



## **Florida Transportation Plan and Strategic Intermodal System Policy Plan Regional Workshop**

**The Villages Sumter County Service Center  
7375 Powell Road  
Wildwood, Florida 34785  
June 25, 2015**

### **Meeting Highlights**

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#### **Welcome and Introductions**

FDOT District 5 Secretary, Noranne Downs, welcomed everyone to the last 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 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**

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, 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 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):

- Florida's transportation system should have zero crashes and fatalities.

Additional Input Received on this Goal Area

- Overkill on signage, are they effective? Do we need all these signs? How often is the Manual on Uniform Traffic Control Devices (MUTCD) looked at to determine whether the standard is appropriate? Sign pollution.
- Need separation of bike lanes and roadways.
- Integrate technology into programs to educate users about safety. This should be targeted at specific demographics.
- Incorporate design elements that accommodate different demographics.
- Ensure signage is legible and located where users can easily see them, especially for the aging demographic.
- Increase use of reflective materials to promote safety.
- Perform cost-benefit analysis to evaluate the return on investment before implementing new safety requirements to ensure solutions are cost effective. Ensure solutions use durable materials.
- Ensure equipment can withstand hurricane force winds. Consider applying these standards statewide rather than just in coastal areas. This applies to any new technologies and other improvements to Florida's infrastructure.
- Reduce number of accidents and severity.
- Zero deaths as the goal.
- Become leader in nation in automated vehicle technology given the number of people living in Florida (measure could be number of corridors able to accommodate the new technology).
- Need to improve safety record for pedestrians, bicyclists. Need more education to keep these vulnerable users safer.
- Reduce opportunity for human error in transportation.
- Accommodate platooning trucks to help with safety of other users.

- Technology that gives more advanced warning, 'watching' the system for the user.
- Increase safety of freight mobility through separate lanes, platooning, advanced warning systems to make better travel decisions.
- Need to better coordinate these safety systems along corridor, with counties, regions, urbanized areas, MPOs. Formalize the process for how these entities work together.
- Focus on the last mile and give trucks better information on the logistics of the last mile (i.e., parking, geometrics of the location).
- Regional coordinated plan on how reverse flow will work during emergency.
- State is not ready with ability or capacity during an emergency. Need to determine critical corridors for the state to focus on for safety...thinking about safety and capacity together for major events before the event happens.
- Consider alternative modes for emergency evacuation.
- Increase Dynamic Messaging Signs (DMS) and make sure they are staffed to inform the public of traffic conditions.
- More innovated ways to address safety issues (design speed is appropriate for the land use).
- Have freight corridors that are separate from population centers (especially when moving hazardous materials).
- Have Wi-Fi on the highways to allow for safety messages to be sent.
- Improve coordination with traffic apps to allow for more dissemination of travel information.
- Improve and measure the decrease in bike and pedestrian safety.
- Develop more bike education for drivers.
- Increase funding for programs like Safe Routes to School.
- Increase funding for road side assistance programs (Road Rangers).
- Increase knowledge of traveler information systems.
- More planning for evacuation-in-place.
- Increase resiliency of transportation facilities to weather events (statewide).
- Study the areas that accidents happen for design issues (geo code accident reports).
- Establish a coordinated data base for accidents.

- Alignment between local issues and statewide transportation planning.
- Use of context sensitive design to promote safety of transportation users of all demographics.

### **Goal Area: Agile, Resilient, and Quality Infrastructure Condition**

#### Highest Rated Concept(s):

- Better pre-planning and coordination between FDOT and regional and state governments/partners.
- Educate the public on the cost of roadway maintenance.

#### Additional Input Received on this Goal Area

- Increase the frequency of right of way maintenance.
- Incorporate other elements in maintenance practices. Consider the corridor as a whole. Incorporate lighting upgrades/maintenance when resurfacing a roadway for example.
- Be strategic in what types of studies are undertaken. Only conduct studies that are in line with the community visions/plans. Align this with state and federal requirements.
- Reevaluate the SIS criteria to ensure the correct facilities are included on the SIS. Airports specifically.
- Consider underground transportation infrastructure. Possibly reserved for certain transportation modes.
- Step up the intelligent transportation systems to catch up with the emerging technologies. This helps with adding capacity without adding lanes.
- Funding a key issue to make sure these technologies are being put in place.
- MPO seeing a shift into intelligent transportation systems to create more capacity without expanding lanes.
- Need to coordinate pavement maintenance schedule to be able to maintain improvements made. Make this a condition before awarding grant funds.
- Maintenance is generally less costly than rebuilding a road that deteriorates too far.
- Keep in mind the last mile is often a local road, keeping up with maintenance of these roads contributes the areas economic development, etc.
- Use the same process that FDOT uses for bridges for the pavement management system.

- Need a shift away from obligatory provisions for bike and pedestrian facilities and plan facilities that people will actually use. Keep community context in mind when planning the facilities. Complete streets for safety.
- Provide more funding to be able to maintain existing transportation facilities.
- Educate the public on the cost of the transportation system.
- Provide funding assistance (matching grants) to local agencies for ADA and other compliance laws (unfunded mandates).
- Need to find a revenue source from electric and natural gas vehicles to maintain the transportation system.
- Plan for connected and automated vehicles.
- Improve and increase funding for driver education.
- Provide incentives to buy an automated vehicles or vehicles with increased safety systems.
- Better coordination and communication with local MPOs and agencies on future transportation construction/improvements to the public.
- Emphasize the need for a revision to the funding source of the highway trust fund.
- Maintain and improve existing infrastructure before building new.

#### **Goal Area: Efficient and Reliable Mobility for People and Freight**

##### Highest Rated Concept(s):

- Integrate technology, such as intelligent transportation systems, to improve mobility.

##### Additional Input Received on this Goal Area

- Ensure the transportation system is free of debris. It should be clean and support vibrant and livable communities.
- Reduce the time it takes to complete construction projects on the transportation system.
- Streamline the environmental process to advance projects to the next phase.
- Shift some of the focus toward emerging facilities, such as airports, that can act as a reliever to the largest facilities in the state.
- Ensure rail and transit are considered as options to move people. Incorporate passenger rail and mass transit.

- Incorporate multimodal transportation as well.
- Develop a statewide rail and a statewide transit plan. Integrate as part of the Florida Transportation Plan.
- Provide premium/high speed rail options as well.
- Integrate new technologies into the infrastructure planning process.
- Secure additional funding sources and allow flexibility in funding to support the transportation system and specific needs for different areas.
- Modernize the regulatory guidance and structure. Incorporate the improvement of existing facilities rather than focus on capacity expansion.
- With all the money going to roads, why is there so little to construct transit facilities? Seems to be a push for more transit but no money to fund it.
- Different approaches exist for funding roads and transit, this contributes to the difficulties getting transit funded.
- Lack of transit options impacts economic development, given the large number of visitors many who do not know how to get around because of lack of transportation choices.
- Regulatory process is cumbersome to move projects along.
- Streamline/reduce regulations for building transportation infrastructure.
- A lot of talk about streamlining but doesn't seem to happen.
- Provide incentives for a regional MPO process to encourage entities to collaborate.
- Process needs to rise above the political process or be able to move more quickly so not dependent on who is in office.
- Project development is taking longer than planned because of hold ups in the federal process. If we want to be efficient and reliable, Florida needs to step up and fund with their own funds.
- Increase the use of alternative corridors to alleviate busy corridors, heavy with trucks, etc.
- How do we get future corridors accomplished in a reasonable time?
- New corridors have to consider all modes and how to involve other entities such as electric, gas, fiber.
- Increase funding for SIS airports.

- Incentivize the use of public transportation.
- Increased use of dynamic messaging signs.
- Integrate technologies, such as intelligent transportation systems, to improve efficiency of Florida's transportation facilities.
- Provide multimodal and intermodal connectivity.
- Collaborate with private and public agencies to develop mobile applications that support the transportation system.

### **Goal Area: More Transportation Choices for People and Freight**

#### Highest Rated Concept(s):

- None of the concepts from this section were among the highest rated.

#### Input Received on this Goal Area

- Provide more flexibility in regulation and design standards depending on the needs of a community.
- Relax requirements and the time it takes to get assistance in making context sensitive design changes. Develop requirements/warrants that are related to different modes of transportation, including pedestrian to ensure safety for all users.
- Integrate automated, shared vehicles. Plan for hubs to support these vehicles that include charging stations, restrooms, information, etc.
- Improve intermodal freight connectivity.
- Ensure choices are safe for all users.
- The more transportation choices people have, the more educated, robust the community.
- Different perspective between generations on how each moves around and what they will expect in the future for mobility.
- Context sensitivity is important to building future corridors.
- Long distance rail connections are slowly starting to happen across the state.
- Need a regional plan to coordinate long distance travel options.
- Expedite regulatory review process to advance projects that promote freight movement (i.e., inland ports.)

- Better collaboration with rail and freight carriers to move freight. Need incentives to encourage private companies to coordinate. Give them a reason to come to the table.
- Better inter-regional connectivity (east-west).
- Develop separate high speed passenger rail and freight corridors.
- Have truck only lanes on the interstate.
- Increase freight on rail lines.
- Increase funding for Rails-to-Trails.
- Evaluate design standards and regulations to encourage context sensitive designs and solutions.

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

##### Highest Rated Concept(s):

- None of the concepts from this section were among the highest rated.

##### Input Received on this Goal Area

- Educate new airline pilots to support transportation of visitors and freight in and out of the state.
- Consider user experience, including reliability, safety, and quality.
- Develop walkable areas to support economic development.
- Balance of skilled talent between government and private sector. As economy improves, many move from government to private.
- Need to change the way we reach out to younger working generation to boost the skilled workforce (i.e., social media, etc.).
- Utilize technology to allow the skilled talent to reach farther.
- Need incentives to keep young workers at current jobs.
- Reduce the time it takes to send/receive international shipments.
- Increase international trade zones.
- Increase the number of customs processing centers.
- Coordinate with other nations to streamline customs processing.
- Provide funding for inter-city bus options.

- Provide a statewide funding system for inter-regional connectivity.
- Increase transportation choices based on community needs/wants.
- Provide transit hubs.
- Ensure our transportation system is accommodating and attractive for residents and visitors.

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

Highest Rated Concept(s):

- Promote the integration of multiple modes into existing and future transportation facilities.
- Encourage joint multimodal transportation planning and coordination.

Additional Input Received on this Goal Area

- Create wider lanes to accommodate more users and more shoulder space to accommodate emergency stopping situations.
- Enhance the experience of the transportation system.
- The transportation system should serve people rather than vehicles.
- Integrate complete streets strategies. Include size of sidewalks and integrate landscaping.
- Private sector investment should match the public investment in the roadway.
- Colocation of infrastructure. The facility should be more than just the throughput.
- Design flexibility into the infrastructure.
- Separation of bike lanes.
- Obtain a funding source to assist with the retrofitting of existing infrastructure to support walkability.
- Provide more funding flexibility.
- Use virtual environments for meetings to reduce costs, travel time, productivity, etc. More research and development to determine how to make this happen. Reach out to firms who might be willing to create this type of technology.
- Need additional emphasis on education, training, etc. through regional visioning, strategies to keep continuity of the planning process.

- Revisit the use of the economic regions to ensure education of the process.
- Poor land use decisions lead to reactive planning. Need to start shifting investments to encourage good land use decisions.
- Political will/commitment is necessary to get a project going/keep moving.
- Need to educate/reeducate residents/visitors on regional visions that have been adopted. If people don't know that the vision exists, they won't know how to support it.
- Visioning processes should be ongoing so it continues to keep people educated about where the community wants to go.
- Visioning needs to be visual.
- Focus on keeping communities more walkable.
- Developments are driven by the market. Market conditions change over time. This has impact on how the community will be set up and grow/change over time.
- Good to have good planning to meet the needs but need to let the market work.
- Important to support the community vision not a one size fits all state vision.
- Would like state to do what it can to speed up regulatory process with other entities.
- Reduce reliance on gas and on cars to reduce emissions (more electric cars, connected cars, more transit options).
- Provide more transit options (light rail, mass transit).
- Use technology to disseminate real time travel information.
- More distribution stations for alternative fuels.
- Retrofit existing facilities to include multimodal options (bike lanes, wider sidewalks).
- Reallocate funding to retrofit facilities.
- New funding model is needed for multimodal options (alternative to capacity).
- Provide funding for transportation planning programs (regional visioning).
- Coordinated and integrated master plan funding for local agencies.
- Expand scope of planning to include all modal options.
- Provide modal options for rural areas (regional transit, intercity bus service to rural communities, passenger rail).
- More public private partnership in increase funding and provide more options.

- Help retrofit the design of communities to incentivize walking and biking.
- Create vibrant and healthy communities to support safety and economic development.
- Improve coordination of land use and transportation.

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

Highest Rated Concept(s):

- Provide incentives for using new technology and alternatives to traditional transportation fuels, such as compressed natural gas or solar.
- Optimize the current transportation system.
- Enhance off-system facilities that relieve existing Strategic Intermodal System (SIS) facilities (e.g. reliever airports).

Additional Input Received on this Goal Area

- Work with auto manufacturers to continue to improve fuel efficiency in new vehicles.
- Continue to research and provide information about the areas being considering for transportation improvements.
- Support emerging facilities to reduce negative impacts on the environment. Smaller regional airports for example.
- Consider new materials for transportation infrastructure in strategic locations. For example, solar roadways, piezoelectric pavement, permeated pavement for storm water collection.
- More efficient and flexible environmental review process.
- Environmental review process slows up the process. Need to streamline.
- Provide incentives for alternative fuel distribution points.
- Increase solar power incentives and remove the disincentives.
- Work with utility companies to promote solar options.
- Tighter restrictions needed on increasing urban growth boundaries.
- Increase environmental buffers, green space, natural areas.
- Design transportation facilities that do not harm the natural environment.
- More effective rules and regulations are needed that protect wetlands and natural environments.

- Optimize current transportation (intelligent transportation systems, smart signals, on demand lighting).
- More respect for property owner and their rights to develop.
- Consider other agencies priorities as they relate to environmental resources when prioritizing transportation investments.

### **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](http://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.