - Level of Service D
 - Level of Service E
 - Level of Service F



External Sources: Polk County Travel Demand Model

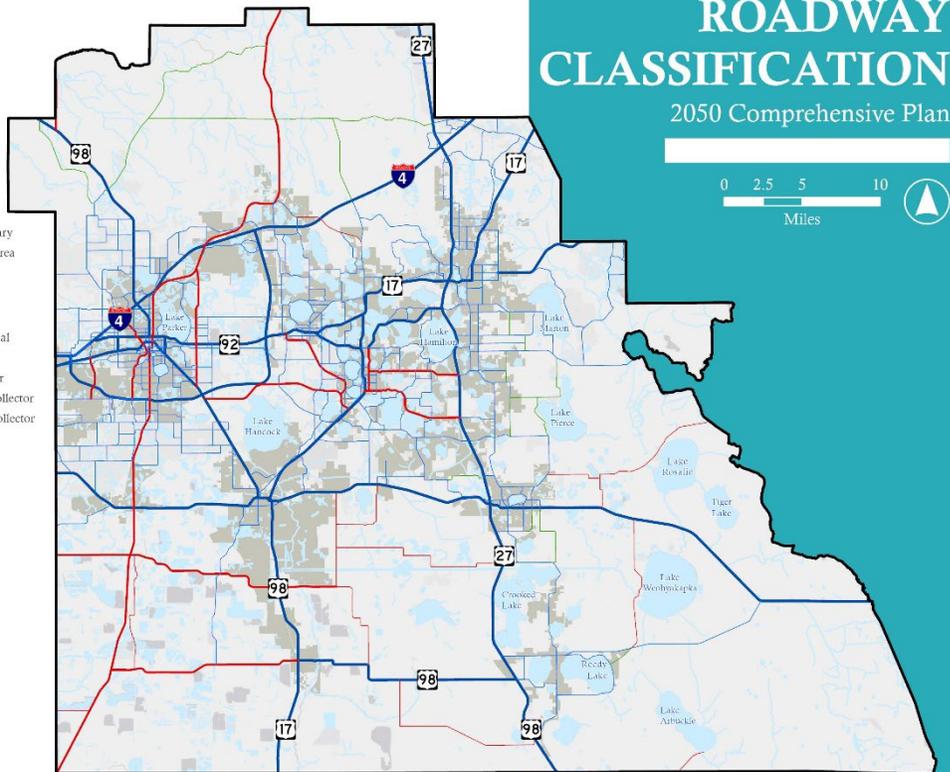
Transportation D&A

D&A Highlights



LEGEND

- County Boundary
- Incorporated Area
- Waterbody
- Roadway Classification**
- Principal Arterial
- Minor Arterial
- Urban Collector
- Rural Major Collector
- Rural Minor Collector
- Local Road



ROADWAY CLASSIFICATION

2050 Comprehensive Plan

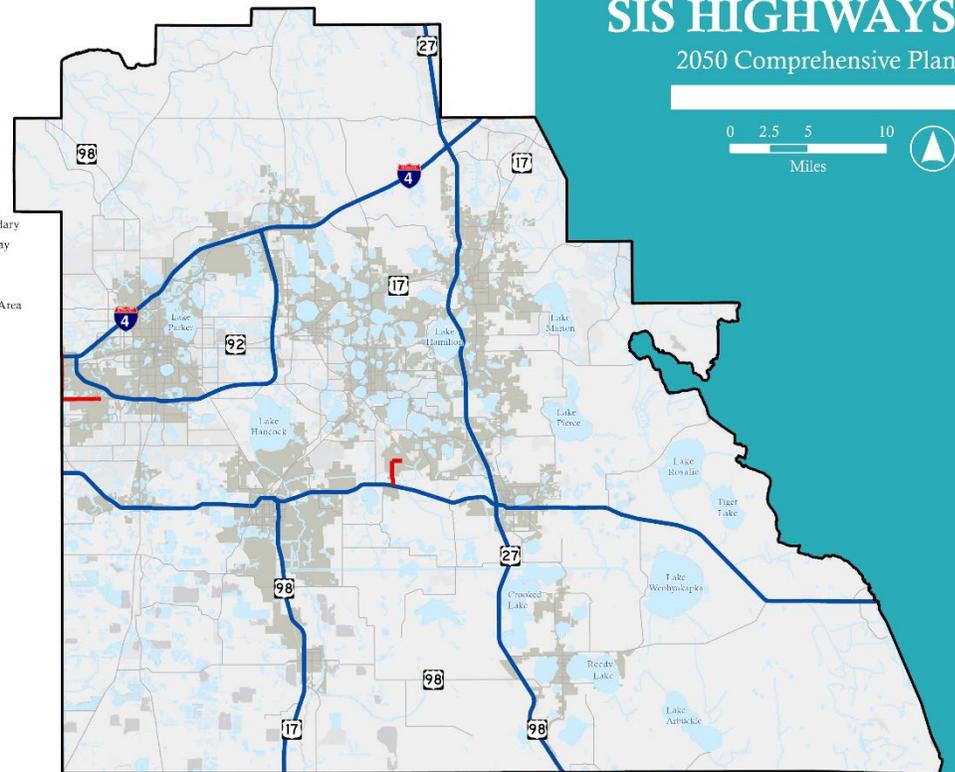


External Sources: Polk Transportation Planning Organization



LEGEND

- County Boundary
- Major Roadway
- Stream
- Waterbody
- Incorporated Area
- SIS Highway**
- Corridor
- Connector



SIS HIGHWAYS

2050 Comprehensive Plan



External Sources: Florida Department of Transportation, 2024

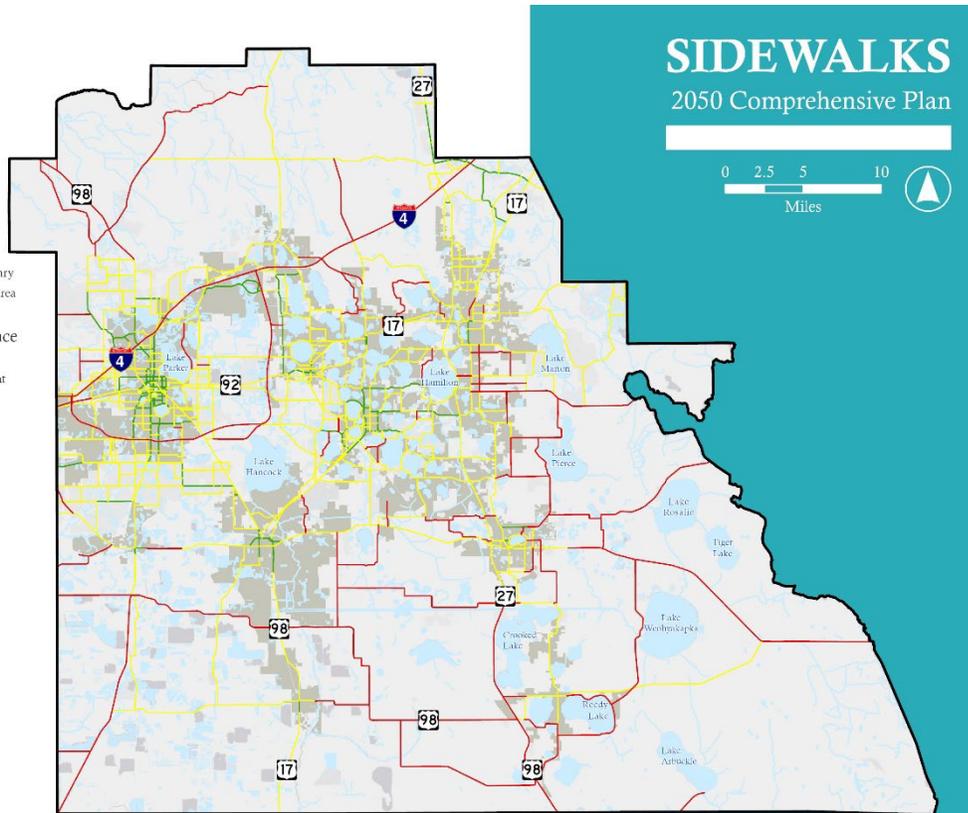
Transportation D&A

D&A Highlights



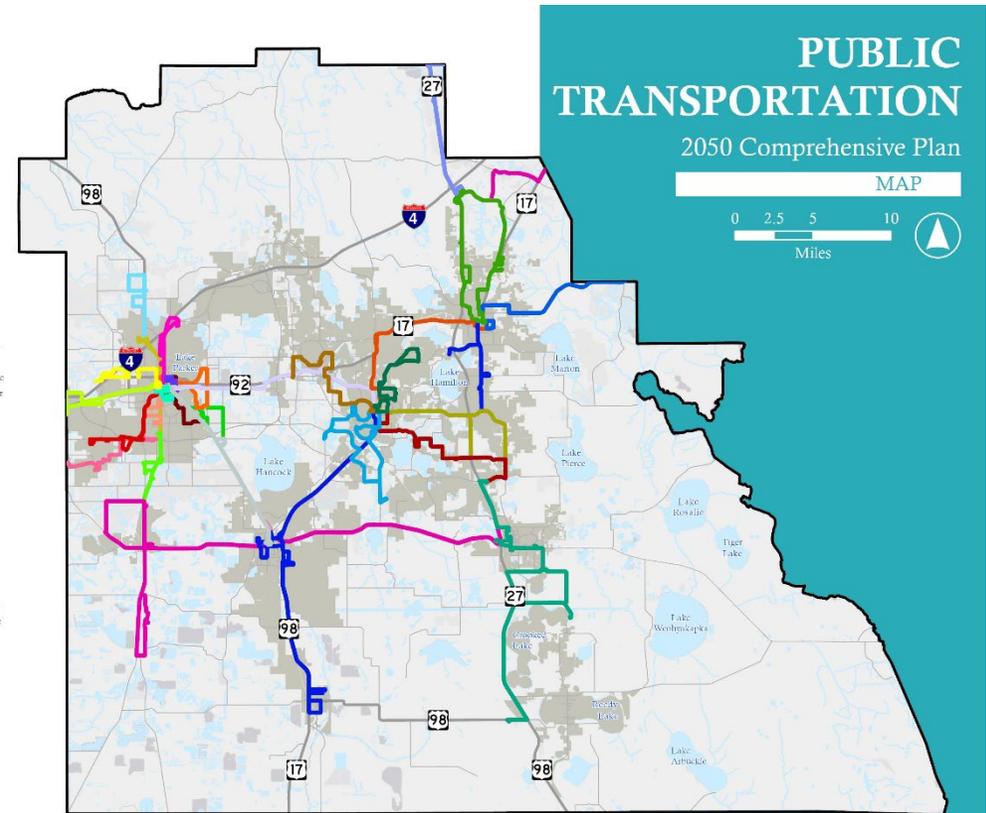
LEGEND

- County Boundary
- Incorporated Area
- Waterbody
- Sidewalk Presence
 - Fully Present
 - Partially Present
 - Not Present



LEGEND

- County Boundary
- Incorporated Area
- Major Roadway
- Waterbody
- Circulator Eastside
- Circulator Westside
- Conal Line
- Gold Line Northside
- Gold Line Southside
- Green Line
- Teman T line
- Line Line
- Orange Line
- Pink Line
- Purple Line
- Red Line
- Route 15
- Route 16X
- Route 17X
- Route 18X
- Route 19X
- Route 20X
- Route 21X Laneside
- Route 21X Westside
- Route 22XW
- Route 25
- Route 27X
- Route 30
- Route 35
- Route 40-44
- Route 50
- Route 60
- Silver Express Line 22X1
- The Squeeze
- Yellow Line



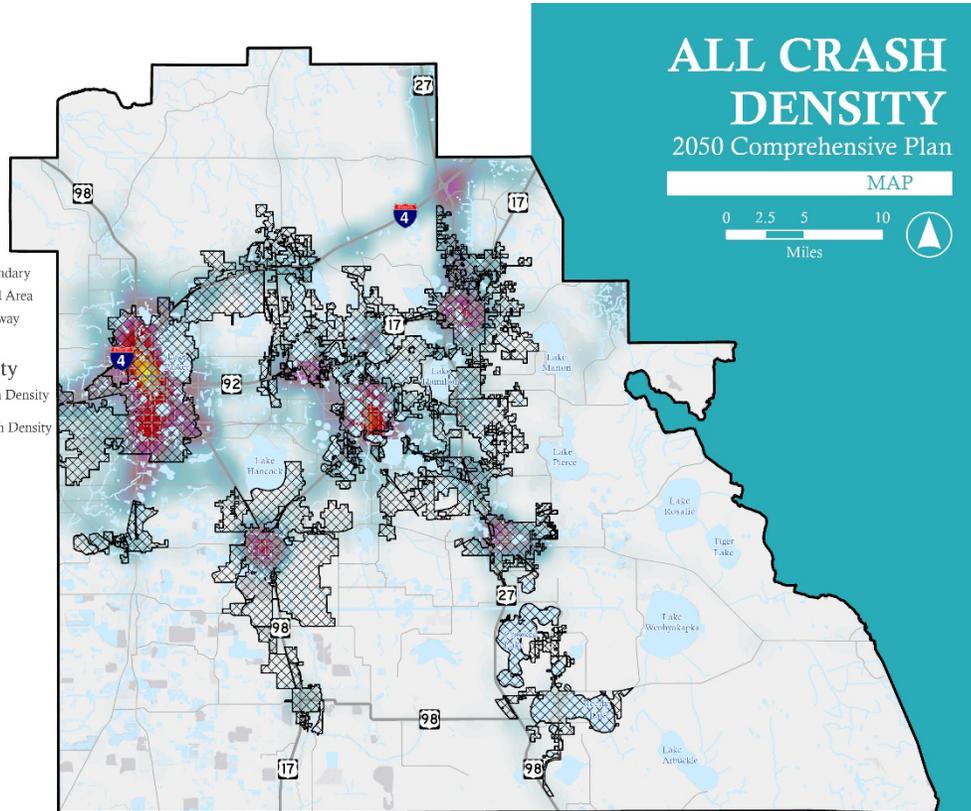
Transportation D&A

D&A Highlights



LEGEND

- County Boundary
- Incorporated Area
- Major Roadway
- Waterbody
- Crash Density
 - Lower Crash Density
 - Higher Crash Density

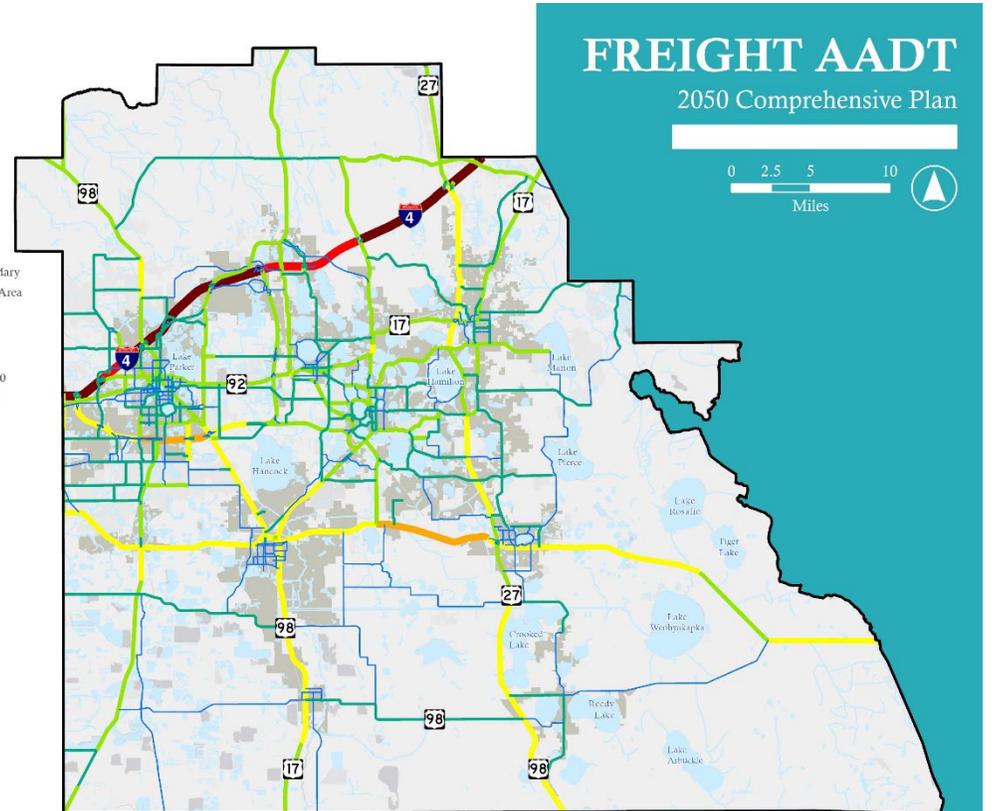


External Sources: Signal Four Analytics Database, 2024



LEGEND

- County Boundary
- Incorporated Area
- Waterbody
- Truck AADT
 - > 15,000
 - 10,001 - 15,000
 - 6,001 - 10,000
 - 3,501 - 6,000
 - 1,501 - 3,500
 - 501 - 1,500
 - 0 - 500



External Sources: Florida Department of Transportation, 2024

TRANSPORTATION GOPs

GOPs

Goal TRANS 1. Safe and Efficient Transportation System

Objective TRANS 1.1 Transportation Element Map Series **(To be finalized at the completion of the LRTP Update)**

Objective TRANS 1.2 Level of Service **(To be finalized at the completion of the LRTP Update)**

Objective TRANS 1.3 Multi-Modal Levels of Service **(To be finalized at the completion of the LRTP Update)**

Objective TRANS 1.4 Multi-Modal Transportation System **(To be finalized at the completion of the LRTP Update)**

Objective TRANS 1.5 Access to the Multi-Modal Transportation System

Objective TRANS 1.6 Non-Motorized Routes

Objective TRANS 1.7 Fixed Route Transit Service

Objective TRANS 1.8 Transportation Disadvantaged

Objective TRANS 1.9 Crashes

Objective TRANS 1.10 System Safety Program Plan

Objective TRANS 1.11 Impacts on the Environment

~~Objective TRANS 1.12 Warehousing Compatibility~~

Objective TRANS 1.13 Rights of Ways

Objective TRANS 1.14 Access Management

Objective TRANS 1.15 Access to Airports and Intermodal Connections

Objective TRANS 1.16 Aviation-Compatible Land Uses

Objective TRANS 1.17 Coordination with FLU Element and Intergovernmental Coordination

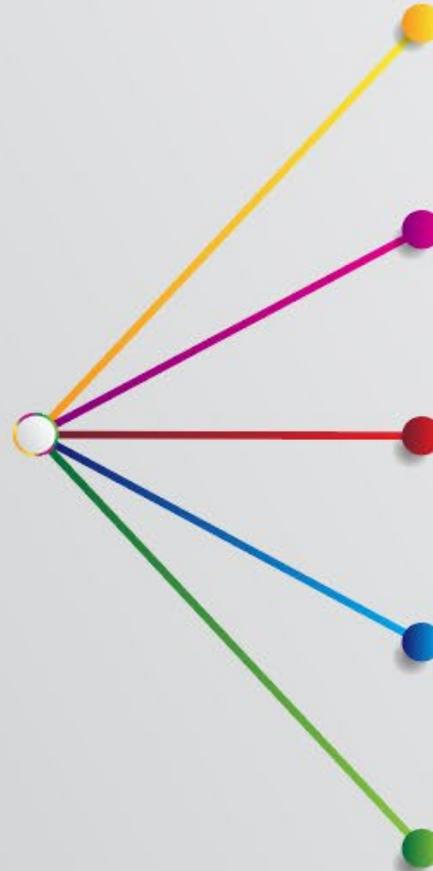




11. Priority Transportation Project Application Cycle Reminder

2026 Transportation Priorities

2026 Priority Transportation Projects Cycle



Application Workshop via
MicroSoft Teams
December 5th, 2025



Application Cycle Opens
January 5th 2026



Application Submittal Deadline
March 31, 2026



Sub-Committee Review & Scoring
of Candidate Priority Projects
April - May 2026



TPO Board Adoption
of Priority Projects
June 11, 2026



12. Polk TPO – 2025 Year in Review



13. Committee Member Comments



14. Adjournment

Next Meeting: March 19, 2026

FDOT District One Conference Center - Bartow