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 megaregion

- 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 provide 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