Florida Transportation Plan and Strategic Intermodal System Policy Plan Regional Workshop

FDOT District 4 Headquarters
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
June 24, 2015

Meeting Highlights

Welcome and Introductions

Stacey Miller-Novello, FDOT District 4 Director of Transportation Development, welcomed everyone to the third of four Regional Workshops being held in the month of June. She thanked participants for taking the time to provide their input and then introduced Carmen Monroy, FDOT, asking her to review the process for updating the Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, and the expectations for the Regional Workshop.

Overview of FTP and SIS Policy Plan

Carmen gave a brief presentation on the purpose of the FTP and SIS Policy Plan, and the process for updating the plans. She then reviewed the agenda for the day, contents of the folders each participant was given upon arriving, and explained how to provide additional comments to FDOT staff. She noted that a staff person from District 5 was available to answer any questions participants had about the SIS.

Break Out Sessions

Carmen then told participants that the remainder of the workshop would be spent identifying concepts that staff would use to identify potential objectives to support the goal areas identified by the FTP/SIS Steering Committee. She also asked that participants provide their comment on the strategies that were identified by the FTP/SIS Steering Committee and FTP/SIS Advisory Groups. She asked participants to find their assigned break out group and begin their discussion.

The participants discussed the following concepts as they relate to the goal areas identified by the FTP/SIS Steering Committee and strategies that were defined by the FTP/SIS Steering Committee and the FTP/SIS Advisory Groups. At the end of the break out sessions, Carmen asked participants to review the full list of concepts that staff had generated based on the group discussions. Participants were given eight adhesive dots and were asked to use them to

indicate which concepts they felt were most important. The most highly voted concepts are listed below:

Goal Area: Safety & Security for Residents, Visitors, and Businesses

Highest Rated Concept(s):

- Provide more support and funding for "complete streets" to accommodate all modes of transportation and the Safe Routes to School program.
- Use education and enforcement to improve transportation safety.
- Improve the aesthetic appearance of transportation facilities.

Input Received on this Goal Area

- Reduce traffic fatalities.
- Provide safer facilities through complete streets.
- Fewer pedestrian crashes aligned with local vision or other visions and plans.
- Integrate context-sensitive facility design – e.g. no downtown highways.
- Education program for children focused on children and safety.
- Dedicated funding sources for safety and security.
- Strategy for reducing impaired – texting initial offense over secondary.
- More training for how we design streets for multiple modes (for designers), how to balance needs.
- Implement complete streets.
- Emergency evacuations/emergency vehicle access:
    - Bus stops backing up traffic on two lane roadways, lane reductions do not help this situation.
- Narrowing lanes (impact on speed limits) vs narrowing streets – more right of way for bicycles, buffering for users.
- Objective – more support/funding for Complete Streets to accommodate all modes.
- Scheduling for safety – parallel roadways under construction all at once, should be staggered, contributes to safety issues (university, pine island, 24th).

    - 10 interchanges in Broward County scheduled for redesign/rebuilding, parallel road of Powerline will go through a complete streets process while construction is ongoing.

- Something that is working – DOT updates as they relate to the county (itemized list of construction), can inform persons who are impacted, receiving communication from local office in Broward.
- AM radio safety channel – antiquated, update/improve transmission.
- Road construction is going to happen, need to manage traffic during it, mindful planning for maintenance of traffic.
- Better signage in construction areas for alternative modes (i.e. bicycles).
- Policies for access – one lane open and one sidewalk open, add a policy to say that at least one bike lane remains open.
- Narrowing lanes – emergency preparedness balance, which is more important? What is the purpose and use of roadway.
- Cars have detour – maybe other modes should have this as well, better signage.
- Evacuation route signage/designations should be considered during the complete streets process, also considerations for limited access areas (i.e. intercoastal bridges) – already considered as part of the lane elimination policy.
- Improve traffic signal timing for freight/passenger rail in urban areas.
- Safety issues with trains – sitting on tracks, jumping the gates.
- Knowing when things open/close, schedule for better planning – train tracks, bridges
- Issues with delays – real time information.
- Override traffic signals for rescue vehicles (major intersections) – 2 cycles for lights to get back to normal.
- Improve coordination between state/local agencies for traffic signaling.
- Algorithms for traffic signaling are private, not a lot of sharing of information, compatibility may be an issue.
- Mobile apps (like for buses) – determine construction/availability of roads – like Waze.
- Balance between not using your phone and providing information.
- Pennsylvania has a texting parking area; consider this for Florida.

- Sea level rise issue – adaptation action areas – funding priority? Economic development issue as well.
- Planning for replacement of infrastructure – sea level rise will impact this planning horizon, how high do we build new roads? - Should be part of the environmental/policy alternatives.
- Agencies need to agree on approaches (bridge in Fort Lauderdale/Las Olas do not match).
- Technology improvements/materials – rubberized pavements (noise reduction and longer lasting) – recycle tires.
- What changes have we seen in the last 50 years? What can we expect over the next 50?
- Auto insurance – will we have accidents in the future? Will insurance be the same?
- Safety at rail crossings – Quiet Zones, technology to improve line of sight for engineers/adjust speed as needed (material provided) – locomotive horn would be needed less often.
- Technology needs to be adaptable/shareable.
- Alternative funding sources for planning – need to know what is available in the planning timeframe, money is not always available at the same time.
- Freight safety – cargo going through radiation portals, very expensive – identify funding for security devices such as this at our seaports.
- Deal with multi-cultural/multi-national nature of South Florida – additional languages on signage? Replace with pictures instead of text?
- Design of roadways/trailways for all modes – Complete Streets concept is good, but how can we make this process better to make people feel comfortable? Improved education for users.
- Cities/Counties need to make policy/culture changes – i.e. may need to take parking away to make it safe for bicycles.
- Bike lane buffers between traffic and parallel parking, colored bike lanes (cities do this but is not FDOT standard) to make drivers more aware – how does this increase maintenance costs? Who pays for it?
- Should enforcement play into this? Are law enforcement contributing to the plan? Should we devote more resources to this?

- Jaywalking is a huge issue in South Florida (may be in ok in some cultures/countries but is illegal here) – public education/enforcement to reduce issue.
- Education for traffic rules.
- Does law enforcement see this as an issue? Do they know it's an issue?
- "Click it or Ticket" campaign, etc. – expand on these types of campaigns/enforcement.
- Culture change for people needed to understand that multiple modes can share the road.
- Traffic/red light cameras as a proponent of safety.
- Multiple media types are needed to support transportation safety campaigns.
- Education on why improvements are made – promote crosswalk selection process, particularly for unsignalized crosswalks.
- Funding for Safe Routes to Schools needed– buses don't serve within 2 miles of a school.
- Crosswalk laws – yield to pedestrians, seems to vary by city – conflicting philosophies
- Bike boxes – you know drivers won't acknowledge them, how do you change the culture?
- Traffic detections sometimes go into the crosswalks which worsens the situation, currently designing for behavior, maybe we should try to change the behavior through design?
- People who use multiple modes more aware of users.
- Timing of walk signals, particularly with seniors/mobility issues/children – how long users have to cross the street.
- Movement towards mixed use development – get away from suburban sprawl.
- Need more flexibility in laws to accommodate zoning for mixed use
- Dedicated freight movement/managed lanes.
- Objective: Reduce/minimize potential impacts of climate change on transportation infrastructure.
- Reduce planning time for roadway improvements – 20-25 year horizons, money is an issue for the planning/construction time, environmental processes.
- Why does federal process take so long? People not cooperating to delay projects, MAP-21 should have addressed this.

- FHWA delegates to states – Florida going through process (not approved).
- Use state funding instead of federal to speed up process.
- Emergency management – infrastructure is not necessarily up to standards.
- How soon can you get things back online? Roadways, seaports, airports, etc. Consolidation of resources – who takes control? Who is trained?
- There is training, but it's more relaxed. Things need to be more coordinated between government/businesses/NOAA/FPL.
- West coast and east coast coordination needed.
- Coordinate with local governments to promote more efficient emergency management.
- Training to avoid complacency, tourists as residents, evacuation techniques.
- Corporate task forces for emergencies, how well are we in touch with the government? Who works with them?
- What happens when signage goes down? Or ITS?
- Long range address rising water, starting to impact already, only going to increase.
- Need emergency plans in place – hurricane is different from climate changes from sea level rise.
    - Can't take large amounts of water out of an area, have to wait for it to go down.
    - Look to Boston's discussions related to climate change.
- Technology/vehicles/smart cars – reduce accidents, take the human element out of it.
- Signage in different languages, visitors/tourists may not understand, multi-cultural atmosphere.
- Improve markings and signage to a universal language.
- Managed lanes are becoming consistent across the state.
- Educate out of town drivers on how the system works – possibly partner with rental car drivers.
- Currency exchanges for visitors – few places for this, how do you use the transportation if you can't switch your money? Improve services at airports/seaports to aid visitor movements.
- Look at grants for collaboration to drive process and not duplicate the process, private side may have already started some of this process.

- Prioritize network for different mode based on trip demand – best bang for buck.
- System safety for young and old users – lighting, cover, shade.
- Safer conditions for public transportation users.
- Funding availability for school bus safety – sidewalk retrofit needs - & implementation plan.
- Safe facilities for most vulnerable users.
- Provide driver training for public transportation.
- Address safety as component of livable spaces / integrate complete streets.
- Accommodate driverless vehicles as a safety strategy.
- Impact of shredded tires – technology for monitoring.
- Safe routes to schools programs – focus in right communities where they'll be used.
- Coordinate with active living programs.
- Integrate complete streets.
- Use of broadband to move schools back to neighborhoods – with safety benefits.
- Facilitate pull-offs to allow for safer phone use or texting (cell phone lot concept).
- Avoid bike lanes co-located with heavy truck routes – may use separate paths.
- Potential conflict between complete streets elements and safety depending on context.
- More secure rest areas.
- Better coordination between agencies – e.g. transit and emergency response.
- Landscaping and safety projects should be better coordinated.
- Multi purpose equipment deployment.
- Increase visibility of pedestrians – lighting , signage.
- Improve traffic monitoring and management to improve operations – manage speed.
- More secure bike parking facilities; changing facilities.
- Training program – transfer from school bus to transit bus.
- Educating law enforcement and collaborating with them.
- High school safety programs for all areas relating to safety (elective).

- Appropriate (buffered) bike lanes on more than 4-lane or 35 mph roadways.
- Appropriate lane width design.
- Signage and wayfinding for special destinations/ activity centers.
- Better collaboration between cities and transit agencies – need buffers between bike lanes and buses.
- Context-sensitive solutions based on usage by mode – based on counts.
- Better use of technology related to safety - e.g. available transit service, crash alerts, fire or other incidents.
- Safety tips brochure for visitors at airports etc.
- Combine bicycle and pedestrian facilities only if there is a ROW constraint; provide appropriate warning signage.
- Consult futurists on WHEN something is going to happen – to be suitably prepared.
- I-75 express lanes prevent emergency vehicles from making U-turns.
- SRTS funding on-going programs to assist locals; combined with other funding programs – reevaluate population based programs.
- Mandatory school programs with pedestrian and bike safety focus e.g. Miami program resulted in 70% reduction in admissions Walk Safe.
- Better opportunities for adult driver education – e.g. RTOR in high pedestrian activity areas.
- Increase use of pedestrian safety programs through active children's programs.

Goal Area: Agile, Resilient, and Quality Infrastructure Condition

Highest Rated Concept(s):

- Encourage mixed-use zoning to facilitate shorter and non-automobile trips.
- Design the transportation system for all transportation modes and users.

Input Received on this Goal Area

- Safer and more convenient sidewalks to serve all users.
- Consider resilient permanent infrastructure enhancements with improved safety outcomes e.g. roundabouts.
- Co-locate utilities – incl. broadband – with right of way.

- Potential for use of UHF TV technology to beam broadband to remote facilities.
- More mixed use zoning to minimize impact on transportation system from trips that could be walk/bike.
- Better direct access for pedestrians and bikes to mixed use developments.
- Combined use facilities – e.g. park that also serves drainage.
- Consider higher sea level in bridge replacements – also new construction.
- Account for more aesthetically pleasing facilities.
- Increase resilience through design and construction based on local context.
- Evaluate need for new road infrastructure particularly in identified vulnerable areas (adaptation action areas).
- Design for all users and all mode options.
- Encourage more cross-parcel access through facility planning and design (can be easily retrofitted).

Goal Area: Efficient and Reliable Mobility for People and Freight

Highest Rated Concepts:

- Provide connectivity between regions and between economic clusters.
- Provide rail connectivity between regions.

Input Received on this Goal Area

- Better coordination and leveraging between public and private sector to support the development of Florida's transportation infrastructure.
- Provide real time travel information to users.
- Promote better coordination within/between regions and economic clusters.
- Promote better coordination among agencies including FDOT, cities, counties, and the public. "From port to people".
- Provide additional infrastructure to support freight mobility.
- Provide passenger rail connections between and within cities and regions throughout the state.
- Provide more intermodal and multimodal connectivity.

- Develop plans for a system of dedicated ROW with limited access in rural areas for bike/pedestrian connecting users to places.
- Use technology to provide real-time travel information for various modes.
- Utilize state of the art technology that has worked at other places to manage efficiencies.
- Engage local governments MPOs and stakeholders early prior to the Planning Development and Environment process (during scoping) to identify challenges and solutions.
- Better enforcement of existing regulations on polluting transportation. Incentivize regulations to ensure new forms of clean transportation.
- Evaluate transportation systems for resilience.
- Expand planning focus of transportation projects to consider the half-mile catchment area for pedestrian and bike to access transportation facilities and transit hubs.
- Increase the number of alternate transportation to ensure mobility for aging demographic.
- Decrease the number of single occupancy vehicles.
- Increase transit options including high speed rail.
- Decrease the incidents caused by aging population.
- Increase the amount of tonnage moved per mile per dollar.
- Enhance intermodal connectivity.
- Maximize return on investment in terms of statewide port investment.
- Remove infrastructure barriers to move freight efficiently and effectively.
- Provide incentives to increase alternative modes to freight movement, i.e. short sea shipping.
- Value-based public transit considering the entire system.
- Provide universal fare card that is supported on multiple modes of transportation across the state.
- Use of automated vehicles, including drones, for freight delivery.
- Policy outreach related to infrastructure development that supports economic competitiveness.

- Improve signal timing.
- Promote truck only, freight only lanes, and off peak hour freight transportation.
- Better communication of transportation mobility options to the public.
- Revise the location and visibility requirements for signage.
- More efficient data collection.
- Use a more systemic approach in coordinating projects.
- Centralized location for information about projects so that agencies can better understand what other agencies are doing (i.e. website)
- Develop application specifically for visitors to provide them with information about the transportation system including travel time, transit stop locations, ticketing information, tolling information, etc.
    - Consider dividing it up by region to provide more detailed information.
- Created additional truck parking options.
- Educate the public on the importance of freight mobility.
- Ensure agencies are using similar technologies that are interoperable.
- Ensure system interoperability for major transportation systems.
- Secure more funding sources for operations and management, especially of new technologies.
- Add free lanes to the turnpike to promote better connectivity between communities.
- Reevaluate the regulations for pre-approved products and equipment for transportation innovations.

Goal Area: More Transportation Choices for People and Freight

<u>Highest Rated Concepts:</u>

- Increase the transit options available, such as bus rapid transit, etc.

<u>Input Received on this Goal Area</u>

- Promote more multimodal and intermodal connectivity.
- Promote agency coordination to provide more streamlined transit user experience and seamless transition to different transit systems.

- Coordinate land uses and incorporate complete streets strategies to promote vibrant healthy communities.
- Coordinate regional plans and regional planning processes to support streamlining and efficiency between transportation systems in different regions.
- Better communicate transportation options to both visitors and residents.
- Engage specific demographics, including millennials and older generations, more directly to ensure their input is accounted for.
- Use technology to integrate and educate residents and tourists about transportation choices and destinations.
- Expand the greenway trails as a transportation option.
- Develop plans that use accessible technologies.
- Provide transportation choices that support different life styles (rural, urban, etc.).
- Develop less reliance on automobiles and more on multimodal choices.
- Offer more variable pricing options to users and transportation demand management strategies to reduce demand at peak hours.
- Use the latest technologies to increase awareness to transportation options.
- Enhance a statewide program for Complete Streets.
- Ensure an integrated system to ensure connectivity and convenience for customers/users.
- Develop technology linkages to enhance user awareness of available transportation options.
- More funding sources to support public transit. Specifically there needs to be more funding for operations and maintenance.
    - New technologies can reduce operations and maintenance for transit systems.
- Consider light rail as an infrastructure investment (as long as emerging technologies do not disrupt that).
- Consider person aerial transportation as a future mode.
- Understand than technical advancements in automated vehicle technology will allow for vehicles to travel much closer together.

- 3rd bullet under connectivity for commerce – change "rail" to "fixed guideway", it doesn't have to be rail.
- More consistent definition of Florida's regions. Communicate that definition outward.
- Provide more opportunities for foreign visitors to exchange currency.
- Clear and uniform signage to better accommodate visitors. Color scheme is important.
- Expand taxi services and on demand transportation services in the state.

Goal Area: Transportation Solutions to Support Florida's Global Economic Competitiveness

Highest Rated Concepts:

- Invest in infrastructure that supports economic competitiveness.

Input Received on this Goal Area

- Create more diverse livable communities to support workforce and economic development.
- Invest more in transportation infrastructure using public/private partnerships to support economic development.
- Incorporate emerging technologies in infrastructure planning.
- Need strategic partnerships to support development of talent supply.
- Maximize opportunity for intermodal system.
- Plan for global impacts of opening of Panama Canal.
- Link local coordination with state and regional planning.
- Direct transportation resources to emerging employment centers.
- Ensure options to ensure mobility for people with disabilities, aging population who want to go to work.
- Provide infrastructure to facility people moving in and out of Seaports and Airports.
- Use existing technology and tools to communicate economic opportunities to local economic development; develop a mechanism for local input on marketing economic opportunities.
- Develop transportation systems to connect to places to keep and attract creative talent and class here.

- Design a freight collection and distribution system to provide freight access in a manner that does not overwhelm urban places.
- Make sure that the transportation planning are integrated into community planning.
- Maximize the ports as key employment hubs that takes into consideration of the movement of people and freight.
- Develop a context sensitive arrangement of infrastructure to support context sensitive distribution of freight such as freight lockers, ILCs, and smaller trucks for deliveries in urban places.
- Develop a transportation system to facility the movement of tourists around the state.
- Increase multimodal accessibility to job centers inter- and intra-regionally.
- Explore and use alternative financing mechanisms such as tax increment financing for economic development.
- Link transportation investment to land uses.
- Increase accessibility and connectivity both inter-regionally and intra-regionally.
- Incent freight cluster development.
- Increase public private partnership.
- Incorporate new technologies such as mag-lev and automated vehicles to move Florida's people interregionally and intraregionally. Make Florida a testing or pilot site for these new transportation technologies.
- Identify clusters that can be redeveloped.
- Connect talent supply to business clusters and educational institutions.
- Consider inland waterway system as a viable mode of transportation. Expand the use of inland waterway system where applicable.
- Consider landside supply chain to support investments that have been made at Florida's ports.
- Create policies that support global competitiveness.
- Support the education of customs workers to promote efficiency of the customs process. Allocate more funding so that more employees can be hired.
- Paid apprenticeship programs to develop a talent supply with experience. Ensure these are in correct areas that would support this field of work. This could be done through coordination with universities, community colleges, and technical schools.

- More funding sources.
- Coordinate statewide plans, regional plans, and local plans. Land use is an important factor in this coordination.
- Plan for and provide for the integration of fiber-optic and Wi-Fi infrastructure.
- Start developing Florida's talent at a very early age (middle and high school). Partner with Career Source Florida to support the development of talent supply.
- This can also be applied to veterans and those with disabilities.

Goal Area: Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play

Highest Rated Concepts:

- Increase funding for transit and local projects.

Input Received on this Goal Area

- Prepare for new generations and their travel behavior (want more choices, demand quality places).
- More transportation choices (Uber, Lyft, etc.) are needed.
- New generations want to be in urban environments where they are not car dependent.
- Incorporate better street design (design for people not cars).
- Importance of trees/landscape in the urban design.
- Design roads for pedestrians, bicycles, and cars (need wider sidewalks and bike lanes).
- Need more public transportation options.
- Connect suburban communities to urban areas.
- Provide a connected system for all users.
- Quality of life includes health, mental health.
- Increase available funding to local government for local projects.
    - To create quality places need to increase funds to local communities.
- Increase allowable state funding for state capital and operating expenditures for public transportation.
- Enhance transit and modal options.

- Look at restrictions in statutes that limit transit funding.
- Look at obesity rates and how they relate to the transportation options (reduce the obesity rate of a population).
- Look at regional food systems (identify food swamps and food deserts).
- Improve accessibility to recreational facilities.
- Incentivize employers/gyms to provide shower/changing rooms for people who ride their bikes to work.
- Monitor modal split percentages.
- More density and transit options (walkability and public places).
- Design places with character.
- Incorporate innovative transportation design (piano keys sidewalks).
- Incentivize community places (food trucks, social events), example Tri-Rail food truck.
- Convert parking lots/on-road parking into community spaces.
- Use public right-of-way for more community events/no car streets.
- Allow more low speed vehicles (golf carts).
- Allow flexibility for speed limits and road way design speeds.
- Provide on-demand transit options (google car, Uber, Lyft).
- Increase bus speeds from 10 mph to 15 mph.
- Provide Bus Rapid Transit (BRT).
- Incorporate real time travel information.
- Enhance bus shelter, provide amenities (make them more community friendly)(artwork, lighting, shade, Wi-Fi, interactive information, real time information).
- Prioritize transit funding (to increase ridership and incentivize non-captive users).
- Increase investment in smart street technology (signal timing, ITS, connected vehicles and vehicle-to-infrastructure).
- Historic preservation/preserve/ retrofit public spaces and right-of-way (enhance community character).
- Use SIS dollars for operating and maintenance uses.

- Increase police presence and community education on transportation facilities.
- Improve street design to increase pedestrian safety.
- Increase end-of-trip options (bike share, car share, last mile connectivity).
- Housing is part of transportation network (hub).
- Economic development should be part of transportation mission.
- Integrate a variety of transportation modes.
- Make public transportation more affordable.
- Priority is safety of the transportation system.
- Provide access to healthy food, health care.
- Plan for shorter commute distances.
- Integrate green space within highway system.
- Incorporate bike lanes on local roads.
- Integrate transportation facilities to support different lifestyles.
- When building transportation infrastructure, enhance the community's character, historic culture.
- Regulatory process to support: local, county, state coordination and better alignment.
- Creation of a land use plan for better accessibility, transportation and land use coordination.
- Provide quiet zones for railroads.
- Support regional and community visions.
- Incorporate culture: public art, where feasible.
- Improve accessibility to employment.
- Improve accessibility to activity centers.
- Evaluate the movement of freight to the last mile, containers movement's impacts transportation.
- Balance transportation and resources usage of the last mile.
- Address sea-level rise and storm water issues.

- Reduce the increasing cost of air travel .
- Design transportation facilities for 8-year old and 80-year old.
- Integrate a robust transportation system, multi-modal.
- Consider the mobility needs of aging people and transportation disadvantaged groups.
- Create an identity of place.
- Design for people not for cars.
- Consider convenience, safety.
- Promote walkable communities that support an efficient transportation system.
- Integrate multiple ways of moving without disturbing each other.
- Communities should be multi-sensory with unique character.
- Buffer bike lanes.
- Connect university campus.
- Integrate Wi-Fi hot spot.
- Transportation should not be one purpose any more.
- Support mixed uses.
- Integrate the cycling communities' needs.
- Provide wider sidewalks to encourage walking or share use (shade trees).
- Integrate new technology for predicting and communication between travelers.
- Education on regulations for all modes for safety concerns.
- Less traffic.
- Be sensitive to the community visions.
- Accommodate the aging population's travel needs.
- Provide easy access to fast transportation both inter-regionally and internationally.
- Provide a connected and integrated transportation system.
- Better integrate information apps on travel time, 511.
- More transit service, BRT, faster transit needed.

- Dedicated bus lanes, improve transit efficiency, shorter travel time for transit.
- More road diets.
- Address travel time reliability issue.
- Expand transit service coverage (stops).
- Consider the impact of land use changes on transportation.
- Accommodate tourists travel.
- Prioritized transit.
- Be efficient with what we have to focus density to support transit hub.

Goal Area: Transportation Solutions that Enhance Florida's Environment and Conserve Energy

Highest Rated Concepts:

- Reduce travel time and update design standards.
- Prioritize funding for non-automobile modes.
- Integrate sustainable materials into the construction and maintenance of Florida's transportation infrastructure.
- Prioritize funding for public transit.

Additional Input Received on this Goal Area

- Use alternative fuel vehicles for public transit (provide incentives for local agencies).
- Provide more infrastructure for alternative fuel vehicles.
- Better coordination/engagement on project design (PD&E) with local agencies/partners (early outreach as well, prior to the transportation improvement plan (TIP)).
- Incorporate environmental considerations in the design standards and practices.
- Provide more matching funds/incentives to be able to use different funding sources for projects.
- Plan for the system we want versus the system we have today.
- Revisit traffic forecasting to reassess trends that overestimate cars and underestimate use by other modes.
- Study our parking requirements and provide flexibility to local agencies.
- Limit sprawl, have more urban infill development.

- Redirect transportation dollars to the urban core that is served by existing transportation systems.
- Reconsider infrastructure investments to accommodate greater percentage of projected population increase in urban areas.
- Improve design of new communities to accommodate greater densities and integration.
- Incorporate innovative travel solutions (solar highways).
- Better information sharing between FDOT and local agencies is needed.
    - More shared resources between FDOT and local agencies (financial).
- Install utility infrastructure before road infrastructure (better coordination between utility providers and FDOT).
- Better utilize solar/provide incentives for more solar installation/use in FDOT right-of-way.
- Relay more information to the private sector/use technology to send out information.
- Reduce light pollution (on demand lighting).
- Promote early community involvement.
- Minimic/allow natural processes in design transportation infrastructure (respect for natural habitats).
- Use sustainable/reusable materials in road building.
- New design standards for design and construction incorporating sustainable and resilient practices built in (green manual).
- Faster response for emergency spills on the highways.
- More bike and pedestrian facilities to reduce greenhouse gas emissions.
- More bicycle facilities (changing rooms and showers) (incentivize for employers to provide).
- More solar/renewable energy to power infrastructure.
- Continue to be attainment for air quality.
- Reduce traffic noise.
- Improve travel times.
- Protect the environment while developing transportation facility.

- Upgrade street lighting.
- Reduce energy consumption.
- Incorporate green targets/strategies.
- Better use of new technology for fuel: electric vehicles, nature gas vehicles, financial incentives, efficiency target, CAFÉ Standard, infrastructure (charging stations).
- Incorporate innovative storm water treatment.
- Provide electric charging stations, Wi-Fi hot spots.
- Incorporate landscaping and green infrastructures, where feasible.
- Coordinate transportation and land use, reduce VMT.
- Integrate solar capture for energy and reflection for transportation.
    - Sell excess Power back.
- Integrate fuel efficiency, education on more green travel options.
- Prioritize funding for non-automobile mode projects.
- Signal timing improvement, smart traffic lights.
- Make it easier for people not having to drive.
    - "Free" public transportation.
- Transportation infrastructure with solar system and other alternative fuel.
- LED building, required.
- Improve mass transit.
- Local bio fuel.
- Closer coordination of transportation and land use.
    - More mixed use development.
    - Transit oriented development.
- Multi-modal transportation.
- Sea-level rise issue should be considered in future infrastructure and transportation planning.
- Secure water resources, storm water and aquifer recharge.

- Integrate 2-foot sea-level rise assumption for design of bridges.

Next Steps

Carmen thanked the participants for their valuable input and asked everyone to fill out an evaluation form and comment form before leaving to ensure FDOT can continue to improve the process. She noted that participants could refer to the website, www.floridatransportationplan.com, for more information about the update of the FTP and SIS Policy Plan. Carmen again thanked everyone for joining and closed the workshop.