

Comments received via the FTP Virtual Room during the Public Comment Period (11/13/2020 - 12/13/2020)

VR Station	Question	Date	Comment	Comment Treatment ¹	Response
Comment Treatment Explanation:					
New Input raises new information or issues not directly discussed in the draft. FDOT will work with internal offices and external partners who are affected to develop new or revised content, as noted in "Response".					
Concern Input raises concerns about specific draft content. FDOT will work with internal offices and external partners who are affected to consider revising content to effectively respond to the input, as noted in "Response".					
Clarify Input notes confusion regarding certain draft content and suggests that clarification is needed in the document. FDOT will discuss each of these comments and make revisions to provide the requested clarification.					
Editorial Input raises spelling or grammar mistakes or specific text edits. FDOT will fix them as appropriate.					
Noted Input raises concerns or issues that have already been considered and are covered in the draft report, or are unrelated to the Update.					
Safety	1	11/13/2020	reduce drivers on the road, especially drivers like me who really shouldn't be driving due to skill. It's my belief that not every person should be able to access licensing to operate a motor vehicle, but public transit like rail and bus in Florida are vastly inadequate to transport these drivers efficiently. Invest the most in public transit, then make the licensing process more selective based on levels of caution and driving skill.	Noted	To be addressed in FTP implementation.
Mobility	1	11/16/2020	In the age of autonomous and connected vehicles, continue to protect the rights of individuals to drive personal vehicles throughout Florida, such as classic or older vehicles (without requiring further modification to those vehicles)	Noted	To be addressed in FTP implementation.
Mobility	2	11/16/2020	Enact real-time hazardous materials truck/ transit tracking for local communities, with digital placards, and quantity, and real time, vulnerable zone mapping (as it moves through the state) for all rail, highway and barge; interactive dashboard for local and regional responders and 911 centers.	Noted	To be addressed in FTP implementation.
Safety	1	11/16/2020	Does a goal of Zero fatalities assume driverless cars? If so, I do not approve of these objectives. There should be a balance between safety and the desires of the public to continue to drive cars. Many people would not approve of a move to eliminate the ability to drive, not would want to be penalized for doing so.. This is not something I wish to see happen. As you plan for technology on transit routes ,include and protect the desire of actual people to drive vehicles, even when technology gets to the point of being better than human drivers . Do not plan for a full takeover of transit routes by technology, nor require or penalize it. To protect that right, it must also be in your plans, or somewhere down the line. It will cross that line, such that those that opt to drive are penalized with higher insurance, etc. or classic cars without technology are no longer allowed on the connected roads.. because they constitute a risk, and are not equipped with sensors, etc. Please protect these rights and weave them into your documents now. It may be that one day the real competitive advantage for states and local communities, goes to those who have kept the most protections on the rights of its citizens.	Noted	To be addressed in FTP implementation.
Bringing it all Together	1	11/17/2020	EV only by 2030.	Noted	To be addressed in FTP implementation.
Bringing it all Together	1	11/17/2020	Love your lofty goal. Not sure how police and first responders are involved-they are necessary to success. Is this plan linked to hospitals?	Noted	Addressed in the Strategic Highway Safety Plan update.
Bringing it all Together	2	11/17/2020	EV only target	Noted	To be addressed in FTP implementation.
Community	1	11/17/2020	I grew up in Buenos Aires, city streets are mostly very narrow and cannot be expanded. As a result, the city and surrounding republic has a very robust public transportation system of buses, trains, subways, and electric autobus. If you want multimode transport, you will have to say enough of widening roads for cars and invest in public transport. In Argentina, one could buy a small book, lookup were you are and were to go and find the best public route; here, one can't even tell what service is available at a bus stop.	Noted	The mobility strategy (p 28) addresses providing additional information on travel options to customers.

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Community	2	11/17/2020	Just like a cell phone co, you need to figure out the lines of communication (travel) for people and freight. Is there a survey asking people what their transportation needs are?	Noted	FDOT conducts an annual Customer Survey to collect this type of information. Also, see language in implementation section.
Community	3	11/17/2020	A state wide census focused on transportation needs	Noted	
Community	4	11/17/2020	A comparison of cost to acquire land and build or widen roads vs what it could be with public transportation. The cost should include carbon impact, tolls, taxes, insurance, and vehicle cost per person transported; Possibly a software program similar to toll computations, enter starting point and ending point and tolls are computed. People could easily compute the cost of their vehicle/insurance/tags per year, MPG rating, and travel miles per year as an input to the software. I think most would be surprised how much they spend on auto travel.	Noted	To be addressed in FTP implementation.
Community	5	11/17/2020	Carbon footprint of the amount of traffic the roads are designed to carry as well as the sheer burden of the land used and taken away from habitats.	Noted	This is addressed in the Environment goal.
Environment	1	11/17/2020	This is a flowery presentation, but we need to expand our existing corridors and not build new ones that detract from our natural environment and limit habitat for other living things.	Noted	
Environment	1	11/17/2020	Plan for more use of bicycles as a form of transportation as NYC does with dedicated bike only lanes. Right now in Miami Dade its only cars and cars no room for bikes & pedestrians.	Noted	To be addressed in FTP implementation.
Environment	2	11/17/2020	Focus on existing corridors, not lip service to sway people.	Noted	
Environment	2	11/17/2020	Less cars less high rise condos less pollution of the intracoastal water way.	Noted	
Environment	3	11/17/2020	Be honest in presentation and you will learn what people really want.	Noted	
Environment	3	11/17/2020	better more reliable public transportation	Noted	
Infrastructure	1	11/17/2020	THE I95 NORTHBOUND CORRIDOR FROM WOOLBRIGHT TO SOUTHERN BLVD HAS SOME ROUGH RIDING, BADLY NEEDED REPAIRS. ALSO THE SOUTHBOUND EXIT FOR LINTON, FAR LEFT LANE SERIOUS POT HOLES. AND THE SOUTHBOUND CONGRESS EXIT IS VERY DANGEROUS, TOO MUCH TRAFFIC TRYING TO MERGE INTO I95, AND ONCE ABLE TO MOVE TO THE EXIT SOME BADLY NEEDED REPAIRS NEEDED IN THE LANES LEADING TO THE LIGHT THAT ALLOWS YOU TO TURN ONTO CONGRESS.	Noted	This concern will be shared with District 4.
Infrastructure	2	11/17/2020	DURING RUSH HOUR I95 HOV LANE SHOULD BE OPEN FOR ALL TRAFFIC	Noted	This concern will be shared with District 4.
Infrastructure	3	11/17/2020	add: including enhanced connectivity to smaller FL markets/communities	Noted	This is included as a part of "Improve Transportation System Connectivity" objective.
Mobility	1	11/17/2020	I have traveled around the World somewhat frequently touching on some two dozen countries and have lived 3 months or more in 5 countries. In many of these countries not everyone owns a car so public transportation has addressed these concerns. For example bus depo or bus stop is adjacent to rail or metro stops. Major road run somewhat parallel to public transportation etc. This is a practical solution when someone takes the rail then needs bus or metro to get closer to their home or destination. Other than perhaps very major metropolitan areas this is missing in Florida. Transportation connectivity is not seamless. In areas where is public bus it is very infrequent. I assume because of the high ground water metro/subways is not feasible in the state. Therefore this shortfall should be made up with better bus transportation and many larger cities 40K-50K or greater should have small electric busses with greater frequency! Another issue is the rail system between south Florida and central Florida. This concept was thwarted in my opinion 1/3 for various reasons. Instead of renewing the North-South rail line currently only carrying cargo a new line is built but allegedly will stop/turn around Cocoa. A plan ill conceived in my opinion! I know that I live north of this area and would use the line to travel with my bicycle/bike/moped to many places and I wouldn't have to drive. This ill conceived plan did not include/consider the big picture only a limited concept! Perhaps if the Federal Government would of concerned itself with a meaningful infra structure plan this rail would of had a better future!	Noted	To be addressed in FTP implementation.
Mobility	1	11/17/2020	More roundabouts on semi-busy streets/avenues needed. Less chances of accidents or speeding.	Noted	Addressed in the Strategic Highway Safety Plan update.

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Mobility	1	11/17/2020	Plan on regulating for autonomous vehicles	Noted	To be addressed in FTP implementation.
Mobility	1	11/17/2020	more train service especially on weekends	Noted	
Mobility	1	11/17/2020	for hi-way travel, Florida is woefully short in information signs. i cannot remember the number of times that we have been stuck in traffic due to no information about traffic conditions ahead. also better audible information as well. too many times you turn to the am setting and get extremely poor reception and miss all the info.	Noted	Wayfinding is addressed in the plan.
Mobility	2	11/17/2020	add: to include specified geographical distribution areas/districts	Noted	
Mobility	2	11/17/2020	Seamless connections between different transportation modes!	Noted	
Mobility	2	11/17/2020	add in better signage and audible information	Noted	Wayfinding is addressed in the plan.
Mobility	4	11/17/2020	add: to make public transit more easily accessible and affordable to those living in areas experiencing a lack of transit	Noted	
Mobility	4	11/17/2020	The Federal Government did almost nothing for the countries infrastructure in the last 4 years! This will have dire consequences for the State of Florida!	Noted	
Mobility	4	11/17/2020	Account for autonomous vehicles	Noted	To be addressed in FTP implementation.
Mobility	5	11/17/2020	I think the proposed plans that are in the works are grossly inadequate!	Noted	
Mobility	6	11/17/2020	In many areas this is zero to almost non existent. In central Florida Brevard county comes to mind but I believe many counties are in the same situation apart from major metropolitan areas like Miami, Orlando, Jacksonville, Tallahassee etc.	Noted	
Mobility	6	11/17/2020	Don't know if this applies, but more handicapped spaces needed.	Noted	To be addressed in FTP implementation.
Mobility	7	11/17/2020	Bus and rail (people) transportation is marginally exist in the state. I don't see how the current plan addresses all my concerns!	Noted	
Mobility	7	11/17/2020	Larger signs easy to read BEFORE too close to turn offs.	Noted	Wayfinding is addressed in the plan.
Mobility	7	11/17/2020	Be sure to account for autonomous vehicles in the next 5 years when they will become common.	Noted	To be addressed in FTP implementation.
Mobility	7	11/17/2020	getting more access to trains and buses is great idea	Noted	
Safety	1	11/17/2020	EVERY Florida State Police barracks is UNDER STAFFED!!! HIRE MORE TROOPERS and PAY THEM A BETTER WAGE!! They WILL be doing a lot more with the influx of new citizens as well as the current population!!	Noted	To be addressed in SHSP implementation.
Safety	1	11/17/2020	We need more transportation provided for people who are disabled & not able to drive	Noted	Addressed in 'Enhance Access to Opportunity' objective
Safety	1	11/17/2020	Our tendency in planning for transportation safety is to focus on moving people and freight without incident. My question - what can we do so we don't have to move people or freight at all? Our transportation should always focus additionally on working with local zoning to ensure the greatest number of people have access to what they need to live and work day to day without having to use transportation beyond their own two feet. COVID has pushed this idea forward with working from home. Zoning to bring merchandise, worship, services, etc. within walking distance of every home would help reduce the strain placed on our transportation system.	Noted	This is addressed in the "create safer communities" concept as part of the safety strategy and the SHSP.
Safety	1	11/17/2020	you need to state that more traffic enforcement is needed on the highways. fhp is down on number of troopers and always will be due to low pay and low staff. granted former gov scott wanted to decimate the fhp and shift traffic enforcement to the sheriff departments. that failed but it had a major impact on troop strength. more troopers keep traffic flowing safely and helps reduce accident frequency	Noted	Addressed in the Strategic Highway Safety Plan update.
Safety	1	11/17/2020	I would like to see traffic light cameras and tickets for those that run red lights. It seems that at least 2 cars go through every red light.	Noted	Addressed in the Strategic Highway Safety Plan update.
Safety	1	11/17/2020	I've lived in FL for 17 years and have seen three of my kids acquire their driver's license. Compared to other states, FL's new driver training requirements are nonexistent. A driver must pass a simple written test and driving test In Ohio driving training was mandatory for new drivers. I feel you are missing training enhancements to create better drivers from the outset.	Noted	Addressed in the Strategic Highway Safety Plan update.

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Safety	1	11/17/2020	I see no SPECIFIC mention of the I-95 corridor, which I suspect accounts for the largest fraction of crashes and fatalities in Broward. Until something is done specifically to curtail the INSANELY reckless drivers on this highway, your efforts will not make enough of a difference. I, and many people I know, avoid driving on this dangerous road at all cost. It is ridiculous and unacceptable that people should feel this way about a major artery in our county. There is a lack of enforcement that is well documented in the press. I see no mention of addressing this in the plan either. A plan that doesn't deal with this issue is inadequate, sorry to say.	Noted	This concern will be shared with District 4.
Safety	2	11/17/2020	As I stated before there is more thought given to people with disabilities	Noted	Addressed in 'Enhance Access to Opportunity' objective.
Safety	2	11/17/2020	Insure all train paths are safe as possible. Trains, from Miami to Orlando and beyond with a stop in Brevard County is a real plus!!	Noted	
Safety	2	11/17/2020	Yes, it's aspirational, but is also unrealistic. It can never be achieved.	Noted	Addressed in the Strategic Highway Safety Plan update.
Safety	2	11/17/2020	The high volume of traffic infractions and a gross failure to enforce traffic rules, especially speeding, needs to somehow be emphasized.	Noted	Addressed in the Strategic Highway Safety Plan update.
Safety	3	11/17/2020	multiple languages for major signage, especially in areas known to attract foreign/non-English speaking visitors	Noted	Referenced on page 29.
Safety	3	11/17/2020	AGAIN, as previously stated, HIRE MORE TROOPERS!! ALL barracks are under staffed right now!!	Noted	To be addressed in SHSP implementation.
Safety	3	11/17/2020	Again - it feels like you have skirted what is widely agreed is the key risk - reckless driving.	Noted	To be addressed in SHSP implementation.
Safety	4	11/17/2020	road closures during road constructions can be confusing.	Noted	
Safety	4	11/17/2020	Trains must make safety the #1 concern.	Noted	
Safety	4	11/17/2020	Same as above - need to stop people from running red lights (and stop signs).	Noted	Addressed in the Strategic Highway Safety Plan update.
Safety	4	11/17/2020	We also need to reduce uninsured drivers. There needs to be a drive to improve driver's training and understanding of insurance requirements.	Noted	
Safety	1	11/18/2020	Trucks should not be allowed on either I95 OR FL Turnpike (one or the other) during peak hours. They should not be allowed to drive in the left lane unless making a L turn within 1/2 mile. Slow drivers who drive over a half mile in the left lane should be ticketed; they clog traffic and people going around them is a safety hazard. Traffic lights need adjusting. Some are too fast to accommodate all the cars waiting to turn, while others, waiting at red lights, experience huge gaps in oncoming traffic during which turns should be allowed.	Noted	This concern will be shared with District 4, 6, and Florida's Turnpike.
Choices	1	11/19/2020	Would love to see a rail system connecting St Johns County to downtown Jax.	Noted	This concern will be shared with District 2.
Safety	1	11/19/2020	The plan needs to provide specific strategies for offsetting peak hour traffic volume on major highways	Noted	Covered by improving traffic operations and improving modal choices concepts.
Safety	4	11/19/2020	I think there needs to be specific plans for how to ensure safety on the public rail centers especially at night.	Noted	
Safety	1	11/20/2020	why are we using "TRANSIT REVENUE MILES BETWEEN FAILURES" as a metric? If we are looking to increase network efficiency via the policies laid out in the previous section (and the Objectives listed here), we should be targeting "injuries per trip" or "DECREASE of VMT/capita".	Noted	This is a required federal performance measure. Additional suggestions could be considered as a part of FTP/SHSP implementation
Safety	1	11/20/2020	i think maybe admitting some fault in the history of how road policy shaped our built environment (e.g., how are entrances permitted on what should have been limited access highways) could be used to inform how road policy can help fix them. not sure how to get that across in a simple bullet though	Noted	This is addressed in the "create safer communities" concept as part of the safety strategy and the SHSP.
Safety	2	11/20/2020	Make meaningful changes and take concrete actions to eliminate deaths in our transportation system using a Vision Zero process.	Noted	
Safety	4	11/20/2020	Stop the foolish waste of money expanding the Suncoast highway north through Citrus county. The expansion is neither needed or warranted. The money would be better spent on expansion of SR 19 and/or I75. Suncoast is a highway to nowhere	Noted	This concern will be shared with the M-CORES team.

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Bringing it all Together	1	11/22/2020	Transportation efficiency needs to be aligned with growth by builders, which is NOT happening in Poinciana. I drive on congested roads and see land being cleared for more housing, with NO plans to widen roads. Congestion is guaranteed to become worse. Its very disheartening.	Noted	This concern will be shared with District 5.
Mobility	1	11/24/2020	"customer expectations for infrastructure quality and service" is fundamentally unmet for transit, walking, and biking when facilities are lacking. These metrics assume that networks are complete (as they are for private vehicles) or that they are point-to-point transportation (e.g., airplanes, ships). Measuring the quality of infrastructure is only a good metric when there is EXTANT infrastructure. "Frequency of service/road mile" would be an equivalent metric for transit. "Improve transportation system connectivity" - there is currently no metric to measure this for walking or biking. "High-quality facilities / mile of roadway network" might be an equivalent.	Noted	To be addressed in FTP implementation.
Mobility	2	11/24/2020	The fact that "Central Florida provides a glimpse into the transportation system of the future. The I-4 Ultimate project ..." is included in this shows a complete lack of understanding of the current growth trajectory of Florida as well as poor accounting in understanding of its fiscal impacts (infrastructure is both an asset and a liability - long term, even as toll facilities, these projects are fiscally unsustainable, and will necessitate future tax increases to maintain). This is a terrible example!	Noted	Example was reworded to emphasize modernizing the hubs/corridors and providing the multimodal connectivity
Mobility	3	11/24/2020	Recreation trail connectivity is given "high quality" goal while local (TRANSPORTATION!) trails/bike/walking facilities just "Improve"	Noted	Wording on local facilities strengthened to connect.
Mobility	4	11/24/2020	I'd remove "urban air mobility" as a term - mobility implies this technology will be capable of moving more than a small number of people at once. It remains poor "mobility" for people. If its intended to capture movements of cargo, it should be stated differently.	Clarify	Added term to glossary.
Safety	1	11/24/2020	The Plan would adopt and urge implementation of a Vision Zero, which is excellent and necessary.	Noted	
Safety	2	11/24/2020	On Page 9, there is an inventory of various statewide transportation roads and facilities, but the inventory does not include bicycle facilities, bike lanes, etc. I think this is a must.	Noted	A breakdown of non-freeway bicycle and pedestrian facilities are provided on page 9.
			The Plan highlights the Florida Coast-To-Coast Trail in the section on completing transportation networks. While the Trail is a wonderful idea, it is not the completion of bicycling network all over Florida. It's a single trail. Implementation and installation of bicycle and pedestrian counters on all new complete street projects and trails.		Page 25 uses the CTC as a current example but the strategy language discusses the vision of an interconnected statewide system.
Safety	3	11/24/2020	Change in procedures on how Central Office interacts with Districts. For example, Main Street in Springfield is going through a road resurfacing in 2023. The local gov't body requested a lane elimination study. District staff won't study it because they don't want to go through FDOT FDM guidelines to study it regardless of it being a 11k aadt and the surrounding land use supports installation of buffered bike lanes. One person shouldn't be the soul decision maker for deciding not to do a study. It should be a requirement from Central Office to base decisions on science. We can create a Vision Zero policy but if the district and CO rules don't require design change, then Vision Zero is an empty promise.	Noted	This concern will be shared with District 2.
Infrastructure	6	11/29/2020	Bicycling in my area (Brevard County) is expanding rapidly and I expect that many of us will continue cycling after the pandemic. Safety issues abound because drivers of cars are not accustomed to this level of bicycle traffic. Please make within-community bicycle lanes/paths and rails-to-trails paths high priorities.	Noted	This concern will be shared with District 5.
Mobility	1	12/4/2020	Y'all need to seriously consider more rail-based options, high-speed and otherwise, to accomplish the goals you claim to be aiming for.	Noted	
Mobility	2	12/4/2020	Consider rail stations other than simply Sunrail in the proposals.	Noted	
Mobility	7	12/4/2020	More trains, less roads.	Noted	

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Safety	1	12/5/2020	Reducing fatalities on the roads means investing in serious public transit to take cars off the roads! This is the serious way to go about this. State-supported Amtrak between St. Pete and Jax/Miami would take so much traffic off the I-75 corridor and I-275/I-4 exchanges!! This alone would save so many lives! We're pleading with you.	Noted	
Safety	2	12/5/2020	Talk about a goal of getting cars OFF of roads and investing in Public Transit! If we want to become a leader in safety for ALL, let's get rail running! Busses turning! Imagine a future where hundreds of thousands fewer cars drive on the major interstates because there is a robust rail transit system in place. A future where fatalities on these roads are thus slashed dramatically! This is the objective!! We can do it--IF the leaders are willing to step up!	Noted	
Safety	3	12/5/2020	Thinking about how climate change will affect roads, rail, and bussing systems is critical. Now more than ever we need to take steps to mitigate climate change, and this starts with green transit ideals.	Noted	To be addressed in FTP implementation.
Environment	1	12/7/2020	Car dependence to get anywhere in Tampa Bay area quickly and efficiently. Missing light rail.	Noted	This concern will be shared with District 7.
Environment	3	12/7/2020	Public mass transit for those of us who are currently car dependent will require retraining us to think and act differently. Convenient , timely, and handicap/elderly friendly transport systems close to home would be most helpful!	Noted	