



FTP/SIS Session – APA Florida Conference

September 10, 2015
Diplomat Resort and Spa Hollywood
3555 S Ocean Drive
Hollywood FL, 33019
8:30 AM – 9:45 AM

Meeting Highlights

Welcome and Introductions

The Honorable Susan Haynie, Mayor of the City of Boca Raton, welcomed participants to the FTP/SIS session of the APA Florida Annual Conference. Mayor Haynie told participants that she was a member of the FTP/SIS Steering Committee representing the Metropolitan Planning Organization Advisory Council. She gave a brief overview of the Florida Transportation Plan (FTP) and Strategic Intermodal System (SIS) Policy Plan.

Florida Transportation Plan (FTP) Goals Discussion

Melanie Weaver-Carr, FDOT Office of Policy Planning, provided an overview of the FTP and described the seven FTP goal areas and supporting objectives developed based on input from the FTP/SIS Steering Committee, stakeholders, and the public. After reviewing the seven goal areas, Melanie asked participants to identify what, if anything, was missing from the goal areas or objectives, what could be enhanced, and if there were any concerns with what was presented. Participants offered the following questions and comments related to the seven FTP goal areas (**in bold**). *Comments and responses from staff are referenced in italics:*

Goal Area: Safety and security for residents, visitors, and businesses

- There is a high pedestrian fatality rate in Florida. Achieving this goal is crucial to promoting more choices for people. Users will not walk, bike, or rely on transit if Florida's transportation system is not safe for vulnerable road users.
- Education is important to user safety. Is there a way we can incorporate public service announcements targeted at promoting pedestrian and bicycle safety?
 - Education of drivers about pedestrian and bicycle safety is just as important. Education of law enforcement helps this issue as well.
- This plan can be useful in providing a consistent safety message that can be adopted by all cities and regions of Florida.
- Education and public service announcements/targeted campaigns related to bicycle and pedestrian safety will go a long way to help improve safety for these users. We need to do more.

- Education is also important for tourists that are not as familiar with Florida's transportation system.
- Driver education and testing must include pedestrian and bicycle safety rules as well.
- *There are several questions in driver's license exams that are related to bicycle and pedestrian safety. This is one effort to improve safety.*
- Design is important. Be sure to incorporate mid-block crossings, far side bus stops, and large building doors on street corners to deter jaywalking and improve safety.
- Incorporate multi-lingual communication accommodations and signage on Florida's transportation system.
- Require more consistent signage requirements and guidelines on local roads (those that are not state owned or maintained).
- Increase width of right of way to make room for wider sidewalks and bike lanes.
- Prioritize infrastructure maintenance to support safety.
- Incorporate pedestrian design considerations into all applicable transportation facilities.
- Increase staffing of police force to better support the enforcement of traffic safety laws related to bicycle and pedestrian safety.
- Dedicate funding to critical bicycle and pedestrian corridors to make improvements that support safety for vulnerable transportation users.

Goal Area: Agile, resilient, and quality transportation infrastructure

- Continue to expand non-highway transportation networks, such as bike lanes and sidewalks.

Goal Area: Efficient and reliable mobility for people and freight

- Complete street design and accommodations should not inhibit freight and passenger movements via truck or automobile.
- Use software, business coordination, and land use/zoning as tools to optimize freight movement and minimize the need for physical infrastructure capacity improvements.

Goal Area: More transportation choices for people and freight

- Continue to research, promote, and prepare for autonomous and connected vehicle technology.
- Provide an intermodal connection between Port Everglades and the airport. Light rail transit, for example, could connect cruise passengers from the airport to their cruise terminal.

- Improving and expanding bicycle, pedestrian, and transit networks can also improve safety.
- Need for more transit options. People want to live close to their jobs and have choices in how they get to work, especially in urban areas.

Goal Area: Transportation Solutions that support Florida’s global economic competitiveness

- Encouraging private sector investment not only applies to this goal areas, but several of the others as well.

Goal Area: Transportation solutions that support quality places to live, learn, work, and play

- Avoid impacting revitalization and redevelopment efforts in urban areas when improving transportation facilities. Do not widen facilities on constrained urban corridors.
- Be a leader in connecting new transportation hubs to urban cores. All Aboard Florida terminals, for example, should have direct links to urban cores.
- Coordinate transportation planning with affordable housing strategies.
- Explore opportunities for and support the integration of bike share and car share programs into urban transportation systems.
- Better coordinate land use planning to reduce the need for roadway capacity improvements.
- Encourage more MPO coordination with local government land use and community planning efforts.

Goal Area: Transportation Solutions that support Florida’s environment and energy

- Explore creative solutions to the challenges presented when creating environmentally sustainable communities.

General Discussion

- How exactly is the FTP supposed to guide the decision making process?
 - *This is a high level plan that is meant to guide the other plans developed in the state such as the MPO long range transportation plans, local government transportation elements, FDOT modal plans, etc. The FTP is updated every five years.*
 - *The goal areas of this update of the FTP are similar to the previous FTP with emphasis on other areas such as choices and innovation.*
- What measures of success are used for this process?
 - *FDOT issues a Performance Report annually that shows measures related to the FTP goals, objectives, and strategies. This year we are focusing on the implementation of the FTP to more closely monitor the performance of the plan.*
- We seem to be missing a funding strategy. This is a major issue that needs to be addressed.

- These are lofty and broad goals. There needs to be a baseline for these goal areas so they can be monitored and measured over time. The strategies related to economic drivers are a good start and easy to measure our success.
- The Vision Element doesn't seem to address many recent efforts such as complete streets. Is there a way we can include some of that in the FTP?

Strategic Intermodal System (SIS) Policy Plan Discussion

Karen Kiselewski, Cambridge Systematics, provided a brief overview of the SIS, its purpose, and the types of facilities that qualify for SIS designation. She introduced the three objectives that were developed based on input from by the SIS Advisory Group and the FTP/SIS Steering Committee. Participants offered the following questions and comments related to the three SIS objectives (**in bold**). *Comments and responses from staff are referenced in italics:*

SIS Objective: Increase the efficiency and reliability of connectivity between Florida’s economic regions and between Florida and other states and nations

- Is there a way we can further integrate rail movement to reduce the amount of truck traffic on Florida’s highways? Are there new rail connections that should be considered in Florida?
 - *FDOT is considering the gaps in the rail network and working to close those gaps. Rail stakeholders have been a big part of the update of the FTP.*

SIS Objective: Expand, integrate and connect transportation choices for interregional trips

- Florida’s waterways are underutilized. Pinellas County, for example, is reliant on the bridges that connect it to the rest of the state. Consider integrating more waterway connections to promote choice and redundancy in the system.
- Has there been a fundamental paradigm shift in roadway design practice that better accommodates pedestrian and bicycle users? US 19 in Clearwater is an example of a roadway design that does not consider the incorporation of a place for people. This is a big missed opportunity, especially from an economic development perspective.
- How best do we balance interregional connectivity and community livability?

SIS Objective: Provide transportation systems to support Florida as a global hub for trade, tourism, talent, innovation, and investment

- Is there a way to promote more use of parallel or reliever facilities?
- Accommodations made to support economic competitiveness at a global and regional scale can still be accomplished while making design decisions that support bicycle and pedestrian users.