



Florida Transportation Plan and Strategic Intermodal System Policy Plan Regional Workshop

**FDOT District Two Office
1109 South Marion Avenue
Lake City, Florida 32025
June 22, 2015**

Meeting Highlights

Welcome and Introductions

FDOT District 2 Secretary, Greg Evans, welcomed everyone to the first of four Regional Workshops being held in the month of June. Following self-introductions of the participants, Mr. Evans introduced Dana Reiding, FDOT Office of Policy Planning, 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

Dana 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, the 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 2 was available to answer any questions participants had about the SIS.

Break Out Sessions

Dana 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, she 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 and summaries of the input provided by goal area are listed below:

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

Highest Rated Concept(s):

- Design the transportation system to minimize crashes and fatalities due to distracted driving, etc.

Additional Input Received on this Goal Area

- Faster, efficient security for those entering state via air.
- Balance a faster security system with one that guarantees safety for people and freight.
- Design airports to be able to accommodate the air traffic coming into facility for both passenger and cargo to increase safety.
- Design road to keep pedestrians safe.
- Being able to provide quick response to emergencies in rural counties/areas.
- Improve port access by making sure trucks get to/from ports safely especially ones that go through neighborhoods.
- Provide multiple access for rail.
- Expand incentives for rail projects to get more cargo movement on rail rather than highway to help make highways safer.
- The amount of trucks on interstates seem to have an impact on safety of the facility. Look for ways to move freight movement to rail.
- Design roadway to accommodate large vehicles.
- Streamline the regulations already in place for commercial vehicles.
- Inattentive drivers that pull out in front of logging trucks are a safety hazard. More information is needed to educate people on sharing the roads with large trucks.
- Balance the protection of drivers/passengers with the movement of commercial trucks.
- Need more education of the general driving public on how to share road with commercial vehicles.
- Address emergency routes on two lane roads.
- Provide more rest areas for trucks to promote safe driving.

- Maximize the number of gas stops along rural stretches of highway. Need more notification as to distance to nearest gas station.

Goal Area: Agile, Resilient, and Quality Infrastructure Condition

Highest Rated Concept(s):

- Be more proactive in planning for a more agile infrastructure.
- Provide access to new fuel sources.
- Need to be able to respond more quickly to projects so we don't lose opportunities.

Additional Input Received on this Goal Area

- Ability to respond to the impacts of emergencies, lack of fuel, etc. Need agility to respond to these cases.
- Roadway system is saturated, need more choices, other options. Almost always need a car to get around.
- Need adequate funding for quality infrastructure.
- Design road and plan for growth when roads/bridges are updated, be more proactive now to be able to handle capacity in the future.
- Balance funding better to what is needed right now with planning for growth.
- Need better striping.
- Consider solar panels in roadway to power traffic signals...research more in this area.
- Use of compressed natural gas to replace traditional fuel. Would need fuel station to accommodate these vehicles. Need to incentivize the creation of these types of stations.
- Be proactive and plan for growth.
- Multiple layers of government can be restrictive in accomplishing planning objectives.
- Be proactive in planning for the transportation system, rather than always reactive.
- Streamline regulatory process so we can be proactive in our projects. Need to plan transportation far into the future to better coordinate with land uses.
- Need an "agility" fund to be able to advance projects that may be smaller in size but big impacts. Need to be able to respond to these type of projects quickly.
- Provide examples of what projects of the future might look like especially in rural or other areas. What is available, how do we implement it.

Goal Area: Efficient and Reliable Mobility for People and Freight

Highest Rated Concept(s):

- Improve transportation connectivity among modes.
- Develop transportation hubs in rural areas that support efficiency.

Additional Input Received on this Goal Area

- Promote better facilitation of international trade.
- Encourage integration of processes; such as licensing, permitting, tolling, etc.; into one system.
- Promote better coordination between government and agencies at state, regional, and local levels.
- Provide funding for on-demand transit services, similar to the services provided for transportation disadvantaged, in rural areas.
- Incentivize the construction/provision of lower speed transportation facilities.
- Facilitate coordination and integration of seaport, rail, and truck modes through use of the same container on each mode. This would improve efficiency and promote intermodal logistics.
- Encourage multimodal connectivity and coordinated land use planning to promote last mile connectivity.
- Decrease empty backhaul by creating intermodal hubs throughout the state for trucks to pick up goods before leaving the state.
- Increase the amount of goods that are manufactured in the state.
- Provide options through new technologies for truckers to bypass weigh stations.
- Facilitate coordination with the transportation modes and other agencies to create opportunities for business and economic development.
- Policy revision to allow for more funding options for airport terminal expansion. Also funding options for the development and expansion of international facilities.
- Structure funding in a way that allows smaller metropolitan areas to qualify more easily. Smaller funding match requirements for example.
- Provide something other than minimum activity thresholds that rural areas can meet, such as economic development criteria, to qualify for SIS funding.

- Provide support for projects, such as elevated pedestrian crosswalks, to reduce congestion. Incentivize the provision of lower speed facilities for vehicles such as bicycles, golf carts, etc.

Goal Area: More Transportation Choices for People and Freight

Highest Rated Concept(s):

- Encourage multimodal connectivity coordinated with land use planning to promote last mile connectivity.
- Increase interregional rail connectivity.

Additional Input Received on this Goal Area

- Provide multimodal hubs in strategic areas throughout the state.
- Facilitate more efficient movement of trucks, especially in Rural Areas of Opportunity.
- Provide opportunities to facilitate production of goods.
- Improve safety of Florida's transportation system.
- Allow more flexibility in State statutes to fund and support the transportation system.
- Improve connectivity between the existing rail systems to reduce costs for shipping and improve efficiency.
- Provide alternate or exclusive routes for trucks to improve freight efficiency.
- Provide more on-demand transit service. Support users that do not have access to transportation.
- Expand Florida's rail system, especially east-west connections across the state.
- Provide more modal options for visitors to easily access multiple parts of the state.
- Create sustainable communities where live, learn, work, and play environments are available. This reduces reliance on automobiles.
- Integrate more transportation options that are specific to each community context.
- Water taxi, especially for tourists, on the Suwannee River for example.
- Focus on supporting industry in rural communities to ensure quality of life can be preserved while economic development increases.
- Consider relying more on railroads to get some of the truck traffic off of the road.
- Provide specific (exclusive) lanes for oversize/overweight loads to support public safety.

- Improve last-mile connectivity.
- Expand on demand transportation (UBER Model) for rural areas.
- Plan for and provide staging areas for trucks, incorporate intelligent transportation solutions, integrate truck/freight only corridors/lanes.
- Encourage higher density development to support public transit options.
- Incentivize transit in rural areas to encourage higher ridership at affordable rates.
- Support interregional air travel.
 - State would have to provide incentives to the airlines, possibly subsidies, to make interregional air travel work.

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

Highest Rated Concept(s):

- Streamline the regulatory process.

Additional Input Received on this Goal Area

- Ensure that while focusing on the major global drivers of economic development, that Florida's Rural Areas of Opportunity are still supported. Find solutions that include these areas as well.
- Consider different strategies involved in creating economic development opportunities for both rural and urban areas.
- Establish partnerships across state, regional, and local agencies, ensuring that construction projects are accounted for and reasonable alternative routes are available while a project is completed.
- Provide incentives and support for interregional travel options such as UBER, Megabus and Red Coach.
- Attract and maintain a skilled transportation and logistics workforce.
- Coordinate with local governments to ensure proper land use planning.
- Promote better facilitation of international trade.
- Encourage integration of processes; such as licensing, permitting, tolling, etc.; into one system.
- Promote better coordination between government and agencies at state, regional, and local levels.

- Industrial clusters are typically located off state roads. Certain signage is prohibited in these areas. Revise signage rules to allow for identification of areas where industrial parks are located.
- Coordinate with rural counties, possibly through the Small County Coalition, to ensure rural needs are met.
- Increase partnerships with community colleges, technical schools, and the VA to provide training for students and veterans in the field of transportation and logistics.
- Companies look at the existing quality of life and educational systems when choosing where to locate. Ensure this is in place to attract new business.
- Facilitate coordination with the transportation modes and other agencies to create opportunities for business and economic development.
- Revise policies to allow for more funding options for airport terminal expansion and for the development and expansion of international facilities.

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

Highest Rated Concept(s):

- Align transportation with community vision/desire and land use plans.
- Provide more transportation connectivity to rural counties.

Additional Input Received on this Goal Area

- Provide less stressful travel via automated/connected vehicles.
- Reduce distracted driving.
- Keep natural vegetation.
- Incorporate context based design.
- Reduce Florida's dependence on cars.
- Improve public involvement in future land use decisions and the transportation needs to support those land uses.
- More noise abatement walls.
- Provide greater incentives for people to stop and visit for rural areas by improving the quality of businesses.
- Enhance roads in rural counties (US 19).

- Greater advertising of scenic routes for rural communities.
- More connections to rural areas.
- Partner with state park system to promote state parks to get people off the interstate and incentivize people to visit other parts of Florida (Historic Florida).
- Better coordinate transportation and land use (better communication between FDOT and local officials).
- Provide more information about the impacts of land use on transportation.
- Provide transportation options for new generations.
- Address issues related to having heavy trucks going through downtowns where the community would like a more walkable downtown (creation of a by-pass like Valdosta).
- Reduce time between planning/visioning and implementation of transportation projects.
- Update community visions on a regular basis.
- Expand and connect trails network.
- Create a statewide connected trail system.
- Connect other modes to the trail system (bus, kayak, car).
- Creation of a “springs shuttle”.
- Be prepared for future modes of transportation.
- Communicate with local governments and communities.
- More flexibility in the funding process to respond to immediate opportunities.

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

Highest Rated Concept(s):

- Provide more bike lanes and expand Florida’s bicycle trail network.
- Ship more freight on Florida’s rail system.

Additional Input Received on this Goal Area

- Use road building/bridge materials that reduce impact on natural environment.
- Design roads/bridges that last longer.

- Use Amendment 1 dollars to better protect the environment and reduce sprawl (additional buffering).
- Prioritize funding to communities that have visions and those that promote multimodal elements in their plans.
- Ship more freight by rail to reduce emissions and congestion.
- Promote dense urban development to encourage walkability and reduce reliance on single occupancy automobiles.
- More bike routes and trails.
- Place distribution centers close to interstates/ports.
- Promote alternative fuels/distribution points.
- Create incentives to convert fleet vehicles to natural gas/electric.
- Promote alternative refueling stations in rural areas.
- Create statewide master plan for alternative fueling stations.
- Have alternative fuels available at rest stops on the turnpike.
- Promote rails to trails to maintain right-of-way.
- Incorporate native Florida landscaping.
- Enhance/protect wetlands (permeable building materials).
- Use reclaimed water from transportation facilities.
- Bail our own medians instead of buying it for erosion control.
- Put gutters on/update bridges to protect against oil spills on bridges from entering the water below.
- Protect transportation facilities from salt water erosion/sea level rise.
- Protect Florida's spring system (from nitrates).

Next Steps

Dana 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. She again thanked everyone for joining and closed the workshop.