



Public Input from Regional Visioning Forums

Innovation and Economic Development

Provide transportation systems to continue to position Florida as a global hub for trade, logistics, and exports-oriented goods and services

- Balanced freight and passenger distribution focused on inland sites and away from the coast; large inland port with consistent port connections; port coordination and expansion
- Unified marketing strategy for Florida's major ports and freight operators
- Create logistics clusters that include access to interstates and rail facilities; use resources from MPOs, planning agencies and EDCs to encourage growth in those locations; support logistics and training centers for better logistic solutions
- Efficient freight movements in rural and urban areas through use of alternative fuels, automatic deliveries
- Efficient distribution models (i.e., networked corridors) to serve diverse economy; real time technology to track (containers, etc.)
- Global gateway /high tech corridors
- Reinvest in rail to gain access to remote locations; add an elevated central rail corridor to move freight and passengers throughout the state; bullet trains through the Florida mega regions
- Dedicated truck lanes on interstates; dedicated commercial freight lanes that are tolled
- Automated delivery options such as freight moving drones, transport finished goods/raw products via blimps
- Use technology to maximize truck load efficiency (Truck Uber)
- Unified team approach to economic development with state agencies to international business opportunities
- Major emphasis in maintenance to preserve infrastructure we have, reuse for new technology

Provide transportation systems to support growth in domestic and international visitors

- Global gateway /high tech corridors
- Trail that connects St. Marks to Pensacola to support ecotourism

Provide transportation systems to support a diverse, globally competitive economy

- Diversify employment to industries different than tourism and service-oriented; increase economic diversity; provide incentives for economic development for displaced industries
- Invest in the preservation and growth of transportation corridors and infrastructure in a down market economy

- Adapting existing technologies today which will prepare us for technological advancements; develop the hyperloop now to be available in the future
- Focus resources on industries which are doing well, focus on what is working and try to grow those resources
- Three dimensional printing of goods for at home manufacturing
- Diverse economic opportunities should increase equity in transportation opportunity; people will want to not be limited in their transportation choices - will want to be able to choose among biking, transit, car, uber, teleportation, etc.

Provide transportation system to strengthen Florida's economic regions and connect resources across regions to build a globally competitive meqaregion

- Improve telecommunications infrastructure in rural areas to match/exceed urban areas of state to encourage telemedicine, distance learning, etc.;
- 100% internet connectivity ; seamless national wifi network
- Focus on sustainable rural development (alternative energy resources, long range plans); conservation easements and TDR programs to preserve prime agricultural lands

Support development of a world-class workforce in transportation and other industries

- Build on excellent education system, develop programs to recruit college students from around the country to grow the existing university system; produce quality workers to attract more companies; increase skilled trades
- Form coalitions with neighboring states to increase opportunities for economic development - pool workforce and resources to attract business investment
- Improve educational training for vocational, technology in secondary schools; focus on the technical needs corporations require
- Have the best education system in the Nation
- Agriculture and engineering focus for universities and satellite colleges; universities offer programs that combine community/agricultural sustainability

Support a competitive business climate for transportation and other industries

- Advancement in work from home technologies and telepresence robots reducing need for work commuting; encourage flexible working hours
- Common use facilities for conducting business
- Balance economic development/ environmental stewardship and equity

Infrastructure and Growth Leadership

Maintain transportation system in state of good repair

- Increase focus on maintenance of existing infrastructure rather than expanding infrastructure
- Focus spending on maintenance and operation instead of new infrastructure
- Prioritize what transportation facilities to maintain; consider possible closures; use maintenance as an opportunity to address change-lane elimination program
- Invest in the preservation and growth of the transportation corridors and infrastructure in a down market economy
- Build more managed lanes to increase capacity while enabling existing funding to be used for preservation

Improve efficiency of the existing transportation system

- More limited access corridors to move traffic more quickly
- More efficient freight flows and logistics patterns (point to point distribution models versus hub and spoke operations; automated deliveries; improvements to rural truck routes, etc.)
- Use intelligent traffic systems to integrate and dynamically adjust traffic patterns

Modernize existing transportation system

- Densification of multimodal facilities
- Multi-purpose, multimodal corridors: highways, rail, utilities, communication infrastructure, etc.
- Multi-level infrastructure
- Specialized freight corridors; freight only road networks
- High tech/smart corridors
- Dynamic transportation management (e.g., automated intersection control)
- Increased use of unmanned/automated systems for all modes
- Universal fare card for all transportation modes (car, bus, train, bike share, etc.)
- Increased coordination of digital network and physical network (e.g., real time technology to track containers and other assets)
- Use of transportation infrastructure for energy generation (e.g., solar highways)

Expand modal choices for moving people and freight

- Less reliance on personal automobiles; shift toward multimodal transportation system.
- System of pedestrian, bike, and transit connectivity from local to interregional
- Infrastructure and services for shorter distance trips, such as circulators, personal rapid transit, on-demand transit
- Efficient connections between hubs (airports, seaports, city centers, jobs centers, etc.)
- More direct international flights
- Increased intrastate air service
- Increased use of coastal and inland waterways including canal system for transportation uses

Improve interregional and interstate connectivity

- High capacity passenger rail that connects urban centers with other modes throughout the state
- Proactive planning for right of way/corridor/land use needs far into the future (all modes freight and passenger, pipeline, communications conduit, etc.)
- Cost-effective intrastate travel; more coast-to-coast roadways and/or networks
- Larger investment in inland transportation networks; focus freight and higher speed passenger transport inland and passenger service on the coast.
- Dedicated interstate truck and rail corridors to other states (e.g., Florida to Texas).
- Larger investment in the inland transportation networks
- North south connections from Northwest Florida to Alabama.

Ensure a resilient transportation system

- Adaptation of infrastructure to prepare for risks

Quality of Life and Quality Places

Consider implications of changing demographics on transportation demand

- Employ transportation strategies that encourage redevelopment within urban core to entice growth and innovation and to encourage livable, walkable communities
- Effective land use planning to maximize resources available
- Little need for additional transportation capacity/land development
- Context based design
- Mixed use and vertical development patterns
- Reinvent urban cores and provide mixed used TOD with green space
- Concentrate on redevelopment of existing developed areas
- Developing city road networks to accommodate all ages and all modes of transportation 8-80
- Revisit our infrastructure to better serve the needs of the remaining population; may include more complete streets
- Support aging in place

Coordinate transportation decisions to support travel choices, and vibrant and healthy communities

- Multi-modal transportation options (including transit) for access and connecting to the remote areas; system of pedestrian, bike and transit connectivity from local to interregional; less reliance on personal automobiles; less vehicle centric approach
- Premium transit is essential to compete with the "benefits" of the single occupancy vehicle to attract the choice rider; increase safe, well-lit, bike and walk access, shuttles
- Increased access to public transportation to move people between rural and urban areas
- Humanize infrastructure so it is focused more on people and less on cars
- Telecommuting to reduce less road traffic, less parking, less asphalt; focus on renewable energies such as hyper local energy with wind and solar
- Self sustaining communities
- Use of existing transportation infrastructure with higher efficiencies - multimodal/multi-use to preserve existing communities and the environment
- System designed to reflect new transportation needs; dynamic transportation management such as no red lights, automated intersection control
- Diverse economic opportunities should increase equity in transportation opportunity
- Statewide public transportation system with single fare card that allows access to all transportation modes/ resources
- Grow public transit to accommodate denser urban environments; focus future growth in urban infill areas to preserve agriculture and control urban sprawl
- Connecting neighborhoods to job centers with emphasis on public transit

- Transportation systems that preserve and promote quality of life and provides various travel mode options
- Reduce investment in roads, initiate road diets and repurposing rights of way with linear parks and bike-ped
- Increased interdependency of "smart car" and "smart roads/networks"
- Trail that support ecotourism
- Densification of all resources including homes, transportation systems, tourism industries and commerce into smaller land area
- Consolidate services such as schools, restaurants, and commercial corridors
- Preserve agricultural lands and promote community gardens
- Regional approach to transportation, food, security, housing and education
- Healthy, livable communities and transportation (ped/ biking/ multi-use paths)
- Integrating land use and transportation planning
- Localized multimodal investment
- More efficient mass transit contributes to greater quality of life
- Preserving a health environment for all

Make transportation decisions to promote responsible environment stewardship

- Development of more energy efficient agriculture equipment that uses sustainable fuels
- Incorporate environmental protection strategies
- Preservation/protection of natural resources
- Urban farming, green roofs, self-sustaining communities; all types of recycling becomes the norm
- Preserving the environment while balancing needs; ensure environmental stewardship is prioritized
- Focus on vehicles that minimize environmental impact
- Stricter regulations to protect water sources; reevaluating the infrastructure blueprint
- Preserve land uses through zoning strategies for environmental protection
- Sustainable energy supply to preserve natural resources
- Conservation easements and TDR programs to preserve prime agricultural lands

Improve safety for transportation users

- Demonstrations and education for how people can safely access trains/transit; incentives to promote the use of alternative modes through transportation demand management
- Design roadways from the most vulnerable user (ped) to the least vulnerable (truck)
- Zero transportation related fatalities

- Safe access to all modes of transportation

Enhance security for transportation users

- No specific comments recorded.

Provide transportation solutions to support residents and visitors during emergencies

- No specific comments recorded.

Cross Cutting Issues

Investments

- Profit-sharing incentives for private industry to reinvest in existing infrastructure
- Allocated funding for automated vehicles and ride share program; need a new transportation funding mechanism that provides for the development of these programs and technology
- Flexibility in funding mechanisms for both capital AND maintenance
- Ongoing sustainable funding sources
- Transportation infrastructure funding improved on top of current funding options (gas tax)
- Transition the revenue stream from one based on fuel consumption to one based on consumption of the transportation utility
- Indexing federal and local fuel taxes
- Value capture (e.g.: tax increment financing, benefit assessment district)
- Toll the interstate highway system freeing fuel taxes for off system and other transportation modes
- Barter for transportation commodities/infrastructure
- Utilize VMT (Vehicle Miles Traveled) fee
- Public policy to support P3s in a digital realm

Regional Collaboration

- Coordination between public and private industry (P3s), focused on data fusion and communication through common networks
- Develop super-region -- multi-regional and multi-state cooperation
- Annual visioning sessions to plan for all ages; annual review of performance indicators
- Regional public transportation funding becomes a priority
- Enhanced partnership/stakeholder sharing architecture
- Better coordination between state and local levels