Quality of Life and Quality Places
Advisory Group Report to Steering Committee
May 29, 2015

Advisory Group membership

Advisory Group Members	Designees
Ken Bryan, Rails to Trails Conservancy – Florida (Chair)	
Bill Killingsworth, Florida Department of Economic Opportunity (Vice Chair)	Ana Richmond
Janet Bowman, The Nature Conservancy – Florida Chapter	
Amy Brunjes, Florida Power & Light	
Michael Busha, Treasure Coast Regional Planning Council (representing Florida Regional Councils Association)	
Laura Cantwell, AARP – Florida	
Karen Diegl, Florida Public Transportation Association	Lisa Bacot
Richard Goldman, Visit Florida	
James Hightower, Florida Department of Highway Safety and Motor Vehicles	
Steve Holmes, Florida Commission for the Transportation Disadvantaged	
Bob Kamm, Space Coast Transportation Planning Organization (representing Metropolitan Planning Organization Advisory Council)	
Brandi Knight, Department of Health – Leon County (representing Public Health)	
Marlie Sanderson, Gainesville Metropolitan Transportation Planning Organization (representing Metropolitan Planning Organization Advisory Council)	
Charles Pattison, 1000 Friends of Florida	
Todd Pokrywa, Association of Florida Community Developers	
Chris Stahl, Florida Department of Environmental Protection	
The Honorable Ralph Thomas, Commissioner, Wakulla County (representing Small County Coalition)	

FTP/SIS Quality of Life and Quality Places

In a state as large and diverse as Florida, quality of life and quality places mean many things to different people. Vibrant cities, family oriented suburbs, unique small towns and villages, rural areas, and open space all appeal to different groups of Floridians.

The places often described as having the greatest quality of life often share several qualities:

- A variety of places for people to live, work, learn, shop, & play;
- A vibrant economy with a mix of job opportunities;
- An affordable cost of living, including housing, transportation, and consumer goods and services;
- A sense of safety, security, health, and well being for residents and visitors of all ages and abilities;
- Distinctive and accessible cultural, historic, and environmental resources;
- Well organized land uses which group together the assets most attractive to residents and encourage mixed uses, while industrial or other related activities are separated from but well connected to residential areas; and
- A mix of transportation options including driving, riding buses and passenger rail, bicycling, and walking.

Key issues & ideas/approaches identified by the Advisory Group

Key Issue 1: Consider implications of demographics and other societal changes on transportation demand.

Ideas and Approaches

- Provide quality transportation options and facilities to meet travel and mobility expectations from a more diverse population of residents and visitors, including:
    - Provide more transportation services and options for people who are aging in place, have limited mobility, or are unable to drive a car, including transit, dial-a-ride, and driver services for medical and other needs.
    - Provide more mobility options for those who choose not to or are unable to own a car, including high-quality transit systems that attract riders through serving key destinations at convenient times of day and using technology to enhance travel experiences.
    - Improve clarity and readability of signs and implement user-friendly payment systems to accommodate a diverse resident and visitor population including multi-lingual and/or appropriate visual information
    - Improve connectivity from transportation hubs to visitor destinations, including connections between regions.
- Offer an environment that supports transit and active transportation, including walking and bicycling, to accommodate the two large demographic groups (millennials and boomers), including:
    - Increase the number of high-quality options for walking and bicycling, including buffered bike lanes, mixed use paths and off-road trails, and sidewalks.
    - Improve interconnectivity among modal choices.
    - Increase the number of pedestrian-friendly, clean, safe, secure, comfortable, accessible, and Americans with Disabilities Act (ADA)-compliant waiting areas for transit riders.
    - Take advantage of road maintenance projects to accommodate additional users, such as adding or expanding sidewalks, crosswalks and bike lanes, or adding midblock crossings.
- Anticipate and prepare for changes in technology, and societal shifts in transportation preferences and needs, and provide quality facilities and services to support them, including:

- Continue to support research, development, and testing of automated and connected vehicle technologies for all users, and other technologies as they become available.

- Use technology to enhance the travel experience, such as providing travel times, wait times, incident notices, and rerouting to travelers.

- Encourage private sector opportunities, and corresponding public investments, to complement the evolving, connected, and shared economy, including:

  - Provide data and other support for new business models, such as bicycle and vehicle sharing, automated and connected vehicles, transportation apps, and ride services.

Key Issue 2: Align land use and transportation decisions to support vibrant and healthy communities.

Ideas and Approaches

- Encourage community design and multimodal transportation investments including technology applications that promote quality of life, including.
    - Continue to support regional and community visioning processes, and use these visions to guide transportation decisions.
    - Continue to coordinate with local governments to better align transportation decisions with existing and proposed land use plans, including consideration of the transportation needs of locations identified in regional and local plans for higher density, mixed use development; urban infill and redevelopment; and maintaining rural character.
    - Plan major transportation corridors consistent with the Future Corridor Planning Process, including the guiding principles developed by the East Central Florida Future Corridor Task Force.
- Foster transit and active transportation, including walking and bicycling, to support economic development, including tourism; improve the public's health; and provide safe travel for those who cannot or choose not to drive, including:
    - Coordinate with public health agencies and schools to promote active transportation to counteract sedentary lifestyles.
    - Improve transit and transportation disadvantaged services between developed and rural areas.
    - Provide walking and bicycling access to fresh foods to support healthier choices.
    - Coordinate with law enforcement agencies to provide a safe opportunity to use various transportation options
- Plan for and balance transportation for the movement of goods and personal mobility choices with compatible land uses, including.
    - Coordinate with local governments during decisions involving developments adjacent to the Strategic Intermodal System and other key freight and intermodal facilities.
    - Protect the integrity of Strategic Intermodal System corridors by developing and maintaining strong regional and local transportation networks to accommodate demand for regional and local trips.

- Plan, design, and build context-sensitive transportation solutions, considering the needs of the community's residents and visitors, including.
    - Design, build, maintain, and operate the entire roadway corridor to reflect the character and values of the community.
    - Ensure historic, cultural, recreational and natural resources and other features important to each community are considered when planning transportation facilities.
- Design infrastructure and communities in a resilient manner to prepare for potential impacts of extreme weather events and climate trends.
- Use non-highway modes of transportation and new technologies for moving people and goods to reduce the need for road expansions and potential negative impacts on communities, including.
    - Coordinate with and provide assistance to local governments as they create or retrofit mobility solutions for their communities, such as identifying priority areas for transit, corridors for bicycle or pedestrian enhancements (such as Complete Streets or road diets), and roads emphasizing through traffic.

Key Issue 3: Promote responsible environmental stewardship, including conservation of energy.

Ideas and Approaches

- Better align transportation and conservation planning, including.
    - Identify regionally significant land and water resources prior to determining locations for future transportation investments.
    - Avoid, to the extent feasible, existing lands currently managed for conservation; where avoidance is not feasible, minimize and mitigate impacts on conservation lands, wildlife corridors and water habitats.
- Encourage advanced, large-scale approaches to environmental mitigation that accomplish transportation and environmental stewardship goals together.
    - Plan and develop "green highways" that are built with permeable and recycled materials.
- Improve collaboration and coordination between transportation planning and environmental planning, including conservation, wildlife corridors, water quantity/quality, air quality (including greenhouse gas emissions), noise pollution, and recreational space.
- Optimize use of existing transportation infrastructure, and provide new transportation that minimizes negative impacts to the environment to reduce the transportation footprint, including.
    - Maximize and optimize the use of existing transportation facilities to reduce congestion and move people and goods more efficiently, for example with managed lanes.
    - Embrace technology that can reduces the negative impacts on the environment, for example automated and connected vehicles.
    - Adapt the planning and project development processes to recognize the positive environmental impacts of transit and active transportation.
- Minimize energy used to build transportation infrastructure and encourage the use of renewable and lower carbon emitting energy sources through education, incentives, technological advances, and supporting infrastructure, including.
    - Maximize the availability and use of transit and active transportation as methods of reducing greenhouse gas emissions and conserving energy.

- Promote the installation of solar energy systems as part of transportation facilities and infrastructure, such as solar rooftops, medians, noise walls, and paths.

- Expand the use of renewable and non-traditional fuels for transportation, such as encouraging private/public investment in electric vehicles and charging stations, and the use of liquefied and compressed natural gas.

Key Issue 4: Improve safety for the transportation user.

Ideas and Approaches

- Design roadways mindful of the most vulnerable users (pedestrian, bicycle, motorcycle, senior and young), including.
    - Make trails and separated non-motorized facilities safer and comfortable by clustering crossings and encouraging grade separation at major intersections.
- Reduce user-related crashes of all modes, including.
    - Continue emphasis on implementing Florida's Strategic Highway Safety Plan.
    - Enhance design, infrastructure, and technologies to reduce lane-departure and intersection crashes.
    - Enhance laws and regulations, infrastructure improvements, technological improvements, enforcement, and education to reduce impaired, aggressive, and distracted driving-related traffic incidents.
    - Increase use of automated and connected vehicle technologies to reduce the rate of traffic crashes and fatalities.
    - Create safe truck parking areas for driver rest periods.
    - Improve community and transportation design and transportation operations to support safety for all users, such as signal and crossing timing, turning radii.
    - Plan, design, and construct roadways and infrastructure to accommodate transit vehicles and safe access and connectivity for riders.
- Promote collaboration, safety awareness, and education for all modes and all users, including visitors.
- Support accurate, timely and complete data collection and reporting of incidents and exposure for all modes and intermodal connections.
- Analyze incident and other data to identify risk factors and develop targeted plans to improve safety.
    - Use safety audits for all modes to identify opportunities to enhance safety for users, including those outside vehicles.
    - Coordinate with local and state law enforcement to promote a presence that ensures system user confidence

Key Issue 5: Enhance the security of the transportation system to protect users of all modes from threats.

Ideas and Approaches

- Improve security data systems, analysis tools, and performance measures to focus resources on significant opportunities for security improvement.
    - Proactively evolve and enhance security systems to address new and emerging threats, such as biosecurity (e.g., Ebola and agricultural diseases), nuclear materials, and technology breaches.
- Increase the use of technology to improve transportation security, including.
    - Improve surveillance along transportation corridors and at transportation hubs, such as rest areas and transit stations/stops, including through the use of technology.
- Design and provide infrastructure, communications and education, to improve transportation security, including.
    - Create secure truck parking areas to reduce cargo theft.
    - Enhance enforcement and community education to reduce human trafficking.
    - Appropriate law enforcement presence
- Enhance security processes, regulations, and infrastructure to improve customer service and reduce customer wait time.
    - Inform users of the purpose behind security procedures and offer more preclearance or self processing capabilities.
- Provide transportation connectivity to Florida's military facilities to support their national security functions.

Key Issue 6: Improve the ability of the transportation system to prepare for and respond to emergencies

Ideas and Approaches

- Optimize the use of technology to improve emergency management.
    - Implement traffic operations strategies to allow effective responses to emergencies.
- Implement a comprehensive approach, including non-highway modes, for enhancing emergency management.
    - Develop and regularly update statewide and regional emergency response plans and incident management systems.
    - Incorporate all modes including transit and walking in emergency preparedness and response planning and execution.
    - Develop emergency planning toolkits/educational materials for vulnerable populations (e.g. young children, parents, elderly, disabled).
- Prepare for and provide, when needed, transportation systems to evacuate areas in the event of emergencies. Restore and replace disrupted transportation infrastructure and services promptly, in coordination with community partners.
    - Plan, designate, and design key evacuation routes to account for severe weather events and ongoing effects of sea-level rise.
- Coordinate and collaborate to provide communications mechanisms and communication plans, supporting emergency procedures and response, including:.
    - Coordinate emergency response planning between transportation agencies (e.g. transit, law enforcement, emergency management, traffic operations, etc.).
    - Collaborate with emergency response agencies to communicate and educate residents and visitors on emergency planning efforts and evacuation procedures.
    - Coordinate transportation communications and logistics needed to provide human resources and equipment to the transportation system during emergency responses.
- Ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth.

Implementation Issues as Identified by the Advisory Group

- **Collaboration and coordination**
    - Collaborating to achieve regional and community visions is important because one size does not fit all. The Advisory Group recognized that there is value in having statewide principles that allow flexibility for regional implementation. In particular, the group noted collaboration and coordination of state, regional, and local entities, as well as public/private collaboration, will be needed to support quality of life for Floridians.
- **Optimization**
    - The Advisory Group mentioned optimization and efficiencies of existing transportation is important, particularly as it relates to integrating transit, walking and biking. And, a particular emphasis of the group was to optimize transportation to minimize its footprint and impacts to communities and the environment.
- **Technology and innovation**
    - The Advisory Group discussed that society is changing, evolving, and adapting to new technology and societal mores. We need to be proactive on innovation, thinking about mobility in different ways and being more nimble. It also means supporting private enterprises that are leading many of these areas, providing public investment as appropriate.
- **Funding**
    - The Advisory Group recognized the need to have sufficient and reliable funding - – specifically for transit and active transportation. The group saw the ability to enhance transit and walking/biking/trail infrastructure depends largely on available funding resources. The Advisory Group discussed shifting resources or finding new sources.