



Comments Received

General Website Comments

Name JOHNNIE D . PAIGE
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Comments I was just wondering why their isn't t their more transportation to south beach. I mean you can only go but so far on the metro mover and the metro rail but no other mode of transportation is direct to the south beach area no buses why . are their any plans to change this delima , I don't always want to drive my car down to south beach. thanks.

Name Amber Woods
Email ajustwoods@gmail.com

Comments I would like to see a focus on agriculture as well as innovation. Let's see our agricultural communities thrive once more, take businesses away from beaches already overflowing with skyscrapers. Expand the metrorail southward (to homestead/florida city), provide and encourage bicycle riding options (roads) with gas prices going up and cars becoming expensive, let's be innovative and help the people get around via safe, clean buses (good job on the wifi) and other green methods! More agriculture, help home-grown business thrive if possible and encourage green transportation with innovation (maybe bring the trains back where Flagler put them?)

Name Elizabeth S.
Organization UM-Medical Campus
Email elysjoy@gmail.com

Comments I really appreciate public transportation, especially when now we are challenged to carpool and take public transportation to work. I appreciate the bus service #12 route and the metrorail and #17 bus route, which is what i take depending on the time I leave from work or to work. What would be nice is if a bus has broken down, would it be possible to send a back up bus so we are not sitting unknowingly for hours. I noticed that some bus stops are adding shelters for rain, that is helpful, especially in Miami, it would be nice to wait for a bus and not get soaked, although it may still happen. Thank you for providing this service and let me know if there is anything else that you may want to know

Name William Garcia
Email wgarcia33@hotmail.com

Comments Hello, If you could please consider expanding the Miami-Dade Metrorail Train System further south, and also to the Marlins Park.

Thank you for your consideration.

Name Phil Steinmiller
Organization Miami-dade MPO
Email psteinmiller@miamidademppo.org
Phone (optional) 305-375-1522

Comments: Miami-Dade MPO

1) INTRODUCTION

The Miami-Dade MPO is grateful for the opportunity to participate in the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) plan updates. The MPO offers the following comments for consideration in the update process.

2) BACKGROUND: WHO WE ARE

Miami-Dade is a multi-ethnic, multi-cultural, and multi-lingual global “city”. It is a major hub for air and sea cargo, and boasts one of the world’s busiest airports and the world’s largest cruise port. This community links Latin America and the Caribbean to North America. It is a globally recognized center of finance, trade, and tourism. Miami-Dade is the largest county in the State with a population in excess of 2.5 million people. This population is approximately 65% Hispanic, 17 % Black, 15% White non-Hispanic, and 2% other.

3) FTP

The MPO agrees with important points made in the 2060 FTP, as noted below. The FTP is consistent with the implementation of an integrated multi-modal surface transportation system which has occurred in Miami-Dade. The system includes four transit modes, bus, MetroMover, MetroRail, and TriRail, along with a system of SIS highways including congestion pricing in managed lanes.

a) The FTP states that Florida’s future transportation system will have, “Greater reliance on public transportation systems for moving people . . . and enhanced transit systems in Florida’s major urban areas”.

b) The FTP also states that the future system will have, “Multiple options for moving people . . . within . . . urban and rural areas”. This FTP stresses an “integrated” system referring to multiple modes operating to offer multiple choices, which is consistent with the MPO’s recently adopted 2040 LRTP entitled, “Mobility Options – Eyes on the Future”. It can be accessed at the link below.

<http://www.miamidade2040lrtp.com/>

4) DEVELOPMENT PATTERNS

a) In terms of alternative futures, the MPO suggests that two of the alternative futures discussed at the FTP regional forums, and found on the website, are particularly important.

These are Florida as a “Global Trade Hub”, and Florida as an “Innovation Hub”. Within these alternative futures, two trends under “It’s a Small World” and “Tomorrow-land” are necessary and most healthy for the future growth of the State. They are:

- i) Growth in globally connected cities, particularly around air and sea gateways; and
- ii) Emphasis on live / work / play / learn neighborhoods.

b) As Florida has now become the 3rd largest state in terms of population, it is clear that the majority of this growth will continue to occur in existing urbanized areas. In the recent Seven/50 Regional Plan developed for the seven Southeast Florida counties, the population and economic forecasts showed that Miami-Dade will have the largest share of future growth. As the Seven/50 Regional Plan places Miami-Dade at the center of Southeast Florida’s regional growth, we recommend a growth model that concentrates population and employment in existing urban areas.

c) The concentration of population and employment growth in existing urban areas is most efficient for the provision of transportation infrastructure and public utilities.

d) Development within the rural areas may have the following negative consequences: increased auto dependency; may take valuable agricultural land out of production; and may impact undisturbed natural lands.

5) SIS

The 2010 SIS Strategic Plan is consistent with Miami-Dade’s implementation of an integrated multi-modal transportation system.

a) The SIS plan indicates that “Future designation changes will support statewide policy goals, including expanding travel options in congested urban regions . . . (emphasis added).

b) The plan states that the “SIS will become more multi-modal and intermodal”. Miami-Dade developed a multi-modal system 30 years ago, with a fixed guideway corridor. Expansion of the transit system continues and Miami-Dade has urban densities necessary to support such a system. The intermodal aspect of the system was improved in 2012 when MetroRail was extended to the Miami Intermodal Center (MIC), with the MIC tied directly into Miami International Airport (MIA) via the MIC-MIA light rail connector.

c) The SIS Strategic Plan includes “focusing transportation investments around major existing hubs and corridors”, and calls for “Greater emphasis on non-highway modes”. The MPO supports and encourages this multi-modal and intermodal emphasis.

6) SIS CRITERIA

The MPO suggests the following updates to the SIS Plan and Criteria.

a) Urban Fixed Guideway Transit Corridors (UFGTC’s)

Urban fixed guideway transit corridors are necessary to move people within dense urban areas. At present, 2 UFGTC’s are designated in the State; these are TriRail and SunRail. Both systems span multiple urbanized counties as called for in the criteria. However, in terms of ridership,

both UFGTC's are far below the ridership statistics of the existing MetroRail UFGTC. Over recent years, MetroRail's daily ridership has ranged between 60,000 and 75,000 passengers.

The MPO suggests that the SIS criteria could be updated to permit designation of UFGTC's within a single county if that county meets certain population and ridership thresholds. Suggested thresholds would be: dense urban counties with population in excess of 2,000,000; and ridership exceeding 50,000 daily passengers. FDOT should consider including the existing MetroRail system as a strategic intermodal system investment with statewide significance. MetroRail serves commuters as well as worldwide travelers on a daily basis.

In dense, highly urbanized areas of the State, FTP and SIS policies should be balanced to allow transit to be comparable in importance to highways. Miami-Dade has several SIS expressways (SR 826, SR 836, and SR 874) which are wholly contained within the county, and which do not span multiple counties. Presently there is no parity in the criteria for designation of highway and transit corridors.

b) Freight Corridors

NW 25th Street is an important regional freight corridor which connects the warehousing district to MIA. NW 25th Street connects directly to the Palmetto Expressway (SR 826), and indirectly to the Florida Turnpike (HEFT). The NW 25th Street Viaduct is under construction and will provide improved freight connections between the MIA west-side cargo operation and the warehousing district. The Viaduct is a SIS connector roadway.

NW 25th Street should be considered for inclusion as a SIS highway connector. It could be considered as an extension of the current Hub-to-Corridor Connector. NW 25th Street is a County road and would need to be transferred to the FDOT to comply with SIS criteria.

c) Freight Hubs & General Aviation Airports

i) Opa Locka Airport should be evaluated for designation as an SIS general aviation airport. The SIS criteria for volume of itinerant operations per year and length of runway are met and exceeded (100,000+ annual operations; 8000' runway length). The MPO recommends a review of the data and information required to document the economic activity level and determine if it meets SIS criteria.

ii) The FEC Intermodal Facility should be evaluated for designation as an SIS intermodal hub. The MPO recommends a review of the data and information required to document the economic activity level to determine if it meets SIS criteria.

d) Rail Corridors

- i) Consider designation of the emerging SIS rail corridor in Medley as a SIS rail corridor.
- ii) Consider designation of the SIS rail connector to the Port as an SIS rail corridor.
- iii) Consider extending the emerging SIS rail corridor in Medley further to the northwest.
- iv) Consider adding the CSX line west of MIA (along NW 12th Street), and the CSX line southwest of MIA (along SW 72nd Avenue and SR 874) as emerging SIS rail corridors.

7) SUMMARY

Miami-Dade is a multi-cultural global “city”, and a center of finance, trade, and tourism. It has the most density of any urbanized area in the State. MPO transportation policy has supported intense urban development served by a multi-modal system, including four transit modes, for the last 30 years. It is our hope that the Department will consider all of our comments, and we conclude with emphasis on the major points.

- a) For the FTP policy direction on land use patterns, the MPO recommends a growth model that concentrates population and employment in the existing urban areas. This pattern is most effective for the efficient provision of transportation infrastructure and public utilities.
 - b) The MPO recommends a continuation of the SIS policy direction for a more multi-modal and intermodal SIS system with emphasis on expanding travel options in congested urban regions.
 - c) The MPO recommends modification of the SIS criteria to allow designation of the MetroRail system as an SIS investment with statewide significance.
 - d) The MPO is grateful for the opportunity to offer comments on the FTP and the SIS plan updates.
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Name Sheryl Stolzenberg

Email stolzensheryl@outlook.com

Comments Why are all of your 'alternative futures' taken to somewhat extreme levels? Where is a 'most likely option' of a moderate degree of change, with some portions of the state showing urban growth, redevelopment and multimodal mobility (around hubs such as commuter rail stations), while other portions of the State remain either rural or suburban?

Name Martha M Chisholm

Email marthamc@baptisthealth.net

Comments Something should be done to be able to cut the travel time to get from Miami to Tampa. It is just an extremely long and tiring trip going via Alligator Alley and I-75 (5-6 hours!!). The alternative of going via Okeechobee (US 19) is really not any better at all -- it takes just as long. This is very frustrating. Thanks for listening.

Sincerely,

Martha M Chisholm

Miami, FL

Name Jessica Giraldo

Organization University of Miami - Division of Continuing and International Education

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Phone (optional) 3057992079

Comments: The ideal is to improve public transportation so that more people can use their cars less, clearing up the roadways. The downtown system is great, but it needs to be phased to West Miami, etc.

Name Tom A Hunger
Organization none
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Phone (optional) 9545678963

Comments: It is time the FDOT copy with President Obama's directive to reduce CO2/gas emissions. Stop fooling around and allow I-595 FREE toll road use by Hybrid and Electric vehicles. Plus, you should allow this on other Florida toll roads (except the FL Turnpike). It is YOUR job to encourage the presidents program. Commence FREE toll road usage on I-595 by Hybrid and Electric vehicles IMMEDIATELY!

Name David Ratcliff
Organization American Airlines
Email dratcl767@gmail.com
Phone (optional) 561-596-4692

Comments: With such heavy traffic and pollution from the tens of thousands of vehicles traveling our roads daily, I am absolutely gobsmacked you are going to discontinue hybrid traffic incentives in the carpool lanes in 2017.

Please reconsider.

I have purchased two high mileage hybrid vehicles specifically because of the single occupant and express lane privileges and affect on our environment.

You are not going to incentivize purchase of these vehicles and will increase congestion on the main traffic lanes by discontinuing the incentives.

Having lived here for 25 years and seen the huge increase in traffic I suspect studies will show more vehicles traveling in the pay lanes will decrease the congestion and increase revenue. At prices up to \$10.50 a time (I95 yesterday with a lot more flow availability) cars traveling in those lanes encourage others to follow. If you continue the hybrid program and lower the high volume prices you will get more money in the long run. (My degree is Economics/Business and masters includes studies of personnel and material strategic management). Just my two cents.

Name Paul Cunningham
Organization Cunningham reporting
Email pitbullcunningham@gmail.com

Comments: I would like to see people who have hybrids always have free tolls on express lanes. That's one of the reasons people buy a environmentally friendly vehicle. I believe that the

people that are saving our environment get something back for doing the right thing. I recycle all my trash, etc. and try to do everything that's environmentally friendly

Name Lisa Wright

Email poms202@yahoo.com

Comments: I would like to comment on the newly implemented strategy of closing off the express lanes to ALL Traffic when an incident occurs. That doesn't happen for disabled vehicles in the general purpose lanes....

I am a daily commuter from Fort Lauderdale to Miami. I use the Express Lanes which can save as much as 15 on my commute when they are open.

Lately during the rush hour commute, I am seeing these lanes blocked from use more often than they are open.

If there is a disabled vehicle in the left lane or even off to the side, the practice is to place road rangers and police officers with barricades at each entrance to prevent cars from entering.

I am all for safety, but why do both lanes need to be closed? Recently I saw a stalled vehicle in the far left general purpose lane. The road range blocked that lane and the immediately adjacent lane. In the meantime a State trooper used his car to completely block both express lanes. Was this necessary?

I propose that the cars be moved to the far left shoulder as quickly as possible, block off the left express lane for safety, but allow the right lane to continue to be used.

Place an officer there if necessary to help facilitate traffic flow.

Currently we are spending money for at least 4 road rangers and a minimum of 2 state troopers to block these lanes. At the same time not collecting tolls. Is this cost effective. Not to mention that it defeats the purpose for having express lanes. Everyone is now crowded into the narrow general purpose lanes. Tempers flare. Drivers dart in and out and even cut through the cones into the express lanes out of frustration.

What will this be like once the second phase is completed? My average commute is an hour or more one way. How much more time will be added on because of poor management of incidents in these lanes.

I am sorry for the rant but I appreciate the opportunity to voice an opinion.

Name Diana Martinez

Email dmartinez9546@gmail.com

Comments: We need walls or damaging poles on 95 Northbound to Downtown Miami express lanes. The majority of the accidents are from drivers cutting over into the Express lanes. They either want to avoid the cost of the toll, chose the wrong lane or just simply decide they do not want to wait in traffic. Blocking the express lanes with rangers DOES NOT HELP. These same drivers just cut over anyway. Make the Express Lanes worth the toll. Wall them off or put up polls that will actually cause damage to vehicles. Same with the Golden Glades. The no toll booth is great, except drivers speed up and cut in from both sides making it impossible for the drivers in the middle two lanes.

DO SOMETHING! Having a trooper present once every 6 months doesn't help!!! Have them present every day for a longer period of time.

Name Mike
Organization Citizen
Email H20mikrg@gmail.com
Phone (optional) 305-389-4615

Comments: Please create safe bike lane to cross Julia Tuttle Causeway.

Name Steven Cohen
Organization self
Email stevecoach1@comcast.net
Phone (optional) 954-632-2042

Comments: A bridge is being constructed to go over 75 at Pembroke Road in Pembroke Pines. At 4:30 to 5:30 every day there is a back up of traffic at Flamingo Road going East on Pembroke Road. When the bridge is finished the traffic will be way worse because more cares will travel on Pembroke Road from West of 75. Their needs to be more lanes added or the light going East at Flamingo Road needs to have more green light time so that the present backups will not get worse.

Name Rosemary Morris
Email aprildream@bellsouth.net
Phone (optional) 305-362-9513

Comments: I take the train at the palmetto station and I get off at the overtown station ,its ok, but comeing home is a big problem I leave work between 430 to 5 pm and I must get a green line train to go back to palmetto station ,north bound, when I get the train it is always full of people and the next train comes in about 30 to 45 min , because the orange line goes to the air port, this has been for many years and I dont see that many people on that train, there should be a shuttle going back and forth from the air port to the ext of the train, I have a handicap with my foot and can not stand for long time, I have ask for a seat and the person told me he paid for his and would not get up , so I dont ask any more , when I see train full just have to wait ,has

been times next was full too , not fair that I have to wait over a hour for one that I can have a seat, even tried to get on air port /orange and get off before went to air port but when that train came was full too , I am not the only one ,many people from my job go my way too ,(State employee & Dade county employees , work at overtown station exit) Maybe the Mayor should take the train and see how he would like to stand for over 45 min , The other side going south never has a problem because there are so many either comeing from Palmetto station or from the air port . I dont live south ,so going home is always a problem , and I cant drive to work because of my foot . Why cant they just make a shuttle to go from air port to ext of train and it goes back, I have asked many people and most have a family drop them at air port , there is not that many people who take the train, I thank that was a big waste of money , should have made a ext to the beach ,then all those people could come to bayside or go to get trial rail ,or even a ext should have been made down palmetto expressway 826 ,and around ,that would have taken traffic off of the expressways , I hope for now someone looks in to getting a shuttle and leave north bound alone ,not to have this orange line// green line any more , for the help to handcap people ,or just old women/men who cant stand . Thank you

Name Dr. Alanna Hochman
Organization VA
Email Alanna.Hochman@VA.GOV

Comments I have been riding the 95 express and the 595 express buses for the past five years. The opportunity to take mass transit to and from work has been a pleasure. The bus drivers are friendly and the buses are kept pretty clean. However, I do have a few concerns. My primary concern is our safety. It goes without saying that the passengers expect to have a safe trip to and from work, yet this is not guaranteed. There have been too many occasions in which the buses have broken down or there were certain aspects that weren't working (eg, the a/c). Our buses are always full and you just raised the prices of the bus fares. Please ensure that our buses are in working order. That brings me to my next point, there are a great number of riders in the mornings and afternoons on the 595 express bus (VA to Davie Park n Ride). There have been several occasions where we had full buses. Please expand the services every 7 to 15 minutes in the mornings and afternoons so it doesn't seem like a can of sardines. I am especially referring to the 7:00am and 3:40pm buses. Perhaps having 7:07am and 3:49pm buses (again, VA to Davie Park n Ride) would relieve some of this congestion. Thank you.

Name Sonia Cuza
Email scuza58@att.net

Comments: Miami desperately needs the metro-rail west on 836 all the way out to FIU and to Krome Avenue and then all the way South to Homestead. This should have been done years ago.

Name Isabel Medina

Email imedina@stu.edu
Phone (optional) 786-303-1669

Comments: PLEASE! there should be a fast train from Miami to Gainesville (FSU) and continue to St. Petersburg. We should be able to take a train to go to Orlando and for people from Orlando to visit Miami. The transportation is terrible in Miami Dade and Broward. There should be more Metro movers. A fast train from Miami to New York City will be a dream come true for many of us and for them too. Politicians in Florida all they do is to see the benefit of corporations and not of the needs of the population. If it wasnt for the politicians in the 80s we wouldnt have what we have today in Miami-Dade and Broward. It's terrible that such big cities have the worse transportation in the country. Again you want my opinion but I know that nothing will be done because politicians don't care.

Comments: i feel as if you work on the west side you should still have the opportunity to catch the public transportation but at this time its not an option

Name Annya Holston
Email alynannie@hotmail.com
Phone (optional) 954-304-7904

Comments: I am seeing the I95 Northbound Express lanes closed during rush hour with no accident or obstruction in the route. This is a major nuisance to commuting drivers. Also, an extreme hazard as people notice there is no reason for the closure and they cross the cones illegally (major accidents waiting to happen and tax dollars wasted replacing cones). I for example am a hybrid driver who pays decal fees yearly to use these lanes but its useless if they are not available when we need them with no cause. Can we please limit the lane closures to only when there is an accident, repair or obstruction?

Name Art Williams
Email ART8241@BELLSOUTH.NET
Phone (optional) 9546471093

Comments: Traffic lights need to be synchronized throughout the local county/city streets. Many seem to run on a timer.

Name Kevin ODonnell
Email kevin.odonnell@NEE.com
Phone (optional) 561 818 3350

Comments: I'm concerned over the underutilized large buses used in West Palm Beach for the "Palm Tran" routes. I drive all over the county and frequently get a glance into the buses as I pass them. I seldom see more than a handful of riders on a bus that is probably designed for 75

passengers or more. Now I'm seeing double buses (one driver, two buses). Again, with only a handful of riders. These buses can barely make the required turns. I agree that public transportation is needed and valuable, but I feel we should match the bus size to the need. We should use the smaller busses on these routes and only use the larger buses as the need arises. This would save gas and help the environment. In addition, it would help reduce congestion and the smaller buses would be easier to drive and have fewer accidents as they are easier to maneuver. I believe the Palm Tran system is supported in part by Federal grants and local gasoline taxes, but in these years of concern over the economy, taxes and budget deficits, I feel that with less funding we could support a system of more buses of a smaller size, rather than the big buses that are so common.

No airline or private company would survive with a huge plane/train/bus and only a few passengers. We should follow the example and provide a service that is appropriate to the demand. I'd love to hear any comments.

Name Trina Thompson
Organization Baptist Health Systems
Email Trinat@baptisthealth.net
Phone (optional) 786-527-9259

Comments: I think that the public should have some input for the Sunpass over the 112 exit at 17th Avenue. I've notice that there are barracds located which don't allow people to exit without the toll by plate being scanned.

Name Jeremy A.
Organization Resident
Email jdadam@live.com

Comments: I would love to see increased implementation on local, county and state road ways for safe bike lanes in South Florida. I bike half of Palm Beach county daily and less then 20% of the roads for a dedicated bike lane.

Name Jeffrey S Price
Email jspflorida@gmail.com
Phone (optional) 5612548156

Comments: How is FDOT addressing traffic congestion on I-95 in South Florida? What is FDOT doing to stimulate the installation of light rail? How is FDOT addressing the effects of Global warming on South Florida? We are already witnessing increased flooding in various area.

This trend is only going to increase.

Name Susan Lowell
Organization Broward Cultural Division

Email slowell@broward.org

Comments: East West traffic would decrease if a mass transit solution were implemented on Broward Blvd. Many cars travel this route daily, and many would be happy to use mass transit if it were convenient and resulted in an efficient trip.

A shuttle from Gov Center West to East and back was operating for a while and many used it regularly. This type of non-stop transport would be most welcome.

Name Stacy Lysengen

Email slysenen@broward.org

Comments: I have been riding Tri-Rail for over two years. The shuttle buses and train are rarely on schedule. I think the concept is good but... For any commuter service to be effective the people must want to use it. Most people do not use Tri-Rail because it is so unreliable. Also the downtown Fort Lauderdale shuttles are often full of homeless people just going for a ride.

I also ride my bicycle on the weekends. Many of the bike lanes are in poor condition if they exist. The sidewalks are not any better. Again, if you want to encourage people to get out of their cars you need to improve the alternatives.

Name Amy J Garcia

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Phone (optional) 3057642670

Comments: PLEASE EXPAND THE METRORAIL TRAIN SYSTEM

WE ARE A MAJOR CITY AND THE HIGHWAYS ARE JUST NOT SUFFICIENT

MIAMI DRIVERS ARE SOME OF THE WORST IN THE COUNTRY. IT'S DANGEROUS. I-95 IS NOT IN GOOD CONDITION.

PUBLIC TRANSPORTATION IN THE FORM OF MORE TRAIN ROUTES CAN HELP.

Name Patty Burke

Organization Lynn University

Email pburke@lynn.edu

Phone (optional) 561-237-7814

Comments: Instead of having an HOV lane on I-95 in Broward we should convert it to a Florida residents lane where FLA residents only can use this lane during rush hour. Would be a great incentive during season when all the tourists/snow birds are visiting and we have to wait in traffic for hours. The current HOV system is broken and doesn't work. Can't we come up with a better idea? How about paying to use the HOV lane like they do for the express lane in Dade?

Alternative Futures Responses

Response Summary:

Which category does your vision for Florida's future fit into?

Other

Please describe your vision for Florida's future and include key assumptions about trends and conditions.

My vision of Florida is that portions of Central and South Florida will redevelop around SunRail and TriRail stations, along major transit corridors and near major employers (such as universities). Western portions of Miami-Dade County will continue to remain more rural. The Panhandle will focus more on a recovering commercial fishing industry, and the Keys area will continue to focus on tourism. Major unknown conditions that can change this vision: a shift in the US policies toward Cuba that allow for greater trade with that nation and greater legal immigration, and other immigration changes that contribute toward Florida's population growth.

What are your visionary goals for transportation in Florida in the next 50 years?

Increased multimodal mobility for people in the urbanizing and redeveloping portions of Central and South Florida; increased freight handling by ports will lead to the need for freight-only rail/truck corridors; an improved network of natural trails across the State to link natural areas with natural resource parks and connect to urban bike/pedestrian trails that connect, in turn, to transit hubs, local parks and schools.

List a few bold ideas for how Florida could accomplish your transportation vision.

1. Incentivize the use of transit, carpools and vanpools through sales tax rebates to riders who provide receipts for a set number of trips.
2. Reward employers who allow social service agencies to use their employee computing vans during off peak hours to transport disabled and elderly persons to medical, nutritional, dental or social appointments through business tax rebates.
3. Reward local governments for using 'complete streets' design of local streets or bridges by providing more state funds to assist in construction or replacement of such local streets or bridges.